

MSCC Techniques Speed Championship

Venue: Gurston Down
Date: 19th June 2011
Weather: Cool, windy with occasional showers

It was with some trepidation that those of us who had not camped there the night before set out for Gurston Down on the morning of Sunday 19th June. It had rained virtually non-stop the previous day. Fortunately we had better weather for our hill-climb than the poor competitors the day before.

Gurston Down is a fairly short but technically challenging hill. It deserves better support than the 5 of us who campaigned on it this year. As a permanent venue it is very well organised. The new timing display was amazing: showing various split times as well as totals for several competitors simultaneously.

This was my first outing with the newly fitted aero screen, so I was most grateful that the Millers were in the next bay and erected their two-car Gazebo over both of us. What luxury! The rest of the Morgan field were Paul Bryan and Gregor Dixon Smith. We had some local support from Logmog this year in the Paddock.

There was some very competitive driving from all of us this year. Paul and Gregor in Class 7 were never more than a few hundreds of a second apart all day, with Paul getting the best time of the day but coming just behind Gregor on handicap, since he was running 1B tyres. Andrew and Anne Miller also swapped places in Class 3 during practice with Andrew eventually coming out in front and managing to beat the bogey giving him 1st Place on handicap. I managed to make some considerable improvements on my last efforts a couple of years ago, but still came last overall against such talented competitors!

There were a couple of exciting moments during the day. The perceived wisdom was that the start of the so-called "Karousel" could be taken before changing down gear, to improve times. Anne Miller and I decided to give this a go in the first timed run. We were both slower as a result, Anne taking in some scenery but fortunately with no harm done. She went on to record her fastest time on the second timed run. The other problem was when Paul Bryan's throttle bar worked

itself loose and fell off the car. Many of the marshals spent some time searching the track for this. When they could not find it, Brian Miller managed to fabricate a working replacement from twisted wire so that Paul could continue to compete. This is so typical of the kindness and generosity displayed at these events which makes Sprinting such good fun.”

Ian Hargrave
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