

MSCC Techniques Speed Championship

Loton Park

Date: 10th July 2011
Event: Loton Park
Weather: Dry, with wet bits.....

The overcast weather of the morning, with the promise of sunny intervals, meant twelve happy Speedmoggers and pit crew lined up for what must be the most scenic venue on the calendar. I know Shelsley and Prescott have their special atmosphere, but setting up camp amongst the rolling hills and deer poop of the Loton estate is a treat not to be missed. We were again saddened by Dave Simpson's inability to join us and we all hope he comes back to play soon – Dave we really miss you!!!

Martyn Whaley wondered whether three inflated tyres would be enough to get him up the hill, but on the advice of the 'committee' decided to pump up the fourth. First practice saw everyone setting a time, although sadly for Paul Bryan this was only a 64 ft. time as his carburettor linkage came loose and left him stranded, and Ian Hargrave's grassy experience at Fletcher's Dellow added considerably to his overall time. The rest of the class 7 boys – Smokin' Greg-Dixon Smith and Simon Moore, along with Chris Bailey in his standard Plus 4 were all setting a cracking early pace, with new boy Barry Bartlett beaming as it dawned on him how much fun it really can be trying to hurtle up a strip of tarmac only slightly wider than your car and living to tell the tale. He was missing his pit crew (son Jack) who was away at a camp of his own but who will soon, no doubt, return and be asking dad for a 'loan' of the car to have a go himself.

Second practice saw the majority of drivers improve on their times as they had the confidence to ignore the light and occasional drizzle which always seems to arrive just as Morgans are lining up. Chris Bailey, in an earlier batch was not immune from the 'Morgan Curse' with a dry bottom of Cedar straight and a wet upper section at Fallow leading to some 'descriptive' language on his return to the paddock.

John Shanly must be wondering who he's crossed. Having missed the last couple of events with a broken radiator, his day came to an end after second practice once he diagnosed two missing exhaust manifold bolts as the culprits for his rather fruity exhaust rumble.

After lunch first timed runs left Simon, Chris and a rejuvenated Paul all within a second of bogey, but Greg producing a storming run to end up almost a second under bogey. Nigel Housley and Michele Bailey were having their own tussle, despite (or because of) Nigel's previous evening race preparations, with Ian Hargrave and yours truly having a fun time trying to get close to our respective bogeys, and Brian Lee locking up on his first timed run.

The pressure was on for the second and final timed runs and it looked as if Chris Bailey's earlier run than the rest of the competitors might have an advantage as his dry run was followed by wet windscreens and visors for the rest of the competitors, leading to some choice comments about his parentage.....!!!! However, a slight

delay in setting off was sufficient to allow the track to dry and Greg clinched first place overall 1.08 seconds under bogey, with Chris Bailey second and Paul Bryan pulling out a storming time of 63.99 to take third.

For yours truly, Jon Shanly's withdrawal meant I took first place in the over two litre Morgan class, and the added bonus of fastest time of the day, and the quote of the day from Ian Hargrave was that he now realises you go faster staying on the black stuff rather than the green.

.....and that should have been the end of the weekend, but two bald trailer tyres saw Brenda and Paul looking for an extra night's accommodation in this very scenic part of the world. There's no truth in the rumour that Brenda had been seen the previous evening, with a rosy glow to her face and a rather large cheese grater in hand!!!!

Clive Glass