

MSCC Techniques Speed Championship – Round 4 14<sup>th</sup> May 2011  
MIRA (Motor Industry Research Association)

This round of the MSCC Techniques Speed Championship attracted a good entry of eleven competitors, but reduced to ten on the day.

Due to the nature of the work at MIRA there are some security measures to be followed, such as no cameras or mobile phones being allowed on site and all competitors being escorted en masse to the sprint course which lies within the banked high speed test circuit.

The 1.7km course consists of a 180 degree LH bend, 100m after the start, which leads into a fast run consisting of two straights connected by a LH kink to be taken without lifting by the brave. The second straight which is the fastest part of the course had a speed trap located before the braking point into a tightening right hander. This is followed by a 90 degree LH turn onto the fast final straight into a 180 LH sweep leading to a short blast to the finish line.

The SpeedMog class was last in the running order, which gave everyone time to walk the course, get breakfast from the very good quality caterers, attend the compulsory drivers briefing, and relax before the arrival of the busy scrutineers.

The weather conditions were constant all day being cloudy with sunny intervals, a strong wind and 15 C.

First practice was completed fairly conservatively, everyone well away from their class target times. Second practice indicated some improvements, particularly the Millers and Martins in their double driven cars and Greg Dixon-Smith in the ex factory trials car. Ray Eatock returned to the paddock with what looked like bird debris on the radiator cowl of his immaculate 4/4. Trevor Firmin took a short detour at the 90 LH to closely inspect the tyre safety barrier and test the effectiveness of the braking system on his ageing +8. Both were found to be adequate.

Over the lunch break the organisers moved the finish line back 35m, to where it should have been. For many this solved the mystery of slow practice times or gave a very good racing drivers excuse. With the completion of the first competitive runs everyone made significant improvements, notably Andrew Miller being -0.2 sec under target, closely followed by Greg Dixon-Smith 0.56secs over target, these two being hotly pursued by Chris Martin, Ann Miller, and Granville Martin, only a second or so off their respective targets.

The second and final competitive runs of the day were taken late in the afternoon, with Andrew Miller looking a firm favourite to take the honours, which he duly did with an impressive -0.79secs under his target. Greg Dixon-Smith improved by 0.16 sec and claimed second, and the closely contested third spot going to Chris Martin.

Fastest Morgan of the day was not unexpectedly Paul Clarke in his 4/4 /4 seater /Roadster /Copy, but only managed 8<sup>th</sup> overall on handicap. The well prepared and driven 4/4 of Mr and Mrs Miller continues to impress, and was only 3.2 seconds off Pauls best time set on his first run, failing to improve on his second run due to taking the bad advice of trying it all in 3<sup>rd</sup>.

As for the also rans, they did and enjoyed the day, everyone driving their cars home unscathed after a good days motor sport, which is what its all about.

TF (MSCC 2081)