

# MSCC Techniques Speed Championship 2017

## Event Report

Venue: Ty Croes.

Date; 29<sup>th</sup> and 30<sup>th</sup> April 2017.

Weather: Cold and windy.

The two-day Bank Holiday event at Ty Croes on Anglesey is fast becoming a classic event on the Speedmog calendar, as the combination of a fast, grippy track, stunning location, and the sheer number of runs crammed into each day brings joy to even the hardest of hearts (it's Wales, I'm allowed to wax lyrical...). We'd invested in rental of a pit garage so all the cars could be tucked up safely at night, and if the weather deteriorated we'd all be under cover....

The Saturday event is a two-lapper of the national circuit, whilst Sunday is a single lap of the international circuit. Long straights, complex bends, hills and dips all add to the fun. The single-seater Goulds and Pilbeams manage 175mph-plus down the back straight, so you begin to get the idea.....!!!

Simon Baines, Clive Hall, Martin McHugh, and your scribe, made up Saturday's National entrants. Sadly Alan Foster's new Suplex rear suspension wasn't ready in time for him to compete, but he came along for the weekend anyway – such is the draw of the Island. The single practice session was damp and drizzly, but the level of grip over the two laps allowed everyone to get used to the circuit, with Simon Baines setting his stall out, ending up just over a second over bogey, Martin McHugh and I were a couple of seconds back, and Clive Hall was a little further off the pace with an intermittent misfire.

The track had dried by the first timed run, with Simon Baines again settling the pace, now only 0.22 over bogey, and whilst Clive Hall again had problems getting off the line, he reported the car seemed to have cleared its lungs by the end of lap one and was now firing on all cylinders (sorry about the mixed metaphors there...). Everyone was behaving well and there were no delays in proceedings, so by the end of the day we'd all managed four timed runs. Simon cracked bogey on run two and proceeded to lower it on each subsequent run, ending up with a highly creditable best of 124.31, well under the old bogey time of 125.48, I managed second place 1.06 over bogey, Martin McHugh produced a best run of 129.79, and Clive Hall 135.54. After the presentations I left the three others in the bar, hoping they'd have just a few too many and leave the door open for me on Sunday.....

Sunday's weather was a little kinder. A strong Southerly wind and overcast, but with no rain forecast until late afternoon. We were joined for Sunday's event by John B Stephens, fresh from his transplant (the car's engine, not him....) although in his exuberance to get to Anglesey he'd forgotten to pack his timing strut. Inventive to the last, Clive Hall fashioned one by cutting his Tupperware sandwich box in half (other types of sandwich box are available....). Well, I say his, but it was actually his wife Penny's lunch box. In fact it was her FAVOURITE lunchbox - as the subsequent text exchange between her and Clive clearly showed!! I suspect no sandwiches, battenburg or fancies in Mr Hall's lunchbox for the next few weeks...Clive's actually thinking of entering the timing strut for an Innovations Award, as the following photo's show its multitude of uses and possibilities!!...

A timing strut -



A picnic tray -



As the International is a single lap event we all had two practices, yet the organisers, MG Car Club, still managed to fit in the first timed run before lunch. Quite an achievement!!

Simon was once again quick off the mark, beating Jonno 'Hairy' Baines long-standing record time (100.62) with a 'Cornetto' time (other ice creams are available) even Richard Smith would have been proud of - 99.91, chipping more off each run to end the day with a best time of 99.32; 0.69 under the old bogey. Jonno was in attendance and took the loss of his record

well – there's no truth to the rumour that the large dint in the pit garage door was caused by his left boot!!!!

Despite Simon's sub-zero runs, he couldn't take back off at any point during the day. Clive Hall's misfire maladies had cleared up and he was gradually chipping away at his bogey, ending up on run 4 with a blazing run taking him also under bogey, by 0.65, and I managed all my times within a second of the old bogey, ending up just 0.27 seconds over!! A problem with timing meant Martin McHugh's 99.18 was scratched by the organisers (a rogue swallow by all accounts breaking the timing beam just before he finished his run!!), and he had to settle for a best run of 103.24, despite his reduced weight in the latter runs after a high-speed excursion onto the grass on the long back straight.... John B Stephens undertook further aerodynamic modifications to the Hall timing strut (patent applied for) – we cut a few bits off with my scissors - and he ended the day with a best of 114.80. And as we all packed away, the weather deteriorated and the rain started. We couldn't have timed it better!!!

John Stephens summed the event up perfectly. A great day's sprinting, in great company. Long may it continue.

Clive 'DT' Glass