

MSCC Techniques Speed Championship

Venue: Curborough
Date: 3rd September, 2017
Weather: Overcast but dry
Reporter: Lord Unstone

I had been building up my excitement to be at one of the best battles to be contended in the Sprint and Hillclimb Series: the MSCC Club Sprint at the Curburgring. Even the most popular venues do not attract so many different models of Mogs under one roof. Roof? well, you know what I mean. I had been asked to be commentator for the day, I think that this is to keep me away, so that I do not interfere, or spend too much time chatting to the competitors, but at least it keeps me in the warm and dry of the Commentator's Hut. However, the first part of the day saw me at Fradley Hairpin, marshalling. Interesting to see how the various competitors treat this curve and approach the crossover. Glad to report no mishaps. Also good to note that JBS did not brake into the crossover, all other competitors did. He thought that it was because he wasn't going fast enough. Different cars, different drivers, different lines.

Towards the end of the first event, the Figure of Eight, I headed off to the pits to have an early lunch. I met up with my son and daughter, plus their SOH's: my son James just having bought his first Mog, a 1938 Drophead Coupe. (He has now joined the club, but don't hold your breath waiting for him to campaign in his car!) He enjoyed a good chat with George Proudfoot, who, incidentally, rebuilt my first Mog, after I had sold it to my brother-in-law.

Lunchtime ensued, great to meet up and natter with so many old pals, some not so old. The SportsMog Centre AGM was held, where Phil Egg handed over his secretary's baton to Iain Leviston. Iain is so full of enthusiasm for this role, and the SportsMog Centre should go from strength to strength under his leadership.

The traditional Two Lapper took place in the afternoon, luckily the threatened rain held off, and again, no major mishaps. Over the day, some competitors very new to the sport took part, along with some old, even very old, stalwarts. Too many names really to pick out, after all, 21 entrants cannot all make the headlines.

Simon Baines was trying, really trying, to get his terminal velocity into three figures, however 99mph was the highest. Nigel Housley managed to cross the line with a speed the same as his age, Dave Gibson made a welcome return to the fold after a 5 year absence, at least from the Curburgring, and for some: it was only their first or second event!

It was so very useful to have commentary sheets completed by most of the entrants. Could I make a plea please, should I be honoured with the commentator's job next year, would each competitor complete a form, and shared drivers: one each please. Then it saves a lot of shuffling at the microphone. And gives me more to talk about.

All in all, a superb day. Some great competitive sprinting, superb fellowship, no mishaps, no breakdowns. I enjoyed commentating, and getting feedback and the occasional visitor.

Towards the end of the afternoon, the crowds dwindled away, but there was a pretty chilly breeze. I headed off to the paddock where it was considerably warmer.

The prize-giving went well, Julie Baines in Kissing mode. Lots of whooping and hollering, and those not winning were pleased for those who got to walk away with one, or even two, trophies. Every competitor should have walked away with a trophy. All winners for just taking part.

Horror of horrors though, no visit from the ice cream van. I had been looking forward to slurping away at a choc-dipped waffle cone adorned with a nut sprinkle and chocolate sauce. I was bitterly disappointed. However the atmosphere of the day made up for it, I went home happy. As, I am sure, everybody did.

