

MSCC Techniques Speed Championship

Venue: Goodwood
Date: 5th August 2017
Weather.: Warm with Sun , Rain , Sun, Rain, Sun!!

Goodwood - The very names Madgwick, Fordwater, St. Mary's, Lavant all ring bells with anyone who has the vaguest interest in motorsport. Greats such as Moss, Stewart, Hawthorn, Surtees, Bell, Needell, have all amazed the crowds with their driving skills.

Proudfoot, Toon, Hall, Hargrave and Walter will never join such hallowed names but we did pitch up on Saturday 5th August to see what we could do along with 120 other enthusiastic amateurs.

It was to prove to be a day of very mixed fortunes. In the morning the weather was warm and sunny promising good levels of grip and fast times. We all passed scrutineering and noise test and suffered the usual military style drivers briefing before practice started. Goodwood is fast, actually it's very fast and the first casualty was an immaculate BMW M5 that departed the tarmac at St Mary's fortunately without too much damage.

"Poundofruit" adopted the "no lift " strategy in the 80hp flat rad, this was to see him visit the greenery on one fleeting occurrence at Lavant. Toon and Hall had practice re-runs and all was going swimmingly well. Second practice saw your scribe go under bogey by 0.52 with Proudfoot just 2.65 seconds adrift some twelve seconds faster than his best run of 2016! Hall however had much bigger problems. Flat out on Lavant at 100mph plus a sudden misfire heralded the end of play. Investigation proved the problem to be much more serious than originally thought. Little compression on number two cylinder was nothing to compare with the disaster that was to be found in number four. A spark plug had completely detonated and destroyed the piston in this immaculately prepared dry sumped pushrod leaving no choice but to withdraw and rebuild. Clive is an ever present threat and often quicker than the larger engined cars so this was a sad end to an impressive season of consistently fast times.

It was James's first visit to Goodwood and a walk of the circuit with some "line" advice from old stager Mr. Hall proved to be invaluable. He was to improve on every run of the day ending up a satisfying 7.17 secs faster than his first practice.

For me the undoubted driver of the day was Ian Hargrave in the injected plus four. Supported by wife and family he got within reaching distance of John "Bloody" Stephens time and produced an excellent personal best of 111.98 stating that more time was available and he knew where it could be found for next year. No one in the MSCC travels further than Ian to compete and it was great to share his success.

A very wet lunchtime rainstorm quickly passed and the circuit dried out. Your scribe put in a satisfying quickest run of the day only to be told the timing equipment had failed to record the run. I was offered a second run but in the interim the rain returned and I backed out of it to preserve both car and driver from damage!

The last run proved to be the best for “Poundofruit! in the flat rad. Another top gear “no lift” run produced a sub bogey winning run 0.19 secs under bogey. A magnificent effort and a well deserved win. Your scribe was second with Ian Hargrave third and James Walter fourth.

Olivers Mount next. Let’s hope it’s a dry one!

Rob Toon

