

## **MSCC Techniques Speed Championship**

Venue: Prescott Hillclimb, Bugatti Owners Club

Weather: Dry, cloudy, cold.

Date: Sunday 7<sup>th</sup> October, 2018

Following a day of near torrential rain on Saturday which saw a track strewn with leaves, conkers and twigs that caused a very large number of off track incidents Sunday presented a different picture for the last round of the 2018 Speedmog Championship. A weak autumn sun did its best to break through the cloud cover but it was definitely chilly and jackets were the order of the day. This is my favourite event of the year for a number of reasons. Firstly its my local hill! Secondly Prescott is another famous venue steeped in motorsport history and the home of the Bugatti owners club . A few of whom throw these beautiful cars up the hill with little or no thought for their value, they are fantastic to see and hear and add a sense of occasion to the day.

Side shows of American dragsters, canam cars, hot rods, rat rods, cruisers were all supported by rock and roll bands, jive bunnies and all things 50's and 60's. Many were in period dress and blue suede shoes, quiffs and seamed stocking were all to be seen. The genuine motorcycle wall of death is a huge attraction with classic Indian Motorcycles defying gravity throughout the day.

This years championship had already been decided with Simon Ashby deservedly taking the honours over a hard charging George Proudfoot who never gave up and always seemed to find an additional tenth here and there. Nevertheless we were all up for a fight and the usual unhealthy banter flowed around the paddock. The good Dr. Glass was visiting Prescott for the first time Nick Bolton pitched up to round off his first year as a Speedmogger, Mike Meredith made a welcome appearance in the 350+bhp behemoth 5.0ltre V8. There were also some newer faces out to play including Charles Oldham and John Denning more of whom later. So a team of fifteen Morgan's polished, pimped and preened waited the off.

We very quickly found out that the previous day's dreadful weather followed by an overnight frost had comprehensively wiped any abrasive qualities from the track. This was immediately apparent when the lights turned green. The Gods of Hill climbing had provided "Maximus Slidicus, Nihil Gripitas" and we all returned to the paddock doing the "plumbers suck" (drawing air briskly through the front teeth while shaking the head from side to side). The conditions favoured the lower powered cars that didn't have to battle quite so hard with engine torque.

Proceedings were slow at times due to many excursions and the brilliant marshals were kept busy extracting cars from the gravel traps and sweeping the track clean.

Second practice was a bit better but the track demanded respect. Times were improving but it was never going to be a really quick day. The sunshine, thin at best, failed to warm the tarmac and allow full commitment. Biggest improver was Howard Burton who was some 6.0secs quicker with Dr.Glass enjoying his first visit to the Hill close behind improving by 5.87secs

Burgers and sandwiches consumed we prepared for the timed runs. The first batch of Morgans were called and we waited patiently in the paddock queue. Then the red flag came out and clearly all was not well. Engines were turned off and we nervously awaited news from the hill and tried to work out who had gone off. The news when it came was not good. John Denning in the ex-Rob Stones 4/4 had gone off at the Esses hitting the Armco hard and doing considerable damage to the car. John was taken to hospital for a precautionary check-up. This revealed some neck and rib damage and he was confined to bed for a couple of days before returning home. We wish him and his car a speedy recovery.

The track cleared, the red flags were put away and the restart got underway. Not to be put off by recent events we saw some spirited driving and a touch of youthful exuberance from the good Dr. who promptly put the red 3.9 into the gravel trap mercifully without damage. Motorsport is a cruel mistress at times and Sunday was one of those times.

Alan Foster had been plagued with a mystery cut out. A change of power pack seemed to do the job and he was Mr consistent staying in the 55sec bracket for most of the day, Simon Baines was the only player to break into the 40's with a 49.83 while Mike Meredith became incontinent blaming a loose core plug and retired home to dry out. Nick Bolton in the glorious sounding 4.6 produced his best run on T1 and earning himself seventh place overall. Proudfoot was right on bogey after T1 but Simon Ashby had produced the goods again to run 1.62 sec under his target time winning the day and rounding off a fantastic season. Your scribe, running a new R380 gearbox which was finally installed two days before the event could only manage a 51.06 but was happy to be back in the fray having missed both days at Shelsley.

So the season concluded with a day of very mixed fortunes. However we have enjoyed a season of great competition and on the whole the weather has treated us well. New venues have been visited, some of us also ran with the Classic Marques boys and showed them what a great bit of kit the Morgan is by running consistently in the top ten which, out of eighty registered entrants is a result to be proud of considering many have ABS, power steering and in a few cases paddle shift and trick suspension.

On behalf of all the runners and riders our thanks go to Simon, Chris and Brenda for all their hard work. I for one am already looking forward to the start of next season at Ty Croes on Anglesey.

For those who read these articles with a hint of interest do come and play at the taster day at Curborough in March. I guarantee you won't regret it.

"Toony"