

MSCC Techniques Speed Championship

Event: Prescott
Date: 2nd October 2021
Weather: Very WET

Ah Prescott.

A Hillclimb with some of the most beautiful scenery this country has to offer, with a hill that is challenging and superb facilities, especially the restaurant and for the first time this year, a proper timing hut with split times.

After a 2 and a quarter hour drive, mostly in the dark, I arrived at Prescott to find Andy Hatch preparing his car. We decided to walk the hill together. He probably thought this was a good idea to get extra information, but I think I learnt more from him as he had previously attended the Prescott Hillclimb School. He had a map and instructions. All I could tell him was where my daughter came off the track. (Ettos and Pardon). All competitors were asked to walk the track as there was some new tarmac laid between the Esses and the Semi circle. Why, we will never know as it was on a straight and looked a similar mix to the rest of the track.

Eight competitors from Speedmog entered the event.

Georgina and James Dean in a very tidy +8, George Proudfoot in his 1939 Series One 4-4, Nigel Housley in his early eighties 4/4 4-seater, John Stephens in his 4/4, Andy Hatch in his pristine +4, Nick Bolton in his Silver Roadster Lightweight, Mike Meredith in his 5 litre +8 monster, sporting a hardtop.

7 cars with 4 red ones.

James brought along a gazebo that was very useful, not only for him and Georgina, but for the rest of us to keep dry. Thank you James.

After a very enjoyable breakfast in the Bugatti Owner's Club restaurant we returned to our cars to prepare for the first of three practice runs. By the first run it had started to drizzle and we all knew it would only get worse. Fastest on the first practice was Mike Meredith with 62.94 secs. You could tell it was tricky as he is usually in the 48s on a dry day. We all arrived back in the paddock safely after that run but on the next run Nick Bolton caught some mud and maybe oil from a previous off and hit the Armco. He was devastated. We were all concerned as well as we all knew it could have been one of us. He damaged a wing and thought he had bent the chassis. George reckoned he hadn't bent the chassis. We shall see but my money's on George. We all hope that Nick can repair the car quickly so that he can come out to play soon.

By the third practice, the rain was heavier, and runs were slightly slower apart from John Stephens and James Dean, but by then, we both had our roofs up. We all thought this may help Georgina with her times, but she felt unhappy in this situation. I love driving with my hood up, heater on and the radio playing.

After lunch, we had two timed runs and most drivers started to improve their times, except John Stephens. George Proudfoot put in a couple of fine runs, his best on the last timed run at 68.10 secs. This was only 4 secs or less than his best time at Prescott in the dry.

With the weather not improving, Pa Housley and 'MAD' Mike Meredith decided to call it a day after the first timed run. Apologies for calling you Mad but hill climbing a 5-litre monster up a tricky track on a very wet day.... **well**.

'One to watch, this lad' was the comment I received when I came second in the under 2 litre class at Loton Park way back in 2001 and the same applies to Andy Hatch at Prescott. He steadily improved during the day to end up third overall and had the second fastest time of 62.76 secs. Andy has an immaculate +4 in which I am sure he will win events soon.

Final scores:

1st John B Stephens 4/4 1598 cc 62.56 secs. 9.99 secs off target.
2nd George Proudfoot 4-4 1267 cc 68.10 secs. 11.19secs off target
3rd Andy Hatch +4 1999cc 62.76 secs. 12.64 secs off target.

Scribe John Stephens.