

# SOUTHERN STUFF 3 2012

## GOODWOOD EAGLE SPRINT

Goodwood was back on the calendar this year although not as a two lapper as in previous Luffield rounds held there. Due to MSA recommendations, following a tragic fatal crash during a sprint in April, the start would have to be at the end of the pit lane and for one lap. This decision, I feel, is unpopular with organisers and drivers alike, time will tell. For our Championship this was classed as 'new' event.

We had 15 Luffield competitors spanning some seven decades of MG production, there can't be many other marques that can boast such a feat on a regular basis (no doubt somebody will correct me!) Overnight rain had made the track wet for the start of practise, fortunately for us we were the last class to run and the track was dry by the time we ventured out. This was a bit of a relief as due to Goodwood being such a fast circuit it's no fun in the wet, the word 'dangerous' springs to mind! Practise consisted of two laps which gave us a standing start lap and a flying lap; this gave us nicely warmed up tyres for the second circuit. I was soon reminded how fast the circuit is and the it pays not to think of the lack of run off areas, some of the corners are approached at 110+ mph, even faster for the more modern powerful cars and the speed of the single seat racers must be well over 150 mph!

My first competition run was hampered when I caught up one of the Morgan's, it turned out he had realised his bonnet was not fastened and kept his speed down; this resulted in a re-run for myself. After our final run the class was led by myself with Rob Orford second and Mike Cole third. The Luffield drivers best times for the day were, in program order; Geoff Matthews TA 154.64; Martyn Phillis MGA 111.95; Dave Butler TD 122.11; Mike Cole MGB 108.44; Myself MGA 104.03; Anthony Smith TA 128.29; Rob Orford MGB 106.64; Andrew Till ZR 110.02; Paul Constance MGF 121.76; James Haslegrave MGB 129.59; Jack Taylor Lotus MG Mk6 127.72; Howard Harman PA 129.22; Stuart Penfound Lester MG 130.83; Chris Pamplin MG Dargue 121.71; Pedro Moriyon MGA 129.96. I was planning to compete at Curborough Sprint the following day but suffered a serious misfire after my second run and decided to head for home. This turned out to be a blown head gasket and slightly damaged block, just what you need mid-season!

As always, thanks to Brighton & Hove Motor Club and the marshals for an enjoyable day at Goodwood.

Terry Drinkwater

