

## Garland takes maximum points

After a five month break, Morgan racing was back with the opening round of the Morgan Motor Company Challenge at Snetterton on Easter Monday. Loss of an hour to British Summer Time made 8.25am Scrutineering seem more than usually unsociable, but the weather was fine and all 20 entrants looked awake! Even the circuit looked good following a major facelift during the winter. New pit garages were particularly impressive and with slight alterations to the bend at Russell's and a complete resurface of the track there was something for everyone.

Less than an hour after scrutineering 19 of the 20 were out for the all too brief "get 'em out and bring 'em back" policy which passes for practice under 'Racing Ahead' rules. Poor Chris Springall, making his first appearance since his off at Oulton last year and stranded in the assembly area with a broken fuel pump, barely had time to diagnose the fault before the remainder were back in the paddock at the end of the session.

Peter Garland set fastest time in spite of losing his spoiler and alongside him on the front row would be Malcolm Paul. It was especially good to see Barry Sumner out again after being absent for far too long from the series and making a welcome first time appearance was Keith Ahlers in his Class A car.

Practice was not happy for Chris Phillips, who was having handling and braking problems, but Chris Springall managed to practice out of session and would start at the back of the grid with a 10 secs penalty.

The race was brought forward by 15 minutes and minus the usual Green Flag lap (Racing Ahead). And so it was 1.15pm when the lights turned green and current champion Martin Kurrein made a brilliant start from the fourth row. At the front Peter Garland underlined his pole position with a superb start which secured him a lead he would keep to the flag.

James Paterson, determined to keep in touch with Martin and attempting to pass Keith in the process, spun at the Esses and dropped to 15th. A valiant effort from James who had qualified so well, but a situation which inadvertently let Martin get even further ahead. With Simon Orebi Gann and Chris Acklam following James at the time, it was clear that the big battle of the 3.9s would have to wait until another day.

As the field crossed the line for the first time, Simon McDermott was lying second and James Edgerton third in front of Grahame and Malcolm. Martin was sixth, followed by Keith Ahlers, Simon OG and Chris Acklam. Peter

Horsman was leading Class E with Mary Lindsay, Jack Bellinger, Colin Treble and John Clarke just ahead of James Paterson. Chris Phillips was in 16th place with Stephen Lockett, Chris Springall, David James and Barry Sumner completing the field.

By the second corner Grahame Walker had squeezed past Malcolm to lead Class B at the end of the first lap. This was the opening move of a race long duel and demonstration of club racing at its very best. By the 3rd lap Malcolm was in front of Grahame, but the distance between them was negligible. Even as the pair lapped the backmarkers for much of the time they were side by side with Grahame trying everything to get past Malcolm who, in turn, was firmly but fairly shutting the door.

By the 9th lap Grahame had done it and with only one lap remaining went on to take 4th place and a brilliant Class B win.

Simon McDermott was trying to close the gap on Peter Garland in the lead and recording his fastest lap on the third but the gap was to widen by the halfway stage when Peter put in his quickest lap at the same time as Simon's problem was becoming James Edgerton. After some very close racing between the two, James, significantly recording his fastest lap on the 6th, crossed the line for the 7th time in second place.

James Paterson slithered his way back up to 10th and although he remained in that place until the finish, set fastest lap in a Class where the times of all 5 drivers promise close racing for the future.

Class E meanwhile looked safe in the hands of Peter Horsman, but behind him a hugely entertaining tussle was taking place led by Mary but with John and Jack determined to alter that. The opportunity presented itself for John as Chris Springall made his way up through the field and when they passed the line for the 4th time John was in front of both Mary and Jack. The three remained inseparable to the flag but a gutsy and determined drive from Mary kept Jack in his place on this occasion! Of the remaining Class E cars, Chris Phillips had led Colin Treble for most of the race until Colin Treble reversed that by the 8th lap. David James finished ahead of Barry who had delighted the crowd at Russell's by entering and exiting sideways throughout the race.

It was an excellent win by Peter and a fantastic start to the season with all 20 cars finishing after some truly entertaining racing.

© Serena Aston, Race Series Coordinator  
Round 1, Snetterton, 30 March 1997

### Championship standings after 1 round

#### Class A

Peter Garland	11
James Edgerton	8
Simon McDermott	6
Keith Ahlers	4

#### Class B

Grahame Walker	9
Malcolm Paul	6

#### Class C

Stephen Lockett	7
-----------------	---

#### Class D

Martin Kurrein	10
Simon Orebi Gann	8
Chris Acklam	6
James Paterson	5
Chris Springall	2

#### Class E

Peter Horsman	10
John Clarke	8
Mary Lindsay	6
Jack Bellinger	5
Colin Treble	2
Chris Phillips	1
David James	1
Barry Sumner	1

## Pit lane reports

### Chas Windridge

+8, Rover 4.5

Much modified car and driver, but still too heavy and not ready yet. Car is eating parts (and money) while driver is on a diet.

Planning to do the Club Sprint – with wife driving.

### Maurice Standish / Phillip Standish

+8, Rover 3.9

As Maurice is going back to racing his MGB, his son Phillip is taking over the Morgan (which was his to start with). Last year Phillip raced in the Ginetta championship where he came 4th.

With a new Cosworth gearbox and a change to the exhaust system, plus some of the other faults that exhibited themselves (often on the first corner!) corrected, this could be a combination to watch.

### Jack Bellinger

+8, Rover 3.5

Absolutely standard old boy. [Ed. Do you mean the driver?] Positive camber. Rear lever arms. Ally V8 cylinder heads (smaller valves you know). Tyres that are in the Blue Book!! Standard Rover valve lifters (not crane type that let you rev over 6000). Standard cam. Standard distributor with points. Standard block (not cross-bolted for higher revs). Standard single fuel pump. Standard fuel tank (no swirl pots). Standard size rear wheel cylinders (not different bore to help brake bias).

[Ed. Other Class E drivers have asked me to express their thanks to you for those useful tips and hints]

### Barry Sumner

+4 Flat Rad

All rally equipment removed and engine uprated (that'll keep Jack guessing). Two, yes two, hundred weight of Australian desert sand has been removed from the car. Hopefully we'll be alongside Jack and Mary.

## Spa-Francorchamps – the British Sports Car Challenge

Dates are now firm as 23/24/25 May, which is one week earlier than had been expected.

Please contact Peter Sargeant on tel/fax 01531 650760 if you are interested.

*“the most epic circuit left in europe”*

In brief the details are:

*Fri 23*

Sign-on and scrutineering;

*Sat 24*

Qualifying practice (30 mins)

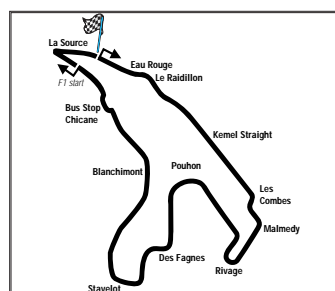
*Sun 25*

10 lap race (45 miles/70kms) approx 1100hrs.

Race fee is £145.00. An EC National A licence is the minimum requirement.

There are discounts available for the ferry crossing and many competitors plan to meet up at Dover and drive down together on Friday morning. Also Peter can advise on accommodation at Spa, where many will stay at the same place.

Please contact Peter as soon as possible to register your interest and obtain an entry form.



### The Lucas Hospitality Box

The Competition Secretary advises that the Lucas hospitality box will be made available to us at Donington for the meeting on 8 June and at Silverstone for the Bentley Drivers' Meeting on 9 August.

As ever, he would welcome volunteers to man the bar and help with the hospitality.

Please contact Peter Sargeant if you would like to help.

## Factory car

The new GT car is being built from the ground up (the old one having been sold to a collector in Holland) and is likely to be ready for the Silverstone meeting on 9–11 May.

### The changes to Snetterton

Judging by the lap records, the resurfacing and change to the 2nd apex at Russell have together made the circuit quicker by around 4%.

The Class A lap record was 2% quicker, Class B an astonishing 6% and Classes D and E both 4%.

## Corporate hospitality

I was at a track day at Castle Combe the other day and had an opportunity to observe the ultimate 'jolly'. A company was providing their employees with a corporate day out run by some Caterham specialists.

When I got there, the 'executives' had been divided up into three teams and there was much joking and macho posturing as they poured out to have a go and put down 'some serious welly'.

All was well for a while, mainly because they were forced to be passengers while instructors took them round.

Then the real fun began. They set up cones in (what I think was) the Park Fermé and were timed round a short course. I've never heard Caterhams revved to 15,000 before but it was pretty frightening at close quarters (I was watching the track from the armco nearby). Anyway, after a number of goes, accompanied by lots of jeering and hooting as people got it wrong, one lad got in obviously determined to put in a good time. When he too missed out some cones and was declared invalid, he wasn't having any of it and insisted he went round again. Rounding the penultimate cone, he clearly became intoxicated by the thought of a winning time because he slammed his right foot to the floor as he was making the turn. Naturally enough this resulted in a lurid slide from the back end so that he was now 90 degrees to the finish line and facing the back of the armco. The slide must have knocked his foot off the accelerator temporarily because he slammed it back down again and charged straight at the armco.

Which wouldn't have been so bad, but there's a kerb there – which knocked out his front wheels (looked impressive actually – one wheel going right, the other left and it's the only time I've seen 30 degrees positive and 30 degrees negative camber on the same axle. And even then he kept his foot flat down. So it launched the front end into the air just enough for the kerb to take out the rear wheels and back axle AND it gave him enough momentum to smash what was left of the intact bodywork into the armco. After a few seconds of silence, a hand came out of the cockpit and waggled around rather feebly accompanied by the immortal words, "Sorry!".

Less hilariously this episode was mirrored on the track just 5 minutes later when a colleague of his spun at Quarry and had to be cut out of the car and taken to hospital (resulting in a 3 hour shut down of the track).

## Chevrons

Chris Phillips is likely to meet ex-Morgan racer Andrew Jackson when he gets out in his new Chevron. Andrew used to race a Class A Morgan and is now running in the HSCC Group 4 and the International Supersports Championships.

## Tuscans

Matthew Wurr was running an impressive 5th in the race at Brands Hatch at Easter before he was shunted off. Even so he finished 9th.

He is likely to compete in about 4 Morgan races this season.

Pole position and a fine win for Peter Horsman at Snetterton race circuit overshadowed the intense rivalry for top honours in Class E this season. Peter made a blistering start and could not be caught throughout the 10 lap race despite tremendous efforts from the largest class E field ever assembled.

Once on the Revett Straight the red cars made their presence known. John was caught in a red +8 sandwich as Mary powered right and Jack powered left. By the Esses, John had been relegated to 4th whilst Mary and Jack thundered after Peter.

Colin was also making rapid progress and coming out of Russell was hard on the tail of John's +4. The two cars were side by side up the start and finish straight with Colin pressing for the inside line. As Colin braked to take Riches, John shot ahead and took the corner at terrific speed - forcing Colin to tuck in behind.

Meanwhile Jack was putting intense pressure on Mary and the two cars became one they came round for the 3rd time. Barry was also pleasing the crowds with full power slides at every corner: Russell was a sight to behold – sideways in – sideways out!

Chris was coming to terms with his 'new' class E car and by lap 7 had taken 6 seconds off his practice time. The +8 was too much for David and Barry however and, on the first lap, Chris powered into a comfortable 6th place which he never lost.

The real drama was developing between Mary, Jack, John and

Colin. By lap 4, Mary and Jack went wide at Sear allowing John to close up behind. Jack was now determined to make a move on Mary and the two cars were seen to see-saw down the Revett straight as Jack challenged and Mary defended. As the three cars rapidly approached the Esses, Jack tucked in behind Mary only to see John leave his breaking ever so late and take both on the inside. With his line all wrong, John struggled to make the second bend at the Esses and, in doing so, succeeded in baulking both Mary and Jack by the exit.

If this wasn't enough, Mary and Jack pulled back John so that by the time the cars reached the Revett Straight for the 5th time, Mary was in a position to pass John on the outside. Seemingly oblivious to the advancing Mary, John held the inside line into the Esses and fended off the red +8, but 'struth did it look close.

The last laps were ones of chase - Colin chasing Jack, Jack chasing Mary, Mary chasing John and John chasing Peter. But they all ran out of time so, crossing the line, Peter and his +8 took the all important chequered flag closely fol-

lowed by the advancing quartet. Chris soon followed with David and Barry completing the field.

In the post race analysis, the top 5 cars had posted a best time of 1m:29 with fastest lap going to Jack by a whisker from John. Chris had recorded a time in just over 1m:30, so less than 1 second split the best time of 6 cars.

Interesting to note for +8 competitors, Jack was heard to comment that by reverting to an earlier cylinder head he had probably reduced top end power but improved low down power. The addition of wind-screens for some of the +8s has appeared to have evened up the field but the true competitiveness of Chris and Colin's cars has yet to be seen. Barry's car was not pulling cleanly throughout the race so expect more to come from the diminutive flat rad. With Jan Bulinski and Peter Sargeant yet to show their mettle, I forecast 5 different winners in Class E this year.

Next round Castle Combe – my tip – do not be surprised to see Colin Treble climb the winners' rostrum.

*I-Spy*

Now all you seasoned racers out there know that at Snetterton in late March with sunny weather and a cold wind, the Snetterton Sanguineous Scarptes Sandfly comes out of hibernation. It sleeps for normally one year, but only lives for twenty minutes. This unusual little creature has a particularly nasty bite which causes Serotonin Amnesia Disorder (SAD for short), which we all know gives you total Brain, Upper and Lower Limb failure (BULL for short), where you cannot move anything for up to five seconds.

Well, while at the start line on the grid on Sunday, one of these little Sanguineous Scarptes Sandflies got into my cockpit and, as the red light came on to start the race, the little critter blatantly attacked and bit me, and then for five seconds I was paralysed with BULL. When I recovered five seconds later, Mary had overtaken me but, after the first two corners, I got my composure together and got past John on the Revitt Straight. Then, on lap four, when I had thought that the little Sanguineous Scarptes Sandfly had been blown out of the cockpit and just before the Esses, the little critter got me again and I was paralysed with BULL and when I had recovered John had got by me.

I tried really hard to get my natural skill and artistic composure back again but, although fighting against all odds, I still managed to finish fourth. Not bad, eh? If you think that this is a lot of old SAD BULL, then ask Peter Garland – he got bitten by one at the start of the Sports Car Race, where he was unable to engage gear for five seconds. I'm sure he will verify my story.

© Rev J Bellringer 1997

PS Congratulations to Peter – fastest in practice and 1st in Class E. Well done. Still a Moss Box +8 out in front.

[illegible]



# Morgan Motor Company Challenge

Circuit	Snetterton		Length	1.952 miles		Qualifying & Race Results							
Date	30-Mar-97		Weather/track										
PRACTICE													
Pos	No	Class	Driver	Car	Time (mins: secs)	Lap	Behind (secs)	kph	mph				
1	8	A	Peter Garland	+8	1:18.97	5		143.21	88.99				
2	16	B	Malcolm Paul	+8	1:20.35	6	1.38	140.75	87.46				
3	20	A	Simon McDermott	+8	1:20.45	4	1.48	140.57	87.35				
4	14	B	Grahame Walker	+8	1:21.01	6	2.04	139.60	86.74				
5	3	A	James Edgerton	+8	1:21.87	4	2.90	138.14	85.83				
6	29	A	Keith Ahlers	+8	1:24.51	5	5.54	133.82	83.15				
7	21	D	James Paterson	+8	1:24.63	5	5.66	133.63	83.03				
8	1	D	Martin Kurrein	+8	1:24.72	4	5.75	133.49	82.95				
9	39	D	Simon Orebi Gann	+8	1:26.42	6	7.45	130.86	81.31				
10	13	D	Chris Acklam	+8	1:27.76	6	8.79	128.86	80.07				
11	54	E	Peter Horsman	+8	1:30.78	5	11.81	124.58	77.41				
12	18	E	John Clarke	+4	1:31.21	5	12.24	123.99	77.04				
13	17	E	Jack Bellinger	+8	1:31.41	4	12.44	123.72	76.88				
14	11	E	David James	+8	1:33.05	6	14.08	121.54	75.52				
15	7	E	Mary Lindsay	+8	1:33.09	5	14.12	121.49	75.49				
16	25	E	Colin Treble	+8	1:33.14	6	14.17	121.42	75.45				
17	27	C	Stephen Lockett	+4	1:34.77	5	15.80	119.33	74.15				
18	22	E	Barry Sumner	+4	1:35.69	4	16.72	118.19	73.44				
19	33	B	Chris Phillips	+8	1:36.14	5	17.17	117.63	73.09				
RACE - RESULTS													
Pos	No	Class	Driver	Car	Race time (mins: secs)	Laps	Behind (secs)	kph	mph	Best lap	on	kph	mph
1	8	A	Peter Garland	+8	13:13.28	10		142.56	88.58	1:17.69	5	145.57	90.45
2	3	A	James Edgerton	+8	13:21.74	10	0:08.46	141.06	87.65	1:18.21	6	144.60	89.85
3	20	A	Simon McDermott	+8	13:26.05	10	0:12.77	140.30	87.18	1:19.35	3	142.52	88.56
4	14	B	Grahame Walker	+8	13:36.52	10	0:23.24	138.50	86.06	1:19.74	5	141.83	88.13
5	16	B	Malcolm Paul	+8	13:38.45	10	0:25.17	138.18	85.86	1:20.28	4	140.87	87.53
6	1	D	Martin Kurrein	+8	14:23.23	10	1:09.95	131.01	81.41	1:25.08	4	132.92	82.60
7	29	A	Keith Ahlers	+8	14:23.77	10	1:10.49	130.93	81.35	1:24.44	9	133.93	83.22
8	39	D	Simon Orebi Gann	+8	14:32.03	10	1:18.75	129.69	80.58	1:24.94	7	133.14	82.73
9	13	D	Chris Acklam	+8	14:35.66	10	1:22.38	129.15	80.25	1:25.57	6	132.16	82.12
10	21	D	James Paterson	+8	14:35.86	10	1:22.58	129.12	80.23	1:24.70	10	133.52	82.97
11	35	D	Chris Springall	+8	13:24.52	9	1 lap	126.51	78.61	1:25.56	5	132.18	82.13
12	54	E	Peter Horsman	+8	13:43.78	9	1 lap	123.56	76.77	1:29.94	8	125.74	78.13
13	18	E	John Clarke	+4	13:44.35	9	1 lap	123.47	76.72	1:29.38	3	126.53	78.62
14	7	E	Mary Lindsay	+8	13:46.00	9	1 lap	123.22	76.57	1:29.63	8	126.18	78.40
15	17	E	Jack Bellinger	+8	13:46.18	9	1 lap	123.20	76.55	1:29.35	3	126.57	78.65
16	27	C	Stephen Lockett	+4	13:48.02	9	1 lap	122.92	76.38	1:29.37	8	126.54	78.63
17	25	E	Colin Treble	+8	13:50.72	9	1 lap	122.52	76.13	1:29.77	9	125.98	78.28
18	33	E	Chris Phillips	+8	13:52.01	9	1 lap	122.33	76.01	1:30.15	7	125.45	77.95
19	11	E	David James	+4	14:11.97	9	1 lap	119.47	74.23	1:31.90	4	123.06	76.47
20	22	E	Barry Sumner	+4	14:42.45	9	1 lap	115.34	71.67	1:34.87	2	119.21	74.07
Not classified													
Fastest laps													
					(mins: secs)	on	kph	mph					
A	Peter Garland	+8	1:17.69	5	145.57	90.45			New lap record	Circuit change			
B	Grahame Walker	+8	1:19.74	5	141.83	88.13			New lap record	Circuit change			
C	Stephen Lockett	+4	1:29.37	8	126.54	78.63			New lap record	Circuit change			
D	James Paterson	+8	1:24.70	10	133.52	82.97			New lap record	Circuit change			
E	Jack Bellinger	+8	1:29.35	3	126.57	78.65			New lap record	Circuit change			
Existing Lap Records													
					(mins: secs)	kph	mph						
03-Sep-95	A	Klaus Nesbach	+8	1:19.30	142.61	88.62							
03-Sep-95	B	Alan Wickenden	+8	1:24.80	133.36	82.87							
	C	Alan Wickenden	+4	1:28.10	128.37	79.76							
	D	Chris Phillips	+8	1:28.64	127.59	79.28							
03-Sep-95	E	Jack Bellinger	+4	1:33.30	121.21	75.32							

## NEXT RACE Castle Combe Saturday 19 April



### Date for last entries

30 March 1997

### Testing:

Testing is available prior to race meetings, but heavy demand means it is often fully booked way in advance. Cost is **£170 full day, £100 half day**. Tel: 01249 782929.

### Petrol:

Available from Circuit Motors adjoining the paddock.

### Circuit length

1.84 miles

### Lap records

### Morgans

*Class A* 1:06.78

Matthew Wurr

*Class B* 1:11.98

Chas Windridge

*Class C* 1:22.48

Keith Roper

*Class D* 1:13.71

Mark Longmore

*Class E* 1:15.76

Jack Bellinger

### Programme

Caterham Vauxhalls, Caterham K Series, Ford Modified Saloon Cars, Ford XR2s, Ford XR3s, Beetle Cup, Morgans, Saloon Cars, FF 1600, Special GT Championship

### Spare Tickets

Any spare tickets that you don't want, please send to Chris Acklam who will try to distribute them to poor and needy race fans in the south west.

## Morgan Motor Company Challenge

Any information, stories, photos or anything remotely interesting to participants in the race series to Chris Acklam at  
The Old Vicarage, Sellindge, Ashford, Kent TN25 6EH.  
Tel: +44 (0)1303 813803 Fax: +44 (0)1303 813737  
email: chrisack@cix.compulink.co.uk Compuserve: 100021,3206

### Please note:

Registered drivers should have received entry forms for Brands, Mallory and Donington with this issue of *MogSport*. If not, please call.