

## Rain ... and oil ... and Castle Combe ...

The second round of the 1997 Challenge Series saw the first cars at scrutineering by 7.30 am on a cold and drizzly morning. The last time the series visited Castle Combe was two years ago and unfortunately is well remembered as the scene of accidents for both Martin Kurrein and Ian Allwood.

It was not surprising then that with a wet track the talk before practice was of a careful steady approach. Twenty cars set out on this fast circuit and quickly Peter Garland and Simon McDermott led the way. Within two laps Craig Jones was returning to the pits with oil running from the engine and a recurrence of the problem he and Adam had spent the previous night working on and which was to end his day of racing.

A dry line started to appear in places as the drizzle slowed but Simon Orebi Gann failed to come round having spun on the oily part of the track and hit the barrier head on. Following the session he returned to the pits unhurt and with a typically stoical view. Damage to the car was sufficient to rule him out of the race.

Simon McDermott had taken pole position for the first time just 3/10 second faster than Peter. Grahame Walker was fastest of the Class B cars, with James Paterson quickest in D and Peter Horsman in E. Peter Sargeant returned to the Series entering Class C for the first time in a TR Plus 4.

After practice, scrutineers carried out sound level checks and Simon McDermott was deemed to be above the level. Despite strenuous efforts and varied remedies he was unable to lose the odd few decibels required.

By 1.50pm the weather though still cold had brightened, the track dried and after a troubled morning 17 cars lined up in a 3-2-3 grid. With Simon absent, Peter Garland and Grahame Walker made up the front row and, with Craig missing, Malcolm Paul was alone on the second.

At the green light Peter made his usual good start, but was matched by Grahame who stayed with him right up to the first corner. By the end of the first lap Peter had established a lead with Grahame not far behind. Mike Fellows had moved up well into third followed by Malcolm. Martin Kurrein had made the best of the start. and headed James Paterson who was closely followed by Chris Springall and Keith Ahlers. Jack Bellinger came through next, with Chris

Acklam, Tony Howard and Mary Lindsay ahead of the slower starting Peter Horsman. The field was completed by a tight group of Colin Treble, Barry Sumner and David James, with Peter Sargeant still learning the difference between Plus 8 and Plus 4 power.

By the end of the second circuit, Peter Garland was still being hotly pursued by Grahame with Malcolm making up ground on Mike. In Class D James had found his way past Martin, but only just. Peter Horsman was making a charge in Class E and having passed Mary, had Jack in his sights. Colin crossed the line behind Barry after venturing on to the green stuff for several yards but still keeping ahead of David James.

As the leaders set off for the third time, a cloud of dust appeared on the far side of the circuit as Grahame spun into the infield in his attempt to stay with Peter. He rejoined behind the exciting battle between James and Martin.

On the next lap James ran wide, leaving space for Martin to pass taking the lead in Class D. Behind them came a hard charging Grahame followed by Keith Ahlers and Chris Acklam who had both passed Chris Springall. In Class E Peter Horsman had closed to within feet of Jack and appeared to be waving to him. He was in fact grappling with his tonneau which had come loose requiring a visit to the pits for it to be removed. He returned to the track behind David James.

By lap nine, Peter Garland had established a commanding lead ahead of a tussle between Mike and Malcolm, with Grahame up to fourth and flying. The race long battle between Martin and James continued to the end, but the entertaining group of Keith Ahlers and Chris Acklam and Springall was broken only when Keith's axle expired on the last lap. Colin Treble had retaken Barry to lead their group to the finish.

At the flag, Peter took a comfortable win, but as ever was still charging. Mike was second just in front of Malcolm who won Class B. Martin stayed ahead for Class D honours, while Jack, resting on his anticipated laurels, found Mary in his tracks but held on to Class E by inches. Peter Sargeant closed the race to earn the Class C trophy.

© Mark Aston

Round 2, Castle Combe, 19 April 1997

### Championship standings after 2 round

#### Class A

Peter Garland	22
James Edgerton	8
Mike Fellows	8
Simon McDermott	6
Keith Ahlers	4

#### Class B

Grahame Walker	18
Malcolm Paul	16
Tony Howard	6

#### Class C

Stephen Lockett	7
Peter Sargeant	7

#### Class D

Martin Kurrein	21
James Paterson	13
Chris Acklam	12
Simon Orebi Gann	8
Chris Springall	6

#### Class E

Jack Bellinger	15
Mary Lindsay	14
Peter Horsman	12
John Clarke	8
Colin Treble	8
Barry Sumner	5
David James	3
Chris Phillips	1

## Flapping E. . - .ck

Oh dear, oh dear, a flapping tonneau cover for Peter Horsman ended dreams for a perfect start to the season, At the time Peter was black flagged, the white +8 was noticeably catching Jack Bellinger who had made a glorious start and had built up an early lead. As Peter settled into the race he was noticeably quicker than Jack through Avon Rise before Quarry, evidenced by Jack's bright tail lights and Peter's noticeable lack of brake lights!! So it was not to be, by the time Peter had come into the pits and rejoined the race he was down to last place and Jack had a seemingly unassailable lead .....

Pole position for the class leader by over a second should have allowed a repeat performance of Snetterton – but Jack and Mary Lindsey had other ideas. From the green light Jack and Mary were head to head coming into the first right hander leaving Peter trailing in their wake. Colin Treble had also made a good start and was hard on Peter's heels followed by a growing band of trusty +4s. With no John Clarke (having opted to sit this one out) the +4s were complemented by the glorious machine of Peter Sargeant – although nominally in Class C for over-size tyres, this car reeks class E and is a worthy addition to the pack. Peter started at the back of the field where he was to stay but still picked up the class C trophy for his efforts. Don't expect this to be a regular occurrence – Peter will soon come to terms with a proper racing car and don't be surprised to see him mixing it with those red cars by Silverstone.

Barry Sumner and David James both got away well but it is noticeable that the +4s lose out to the +8s at the start. Within the space of a single lap the +4s were left with a sizeable gap to overhaul but later events proved how competitive they are.

Once the start was dispensed with, the racing began in earnest. Jack was being hard pushed to keep Mary at bay and Peter in turn was looking to make an early move on Mary. Colin was also pressing hard and looking to fulfil my prophesy to be 'king of the castle'. Peter got it right and passed Mary, Colin got it wrong and spun into oblivion – well, into the clutches of the +4s anyway.

Once ahead of Mary, Peter gave chase but then that damn tonneau started coming loose ...

The best scrap of the day was definitely between Colin, Barry and David. Barry was just ahead of Colin and was able to keep the +8 at bay lap after lap. David was tucked in behind Colin and there was no stopping this runaway train. By the chequered flag, Colin had nudged ahead of Barry but it proved that once at racing speed, the +4s are every bit a match for the +8s.

With everything in the bag, Jack appeared to switch on his radio and settle back to listen to the shipping forecast – Mary saw her chance and, coming into the final bend, had a good hard look up the inside. Stunned to his senses, Jack firmly closed the door and took the chequered flag by a whisper.

With two races now completed, the red cars are becoming a formidable duo with Peter showing impressive early form. Jack now leads the table but with no Chris Phillips and no John Clarke at the 'castle' it is still too soon to predict the outcome of a fiercely competitive class. Brands Hatch is the next race and more +4s are expected to join the fray. Look out for the stunningly desirable car of Doug Taylerson and let's hope that 'Choc Ices' makes a welcome return to the series. My tip – Chris Phillips is a seasoned winner – a snatch at the 'hatch' from Jack. We'll see.

*I-Spy*

## Letter from Manchester

*Dear All,*

Did you miss us? (Did you even notice we weren't there?!) This is just to say that we were thinking of you at Castle Combe but couldn't make it ourselves – Chris was shuffling cars around the country and I was 'doing my bit' at a parents/careers meeting for Jo.

We did go racing on Sunday however – Chris and Jim Deacon were flying the Morgan flag at Donington, racing their +4s in the HSCC Richardson Hosken Classic Series. Weather was freezing but the racing was hot (sorry!). Chris had a great race though, sadly, Jim had to retire mid-race with a mechanical problem.

We won't make Brands either – a 2 day HSCC meeting at Silverstone – but we should be at Mallory. See you there...

*Beverley Phillips*

## Brake shoe shortage

Brands Hatch Morgans are very short of exchange rear brake shoes. If you have any old brake shoes, please bring them to the track with you and drop them off at the BHM truck.

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*“That's what Morgan racing's all about. Even though John Clarke wasn't racing at Castle Combe he turns up in his beautiful flat rad to support the rest of you. It's great.”*

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## Famous last words

For those of you unable to shake off the irritating car that tried to overtake for the previous 25 miles, the textbook answer to the statement “Anything you say may be taken down and used in court...” is “Please don't hit me again, Ossifer”...



*Aficionados will note the race position of Moss box +8 tonneaus.*

## A Limerick

There was a racedriver from Buck(s)  
Who was plagued with the most awful luck  
Though he got fastest lap  
His car prep was not quite up to the high standard usually expected  
Lost his tonneau, so Jack broke his duck.

*Frustrated of Buckinghamshire*

*[Ed: Don't give up the day job Peter ...]*



## Lap records at Castle Combe

Contrary to what the programme said, the Series **has** established lap records at CC previously (in 1994). And this year Graham Walker created a new record for Class B. Martin was unlucky in that although he equalled the Class D record, it is deemed to remain with Mark Longmore as he set it first.



## Boring safety note

Looking at the prints that have come back from the ever-present Fred Scatley, it is clear that some of you do not conform with the requirement for the minimum distance between the top of the helmet and the top of the rollbar.

In the Blue Book, Q 1.5.4, it states “An effective rollbar must be fitted with its top edge not less than 5cm above the helmet of the normally seated driver.”

The pictures show the top of at least one driver's helmet way above his rollbar – which is obviously less than safe. It may be worth getting someone to check for you when you are in the car.

## Centurion Challenge

The Jaguar Car Club has sent us entry forms for their Anglo-Irish Race Meeting at Pembrey on 24 May. This includes a round of the Centurion Challenge and the HSCC's 70's Roadsports Championship. Anyone interested should contact Serena.

## Trivia

★ When the Mercedes W25 racing car weighed in for the 1934 Eifelrennen at the Nurburgring, it was 5lbs too heavy. When no component suitable for removal could be found, a mechanic suggested stripping the white paint. The weight was saved and a single coat of silver paint was brushed on to the aluminium body – and the Silver Arrows were born.

- ★ Metallic paint was invented by accident in the US in the late '20s when ball-bearings broke up inside a paint grinding machine.

✪ Henry Ford's dictum that customers could have "any colour so long as it's black" came about because black enamel was the only paint that would dry quickly enough to keep pace with the production lines that he installed in 1914.

## Snetterton – The Centurion 100 miler

Three Morgans entered: the +8s of Simon Orebi Gann, Chris Springall and Keith Ahlers.

Chris S made a stunning start. Straight up the middle of the field leaving Simon still pondering whether the lights should have gone red and amber before green.

The two of them then had some great racing for 20 laps. Simon eventually catching him but not able to get past. He managed it on Sear at last; ran slightly wide on to the concrete and ... his engine stopped! So he stood by his car for 45 mins as the rest of the field went by in the warm sun and he longed to go play.

He had actually coasted 100 yards down the Rivett straight before pulling off, and looking back to Sear with the sun behind it, he could see cars silently rounding the corner in a really picturesque, Oscar-winning frame. Then, ever so gracefully, two cars running parallel just didn't turn but kept straight on, heading for the marshalls' post. The marshalls sprinted backwards as the cars hit full frontal and stopped.

The Pace car came out, and one of the marshalls came and helped Simon diagnose the problem: 2 wires had just bounced off the fuel pump. Pushed back on; he rejoined race (behind pace car) and then had 10 minutes more racing.

Sadly, Keith Ahlers had a coming together with a Caterham and had to retire. So the highest placed Morgan was Chris Springall and Graham White who came 2nd in Class, but Simon at least had some consolation in posting the fastest lap of 1:24.60, which would have been good enough to give him the lap record in the Morgan race.

[illegible]



# Morgan Motor Company Challenge

Circuit Date		Castle Combe 19-Apr-97			Length Weather/track		1.84 miles		Qualifying & Race Results				
PRACTICE					Time		Behind						
Pos	No	Class	Driver	Car	(mins: secs)	Lap	(secs)	kph	mph				
1	20	A	Simon McDermott	+8	1:25.52	4		124.65	77.46				
2	8	A	Peter Garland	+8	1:25.86	4	0.34	124.16	77.15				
3	14	B	Grahame Walker	+8	1:28.91	3	3.39	119.90	74.50				
4	15	A	Craig Jones	+8	1:29.87	3	4.35	118.62	73.71				
5	16	B	Malcolm Paul	+8	1:29.88	4	4.36	118.61	73.70				
6	29	A	Keith Ahlers	+8	1:29.99	5	4.47	118.46	73.61				
7	21	D	James Paterson	+8	1:30.11	7	4.59	118.30	73.51				
8	1	D	Martin Kurrein	+8	1:30.19	4	4.67	118.20	73.44				
9	2	A	Mike Fellows	+8	1:30.33	3	4.81	118.01	73.33				
10	54	E	Peter Horsman	+8	1:30.94	5	5.42	117.22	72.84				
11	17	E	Jack Bellinger	+8	1:32.05	4	6.53	115.81	71.96				
12	35	D	Chris Springall	+8	1:32.22	4	6.70	115.60	71.83				
13	7	E	Mary Lindsay	+8	1:33.01	4	7.49	114.61	71.22				
14	66	B	Tony Howard	+8	1:34.11	4	8.59	113.27	70.39				
15	25	E	Colin Treble	+8	1:34.23	3	8.71	113.13	70.30				
16	22	E	Barry Sumner	+4	1:35.33	3	9.81	111.83	69.48				
17	13	D	Chris Acklam	+8	1:36.53	3	11.01	110.44	68.62				
18	11	E	David James	+4	1:40.23	4	14.71	106.36	66.09				
19	39	D	Simon Orebi Gann	+8	1:40.31	4	14.79	106.27	66.04				
20	34	C	Peter Sargeant	+4	1:46.10	4	20.58	100.47	62.43				
RACE - PROVISIONAL RESULTS					Race time		Behind				Best		
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph	lap	on	kph	mph
1	8	A	Peter Garland	+8	11:37.61	10		152.81	94.95	1:08.07	8	156.61	97.31
2	2	A	Mike Fellows	+8	12:04.15	10	26.54	147.21	91.47	1:10.65	7	150.89	93.76
3	16	B	Malcolm Paul	+8	12:05.15	10	27.54	147.01	91.35	1:10.76	10	150.65	93.61
4	14	B	Grahame Walker	+8	12:13.63	10	36.02	145.31	90.29	1:10.10	5	152.07	94.49
5	1	D	Martin Kurrein	+8	12:32.69	10	55.08	141.63	88.00	1:13.71	7	144.62	89.87
6	21	D	James Paterson	+8	12:37.16	10	59.55	140.79	87.48	1:14.27	8	143.53	89.19
7	13	D	Chris Acklam	+8	11:41.42	9	1 lap	136.78	84.99	1:15.46	5	141.27	87.78
8	35	D	Chris Springall	+8	11:41.64	9	1 lap	136.74	84.97	1:14.24	9	143.59	89.22
9	66	B	Tony Howard	+8	11:50.33	9	1 lap	135.07	83.93	1:16.58	9	139.20	86.50
10	17	E	Jack Bellinger	+8	12:00.33	9	1 lap	133.19	82.76	1:17.58	5	137.41	85.38
11	7	E	Mary Lindsay	+8	12:00.70	9	1 lap	133.12	82.72	1:17.84	9	136.95	85.10
12	25	E	Colin Treble	+8	12:25.54	9	1 lap	128.69	79.96	1:20.48	9	132.46	82.31
13	22	E	Barry Sumner	+4	12:26.20	9	1 lap	128.57	79.89	1:20.32	8	132.72	82.47
14	11	E	David James	+4	12:27.42	9	1 lap	128.37	79.76	1:20.66	8	132.16	82.12
15	54	E	Peter Horsman	+8	11:50.60	8	2 laps	120.01	74.57	1:16.91	4	138.61	86.13
16	34	C	Peter Sargeant	+4	21:26.94	8	2 laps	66.27	41.18	1:30.86	8	117.33	72.90
Not classified													
29	A		Keith Ahlers	+8	11:34.27	9		138.19	85.87	1:14.62	6	142.86	88.77
Fastest laps					(mins: secs)	on	kph	mph					
A	Peter Garland	+8	1:08.07	8	156.61	97.31	New lap record						
B	Grahame Walker	+8	1:10.10	5	152.07	94.49							
C	Peter Sargeant	+8	1:30.86	8	117.33	72.90							
D	Martin Kurrein	+8	1:13.71	7	144.62	89.87	Equals lap record						
E	Peter Horsman	+8	1:16.91	4	138.61	86.13							
Existing Lap Records					(mins: secs)	kph	mph						
08-Oct-94	A	Matthew Wurr	+8	1:06.78	2	159.63	99.19						
08-Oct-94	B	Chas Windridge	+8	1:11.98		148.10	92.03						
08-Oct-94	C	Keith Roper	4/4	1:22.48		129.25	80.31						
08-Oct-94	D	Mark Longmore	+8	1:13.71		144.62	89.87						
08-Oct-94	E	Jack Bellinger	+8	1:15.76	6	140.71	87.43						

## 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

## NEXT RACE Brands Hatch Monday 5 May



### Date for last entries

Too late. It was 14 April 1997

### Testing:

Limited testing available, and often crowded. Best day for our race is Sat 3 May. Cost is **£150 full day, £90 half day.**  
Tel: 01474 874817

### Petrol:

Available

### Circuit length

1.2036 miles

### Lap records

### Morgans

Class A 51.36

Matthew Wurr

Class B 53.10

Patrick Lund

Class C 55.05

John Millbank

Class D 57.30

Patrick Lund

Class E 58.74

Jack Bellinger

### Programme

This is a 2 day meeting.

**Sunday:** HSCC Historic Road Sports; MGs; TRs; 70s Road Sports; Post War Astons; Classic Sportscars & Saloons; Pre War Sportscars; 1 hour Endurance (pt 1).

**Monday:** Inter-Marque; HSCC/HRSR Championship; Porsche Classic; Anglo Americans; Sportscar Championship; Morgans; Historic Car Championship; Austin Healeys; 1 hr Endurance (pt 2).

### Spare Tickets

Any spare tickets that you don't want, please send to me and I will distribute them.