

Garland maintains 100% record

The BRSCC were the organisers of the meeting at which Round 5 of the Morgan Motor Company Challenge was held at Donington on Sunday 8th June.

Although thunderstorms were forecast for later in the day the Leicestershire circuit was bathed in sunshine at 8.15am and there was a buoyant atmosphere amongst the 23 Morgan entrants 'encamped' in the main paddock. A boosted Class A included the re-appearance of James Edgerton and a first outing of the season for Matthew Wurr.

The Qualifying session began at 9.45 and the sound of squealing tyres soon filled the air around Redgate as drivers experimented with the right line. Elsewhere, there were spins by James Paterson and Simon Orebi Gann and Matthew was locking-up coming into Redgate but generally it was trouble-free. Peter Garland once again set fastest time and to the delight of everyone Mary was quickest of the Class E cars and would start from the 6th row of the grid. Matthew returned to the paddock early with low oil pressure and although the sight of his car on it's stands and surrounded by activity was reassuringly familiar, it soon became apparent that the problem with the engine was serious and despite the teams best efforts the car would not be able to take up it's position on the front row of the grid and the long awaited challenge to Peter's dominance of Class A would have to wait – possibly until Silverstone.

The start was delayed by 20 minutes following an incident in the previous race and this proved fortunate as the Morgans escaped the first shower of the day and the track had dried when they finally set off on the Green Flag Lap. As the 22 cars formed up on the grid awaiting the green lights Simon McDermott stalled and as the field roared off it was Chris Phillips' misfortune to be the first 'un-sighted' driver to come across the stationary car. Taking to the damp grass on the outside of the track he went into a series of spins between the barrier and cars but, amazingly, emerged unscathed. A super start by James Edgerton was lost by the exit to the first corner when Peter assumed his usual position at the head of the field. As the cars crossed the line for the first time Peter was just ahead of James with Craig in 3rd and Malcolm already being challenged for 4th place by Grahame Walker. Class D leader Martin was being assaulted by the Class A car of Keith Ahlers while his fellow classmates James Paterson, Chris Acklam and Simon OG were clinging together behind waiting to pick up the pieces. Peter Horsman's lead on Class E looked none too secure as Colin Treble was climbing all over the back of him while the remainder of that class too were strung together mid-field. Mary was at the front followed by John Clarke, Jack Bellinger, David James, Rick Bourne and Barry Sumner. Simon McD was still at the back behind Peter Sargeant and Chris Springall. Grahame had muscled his way past Malcolm by the

second lap while Martin had his work cut out to keep Keith behind him. Battles throughout E were led by the Peter H/Colin duel while further back John and Jack were soon to be joined in the fray by Chris Phillips after the engine blew on David James' car. The third lap found Colin – having briefly been ahead of Peter H – falling back into the clutches of Mary, John, Jack and Chris P. and when Mary passed him at the Old Hairpin he returned the compliment by the chicane. By the halfway stage, Colin was trying too hard at the Craner Curves and took a huge diversion via the inside of the gravel trap, across the grass and rejoined the field five places down.

Grahame and Malcolm were having a great dice for class B and Martin had succumbed to the pressure from Keith and was now in front of James Paterson who was marginally ahead of Chris Acklam. Simon McD had safely passed the battle between Chris P, Jack and John and was now behind Simon OG. By lap 6 Malcolm had closed right up on Grahame and Martin was in front of Keith again.

With so many battles throughout the field something was bound to end in tears and Lap 7 was crunch time. Class B was not as straightforward as it seemed as Malcolm's car was mis-firing and Grahame's was running out of fuel. Grahame's was the most pressing problem and once Malcolm got past him by lap 7 all Grahame could do was to get to the finish and maintain his place overall. A brilliant effort by them both!

Lap 7 also had John, Jack and Chris side by side down the straight and by the time they reached the Craner Curves, Jack had got past John. Flushed with success Jack then failed to take the next bend and selecting gear after gear spun several times on the grass, finally clouting the armco before rejoining five places down.

Crunch time too for Martin, who along with Chris A and James P had mistakenly assumed that the ivory car following them for nearly two laps was that of fellow Class D contender Chris Springall. As Simon McD (in an ailing car) came alongside the foursome, approaching the Esses, Martin was forced on to the grass while defending his line and Simon McD went straight on. Both rejoined the track, but as they crossed the line for the 8th time Martin was behind them all. An unfortunate misunderstanding all round, but a happy outcome for James Paterson, who went on to take the Class D win. A good race too for Simon McDermott who, in an unpredictably handling car, came from behind the ambulance to finish 6th!

After seeing off the early opposition, Peter Horsman ended as the clear winner of Class E and Peter Sargeant won Class C. Outright winner for the fifth consecutive time was Peter Garland who drove his usual excellent race and as one motoring journalist remarked to me "gets everything out of that car possible – and then some more"!

© *Serena Aston, Race Series Co-ordinator*
Round 5, Donington Park, 8 June 1997

Championship standings after 5 rounds

Class A	
Peter Garland	55
Simon McDermott	26
James Edgerton	16
Keith Ahlers	12
Mike Fellows	8
Craig Jones	6
Class B	
Grahame Walker	38
Malcolm Paul	33
Tony Howard	6
Class C	
Peter Sargeant	28
Stephen Lockett	15
Class D	
Martin Kurrein	47
James Paterson	37
Chris Acklam	28
Simon Orebi Gann	22
Chris Springall	19
Class E	
Peter Horsman	45
Mary Lindsay	32
Jack Bellinger	30
Colin Treble	20
John Clarke	15
Chris Phillips	11
Barry Sumner	7
David James	5
Rick Bourne	2
Doug Taylerson	1

From the Competition Secretary



Club Sprint – Curborough Sunday 29 June

Everyone who is eligible to take part should now have received entry papers and regs (either with this issue or handed out at Donington). If you have not received them, please call Peter Sargeant who will be **delighted** to send them to you. Please ignore the closing date as he would welcome anyone from the Race Series.

Please come along to take part and have a bit of fun (or just watch and see how it should be done!). And any offers of help would also be gratefully received by Peter.

For further information, contact Peter Sargeant on
☎ 01531 650760

Silverstone International

The last race of our 1997 Series is in the Summer Shield Meeting on the new international circuit at Silverstone on 30/31 August. This is a 2 day meeting and includes F3000, Classic FF, Formula Saloon, Porsche Classic, Historic Saloons, etc., so it should be well publicised and attended.

However, because of the size of the meeting the organisers want a minimum grid of 25. We have been having between 19 and 23 so far this year and, while we expect a large grid at the Bentley Drivers' meeting on the National circuit, it would be in everyone's interest if we could get another good turnout for the final meeting. So, if you have a car that you can put on the grid, please come along to drive on the new (2.215 miles) circuit and make it a great Morgan race in front of a big crowd.



The factory car at Silverstone recently

Circuit Donington Park
Date 08-Jun-97

LAP CHART

Pos	Laps -->										Qual
	1	2	3	4	5	6	7	8	9	10	
1	8	8	8	8	8	8	8	8	8	8	1
2	3	3	3	3	3	3	3	3	3	3	3
3	15	15	15	15	15	15	15	15	15	15	4
4	16	14	14	14	14	14	16	16	16	16	6
5	14	16	16	16	16	16	14	14	14	14	7
6	1	1	1	1	29	1	1	29	20	20	9
7	29	29	29	29	1	29	29	20	29	29	8
8	21	21	21	21	21	21	21	21	21	21	10
9	13	13	13	13	13	13	13	13	13	13	11
10	39	39	39	39	39	20	20	1	1		16
11	54	54	54	54	20	39	39	39	39		15
12	25	25	25	25	54	54	54	54	54		14
13	7	7	7	20	7	7	7	7	7		12
14	18	18	18	7	18	18	18	33	33		19
15	11	17	17	18	17	17	17	18	18		22
16	17	11	33	17	33	33	33	35	35		18
17	5	33	35	33	25	35	35	25	25		20
18	33	5	20	35	35	25	25	5	5		13
19	22	35	5	5	5	5	5	17	17		21
20	35	22	22	22	22	22	22	22	22		17
21	34	20	34	34	34	34	34	34	34		23
22	20	34									5

E...pic

Cecil B De Mille could not have produced a more exciting script at Donington Park as the latter day Ben Hur, Peter Horsman piloted his chariot to 4 wins out of 5. But if Peter was the star, the supporting cast produced all the drama.

A blistering qualifying time put Mary Lindsay on Pole followed by a confident Chris Phillips, Colin Treble, Peter and Jack Bellinger. John Clarke headed the 4 cylinder Morgans just ahead of Rick Bourne in his 4/4 and Barry Sumner and David James in their +4s. Honorary Class E member Peter Sargeant completed the field still running on oversize tyres.

When the green light came on, the spectacle began. The first special effect was by Chris. As John swung left to avoid a stationary car, Chris went right and on to the grass which, still wet from an earlier downpour, put the +8 into a pirouette Nureyev would have been proud of. With Redgate rapidly approaching and 24 cars trying to fit in a space available for 3, Jack took to the dirt whilst Colin and John clung to the inside. David had made a demon start and was fighting for space with Rick and Barry searching for a way through the melee. It was all getting a little bit messy, but right in the middle, Mary and Peter coolly sorted themselves out and powered into Cascades and into the lead.

From here on in, your erstwhile reporter got a might confused as no two cars maintained station throughout the 10 lap race! Well it went something like this.

By the back straight, Colin had taken the lead, by the start finish straight, Peter was in the lead and there, thankfully, we can say cheerio to Peter as he was no longer troubled to the chequered flag. John was hounding Mary who was hounding Colin. Jack had recovered to catch up with John and Chris had started to carve his way through the field. Sadly, David's engine let go on the entry to the chicane which left Rick and Barry to battle alone. The Sarge was content with running a short distance behind waiting to pick up the pieces.

Mary was driving exceptionally well with JEK responding to every request. Mary soon disposed of Colin and suddenly he was gone. Where and why one can only guess but he reappeared well down the field and behind Rick.

Now if it's drama you want, look no further to a +4 fending off two +8s. John was desperately holding off Jack allowing Chris to close up behind. By the end of the back straight the cars were three abreast each waiting for the other one to brake. My money was on John as he had the inside line and so it proved. With 3 Morgans achieving formula 1'esque braking distances it was never going to be pretty, but all three thumped the curbs, threw out their rears and hammered up the start/finish straight.

At Redgate, John went wide for the umpteenth time throwing up dirt into the faces of Jack and Chris. To say this wasn't appreciated is an understatement as by Cascades, Jack and Chris had put John in an uncomfortable sandwich with the Old Hairpin rapidly approaching. Now for sheer courage you have to hand it to Jack. Not one to back off easily, he seemed determined to be first through the hairpin – well he was – but last to exit! Jack later admitted he had gleefully shouted 'Good-bye John' as he entered the hairpin ahead. Perhaps that moment's lack of concentration was his downfall as, in a nutshell, he lost it. WAR thumped the wall going backwards but thankfully recovered to rejoin the race and to finish. Chris's strategy of watching the two gladiators fight it out amongst themselves now paid off. With Jack in the weeds Chris took no time to size John up and deftly take the little +4 at Coppice.

So, what a race. Peter claimed the silverware with Mary a good second. Chris took third place closely followed by John. Colin had reappeared to snatch 5th place from Rick with Jack, Barry and Peter completing the field. With 7 weeks to Pembrey, the class has a chance to regroup. Mary is again a revelation having been reborn as a Villeneuve with hair! Both Chris and Colin are flying with the terrible twins, Jack and John always ready for a scrap. For an outside bet, what about Rick. The 4/4 is going better at each race and the twisty little Pembrey circuit might suit car and driver to a tee. But in his current form, Peter looks unstoppable. One thing is for sure, the race won't lack incident – its going to be a long 7 weeks – see you there.

Do's and positively don'ts at Donington

The week started off: Tuesday – Astra broke down; Wednesday – Astra got broken into; Thursday – 3 members of staff let me down (again); Friday – took out Gizzard (Sally's Morgan) to cheer me up. Broke down 4 times (petrol again). Sunday – racing great. What else could be more fun.

Got to Donington at 8 o'clock, the alternator fan is hitting the alternator. 'Be positive' Bend the fan blades with pliers, works perfectly (positive actions). Out in practice I felt really good – the old WAR horse was flying. I must have the best time, I thought. Then it happened again. Mary, fastest time in Class E. Mary says it's all down to her new positive and focused mental attitude (I'm positive I should have put her visor out of focus). Personally I think it's because John L is now spending more time at home with Mary in his new career and the superior male presence is rubbing off (to all the MCPs out there, the moral is spend more time at work).

On the grid I end up three rows behind Mary and Peter, next to John C because a couple of Class D cars were in the way. Now I was positive that I was positively focused for the start. The lights went green, I started up the straight, started to gain places and, at Redgate, it all started to stop. I started my first attempt at a new technique, going wide, out of everybody's way and going straight off the track. Now I'm positive it didn't work. I came back on last I think. The next couple of laps were positively great. By pure skill I passed Barry, David, Rick (who was easy) and then came up to John C. The pair of us then overtook Colin. After that John and I had a fantastic battle, on and off the track. When Chris came up to take us, he found it difficult because we were going sideways along the straights as well as the corners. It was great fun. (What I hadn't realised was that Chris had waited behind to pick up Beverley's dustpan and brush.) We ended up with three cars abreast, six inches between them, going down Starkeys straight – a good name that, we had to be starkey raving mad to approach the chicane at 120mph together. Anyway we all got round. Now that's what I call racing.

If only I can get past John C I might be able to catch Mary. My chance will be coming out of Redgate. Round Redgate we go, John C goes wide, we get level, so coming down the Craner Curves with the balance and control of a tightrope walker I swept past John C. Well, when you can do a passing manoeuvre like that, it makes you feel real good – so good in fact that this is when I decided to do a dance with the daisies at the Old Hairpin at Donington. While sliding backwards on the grass watching John C, Chris (that's why he picked up the dustpan and brush because he knew he was going to pick up the pieces, and did!), then Colin and Rick (who put his hand out with a gesture to tell me that I had spun twice, thanks Rick), followed by Barry. They all went past. So at this point there is only one thing left to do, whack it into first gear and let it go. Funny, I spun again. Think again, be positive, put it into second and let it go. Funny, I spun again. Now this calls for positive and focused thinking, put it into third, build up some speed and get back on to the circuit. So I put it in third, pulled away slowly, there was nobody about on the circuit, so I let it go again. Guess what? I spun again. This time straight into the armco and bent all the back wing. Just one of those weeks.

Came into the pits when the race had finished and I was positive I would get some stick and I did, but Mary was positively nice to me by giving me a new lamp lens. Thanks Mary and well done. It was a really great race, believe it or not. I had a really great time. I am sure. Positive!!

I'll give you this one John C and congratulations to Peter for another Class win.

Bellringer.

The Championship

Although Peter Garland appears to be streaking away with the Championship this year, the three contenders are a lot closer than the overall scores suggest. If one race is dropped in each case, the scores are as follows (if I've worked it out correctly):

Peter Garland	44
Peter Horsman	43
Martin Kurrein	41

So, be careful with those scoops and tonneaus, it's not a foregone conclusion



Caption Competition No 4 (Snetterton, 1997)

Is Martin (a) telling another angling story, (b) about to embrace James for slowing down the rest of Class D on the 1st lap or (c) breaching client confidentiality?

Still a Moss Box +8 out in Front?

Dear Rev Balltwinger (incont.),

With reference to your dementia on the superiority of 8 cylinders, might I suggest that a larger pair of trousers might relieve the pressure on your small bore. Real cars, you see, have man size cylinders with pistons of 87mm or more whilst the granddaddy of them all – the Bentley – may I remind you, can shift in excess of one litre in one stroke (makes you feel small?). So why is the Moss Box +8 out in front?

Well, it's all one of perception.

1st down the aisle at Tesco's is not going to achieve a class win at Le Mans nor first and second in class at the Nurburgring 1000kms. An attack of the Sanguineous Scarptes Sandfly did not prevent a clean sweep by a 4 cylinder Morgan in the ProdSports Championship against much mightier opposition. 4 cylinder Morgans currently hold 14 lap records at 11 circuits and whilst it is

fresh, a 4 cylinder Morgan took 5 out of 7 fastest laps in class E including 2 lap records on its way to a class championship win only last year.

So there we have it Mr Boresinger.....still a 4 cylinder Morgan out in front or what?

Careful as you sit down.

Yours respectfully

The Hon S Sports

(Author: for those short on Morgan history, the Hon S Sports is referring to; Chris Lawrence and Richard Shepherd-Barron's 2 ltr class win in a Morgan +4 at Le Mans in 1962; +4s driven by Slotemaker/Braithwaite and Arnold/Carnegie were 9 mins ahead at the end of the Nurburgring 1,000km race in 1963; Chris Alford competed in the 1975 ProdSports championship and won 11 out of 11 races in his standard Morgan 4/4; and of course, John Clarke won the Challenge Series Class E championship last year in his Morgan +4 SuperSports)

Morgan Motor Company Challenge

Circuit		Donington Park		Length		1.9573 miles							
Date		08-Jun-97		Weather/track		Cloudy/dry							
PRACTICE													
Pos	No	Class	Driver	Car	Time (mins:secs)	Lap	Behind (secs)	kph	mph				
1	8	A	Peter Garland	+8	1:19.60			142.46	88.52				
2	99	A	Matthew Wurr	+8	1:20.23		0.63	141.34	87.83				
3	3	A	James Edgerton	+8	1:21.56		1.96	139.04	86.39				
4	15	A	Craig Jones	+8	1:21.61		2.01	138.95	86.34				
5	20	A	Simon McDermott	+8	1:22.38		2.78	137.65	85.53				
6	16	B	Malcolm Paul	+8	1:23.64		4.04	135.58	84.25				
7	14	B	Grahame Walker	+8	1:23.91		4.31	135.14	83.97				
8	29	A	Keith Ahlers	+8	1:27.11		7.51	130.18	80.89				
9	1	D	Martin Kurrein	+8	1:27.98		8.38	128.89	80.09				
10	21	D	James Paterson	+8	1:29.13		9.53	127.23	79.06				
11	13	D	Chris Acklam	+8	1:29.24		9.64	127.07	78.96				
12	7	E	Mary Lindsay	+8	1:31.30		11.70	124.20	77.18				
13	33	E	Chris Phillips	+8	1:31.41		11.81	124.06	77.08				
14	25	E	Colin Treble	+8	1:32.17		12.57	123.03	76.45				
15	54	E	Peter Horsman	+8	1:32.23		12.63	122.95	76.40				
16	39	D	Simon Orebi Gann	+8	1:32.31		12.71	122.85	76.33				
17	35	D	Chris Springall	+8	1:32.48		12.88	122.62	76.19				
18	17	E	Jack Bellinger	+8	1:32.59		12.99	122.47	76.10				
19	18	E	John Clarke	+4 SS	1:32.87		13.27	122.10	75.87				
20	5	E	Rick Bourne	4/4	1:33.69		14.09	121.04	75.21				
21	22	E	Barry Sumner	+4	1:34.21		14.61	120.37	74.79				
22	11	E	David James	+4	1:35.87		16.27	118.28	73.50				
23	34	C	Peter Sargeant	+4	1:41.90		22.30	111.28	69.15				
RACE - PROVISIONAL 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	13:38.35	10		138.57	86.10	1:19.92	4	141.89	88.17
2	3	A	James Edgerton	+8	13:52.54	10	14.19	136.21	84.64	1:21.86	3	138.53	86.08
3	15	A	Craig Jones	+8	14:08.18	10	29.83	133.70	83.08	1:22.18	3	137.99	85.74
4	16	B	Malcolm Paul	+8	14:26.63	10	48.28	130.85	81.31	1:25.32	8	132.91	82.59
5	14	B	Grahame Walker	+8	14:33.85	10	55.50	129.77	80.63	1:24.50	2	134.20	83.39
6	20	A	Simon McDermott	+8	14:47.91	10	1:09.56	127.71	79.36	1:23.62	9	135.61	84.27
7	29	A	Keith Ahlers	+8	14:56.07	10	1:17.72	126.55	78.64	1:28.55	10	128.06	79.57
8	21	D	James Paterson	+8	14:59.89	10	1:21.54	126.01	78.30	1:28.34	6	128.37	79.76
9	13	D	Chris Acklam	+8	15:00.30	10	1:21.95	125.96	78.27	1:28.46	7	128.19	79.65
10	1	D	Martin Kurrein	+8	13:41.55	9	1 lap	124.23	77.19	1:28.44	6	128.22	79.67
11	39	D	Simon Orebi Gann	+8	13:42.52	9	1 lap	124.08	77.10	1:29.54	9	126.65	78.69
12	54	E	Peter Horsman	+8	13:54.15	9	1 lap	122.35	76.03	1:31.24	3	124.29	77.23
13	7	E	Mary Lindsay	+8	14:02.34	9	1 lap	121.16	75.29	1:31.70	9	123.66	76.84
14	33	E	Chris Phillips	+8	14:10.21	9	1 lap	120.04	74.59	1:31.35	5	124.14	77.13
15	18	E	John Clarke	+4 SS	14:11.87	9	1 lap	119.81	74.44	1:32.07	3	123.17	76.53
16	35	D	Chris Springall	+8	14:13.93	9	1 lap	119.52	74.26	1:32.05	9	123.19	76.55
17	25	E	Colin Treble	+8	14:17.37	9	1 lap	119.04	73.97	1:32.59	3	122.47	76.10
18	5	E	Rick Bourne	4/4	14:17.78	9	1 lap	118.98	73.93	1:32.88	9	122.09	75.86
19	17	E	Jack Bellinger	+8	14:36.42	9	1 lap	116.45	72.36	1:31.95	3	123.33	76.63
20	22	E	Barry Sumner	+4	14:37.71	9	1 lap	116.28	72.25	1:34.32	9	120.23	74.71
21	34	C	Peter Sargeant	+4	14:03.71	8	2 laps	107.52	66.81	1:42.37	2	110.77	68.83
Not classified													
11	E		David James	+4	3:19.27	2	dnf	113.81	70.72	1:36.32	2	117.73	73.15
Fastest laps													
					(mins:secs)			kph	mph				
A			Peter Garland	+8	1:19.92	4		141.89	88.17				
B			Grahame Walker	+8	1:24.50	2		134.20	83.39				
C			Peter Sargeant	+4	1:42.37	2		110.77	68.83				
D			James Paterson	+8	1:28.34	6		128.37	79.76				
E			Peter Horsman	+8	1:31.24	3		124.29	77.23				
Existing Lap Records													
					(mins:secs)			kph	mph				
May-94			Matthew Wurr	+8	1:19.34			142.93	88.81				
May-94			Chas Windridge	+8	1:20.73			140.47	87.28				
May-94			Alan Wickenden	+4	1:26.88			130.52	81.10				
May-94			Chris Phillips	+8	1:28.73			127.80	79.41				
May-94			Rick Bourne	+4	1:30.37			125.48	77.97				

Qualifying & Race Results

NEXT RACE Pembrey Sunday 27 July



Date for last entries

6th July 1997

Testing:

Available on the day before our race. Cost is £125 full day or £75 half day. Tel: 01554 891042

Petrol:

Not in circuit, but outside on the A484 1½ miles east or 1 mile west

Circuit length

1.456 miles

Lap records

Class A 1:04.46

Matthew Wurr

Class B 1:08.20

Alan Wickenden

Class C 1:11.00

Alan Wickenden

Class D 1:10.75

Martin Kurrein

Class E 1:11.90

Jack Bellinger

Programme

Jaguar XK Saloon Challenge (A & B); Cox & Buckles TR Championship; Sports Racing & GT Championship; Jaguar Challenge; Sports & Saloon Car Championship; Sportscar Race; MG Metro Cup; Centurion Challenge (100 mile race)

Spare Tickets

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

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

Don't forget the Club Sprint



Curborough,
Sunday
29 June