

Garland extends lead in the championship

Round 6 of the M.M.C. Challenge was held on 27th July 1997 at Pembrey, South Wales. Conditions at the circuit at 8.45 a.m. were hardly what one would expect of late July - very overcast but nevertheless dry. By the time of the practice session, a prompt 9.40 a.m., most of the cloud had cleared to reveal patchy blue skies.

Practice started and finished briskly. 6 very quick laps interrupted only briefly by class A Competitor Mike Fellows for bringing the yellow flags out at Spitfires after a spin. Making most progress was Class D Competitor James Paterson with a 1:08.79 giving him sixth place on the grid. Martin Kurrein's car looked particularly wonky with damage received while practising for another race, but this was soon rectified by Martin back in the paddock where he was seen vigorously jumping up and down on the front bumper. Pole position again went to Peter Garland with a 1:04.44. The reappearance of Chas Windridge after a long absence was a most welcome sight in the paddock. Following a fraught testing session at Mallory the previous Wednesday his supreme effort of repairing the car was rewarded by 5th on the grid. Class C Competitor Doug Taylerson bought up the rear guard with a 1:20.48 on only his second outing of the season.

By the time 1.55 p.m. arrived we had seen a drastic change in temperature as the weather turned very hot and sunny. The cars assembled on the grid in preparation for the warm up lap. When the Marshalls were ready all cars set off and completed the lap without incident, re-grouping in their designated positions. The cars all looked superb with the sunlight reflecting from their bonnets. Everyone built their revs up and watched the "christmas tree" and when the lights went green one felt that eighteen clutches had been ceremoniously dumped.

Peter Garland made a super start from pole and was first to enter Hatchets Hairpin. Simon McDermott followed with Grahame Walker moving up one place into third. Class E runner Peter Horsman also made an excellent start moving up to ninth from thirteenth. Chris Springall was on a charge but outbraked himself and had to take to the escape road. This caused a certain flurry of activity culminating in James Paterson taking to the grass and rejoining at Spitfires just as Simon Orebi Gann was approaching. Simon took to the grass on the other side, losing places in the process.

Lap two saw the first eight cars through in the same order with one for one changing of positions down the field. Peter Garland set a new lap record in Class A with a 1:03.68.

At the third things got very exciting with some excellent racing at Dibeni Bend between Class E runners, Jack Bellinger and John Clarke when to all intents and purpose Jack gave the impression of trying to climb up John's exhaust pipe - very exciting. Mike Fellows unfortunately briefly left the track, causing superficial damage to one of those monster side pipes, owing to oil leaking from the back brakes. He managed to keep full control and finish the race despite this problem. Grahame Walker set a new lap record in Class B with a 1:06.04.

By the start of Lap 4 the cars had spread out across

the entire circuit with Peter Garland creating a good lead. Class E runner Barry Sumner sampled the grass coming out of Dibeni Bend getting into a small spin, but fortunately managing to stay in control rejoining in front of Class C runner Doug Taylerson. Class B runners Malcolm Paul and Grahame Walker were also involved in an exciting tussle just outside the Paddock Entrance. Grahame tried to overtake Malcolm on the bend but was forced to back down when the back of his car became a touch loose. Maybe next lap? Simon McDermott's race however, was sadly over when as coming up to the Paddock Entrance his engine let go. He managed to remove the car from the circuit before it dispensed its entire capacity of oil all over it.

Starting Lap 5 Peter Garland appeared to be in complete control opening up a substantial lead over Grahame Walker and Malcolm Paul who continued their own battle. The rest of the field followed around with a large gap opening up behind Chris Acklam. By half way Peter Garland was starting to lap Class C contenders Doug Taylerson and Peter Sargeant.

Class A runner Mike Fellows was leading a group of 4 cars at close quarters, Martin Kurrein, James Paterson and Chris Acklam successively. Then came Simon Orebi Gann and Chris Springall followed by the constantly battling pairs of Peter Horsman/Colin Treble and Jack Bellinger/John Clarke - their cars being stuck together like glue. EXCELLENT!

Peter continued to surge through the field for what would almost certainly be a well deserved victory but Grahame Walker's race sadly ended at this point. A stone thrown up from the track found its way between his modified grill and penetrated his radiator. James Paterson had closed up on Martin Kurrein, looked like overtaking and by Lap 9 had successfully completed this manoeuvre. Chris Springall made a supreme effort to pass Colin Treble up the inside of Dibeni Bend and was rewarded for his efforts by gaining another place. GREAT MOVE!

By Lap 11 Class E boy Jack Bellinger had established a reasonable lead over John Clarke. On Lap 12 Chris Acklam set a lap record in Class D and when Martin Kurrein ran wide on Dibeni bend took full advantage by passing on the inside.

At thirteen John Clarke ran wide and made an excursion across the grass but kept full control to finish the race. The yellow flags appeared to mark the end of the race, but not in time to save Martin Kurrein from leaving the track owing to brake failure at the very last bend - terribly bad luck.

Peter Garland took a deserved win with another superb drive. Malcolm Paul won Class B with Peter Sargeant and James Paterson winning Classes C and D respectively. A brilliant race-long duel between Peter Horsman and Colin Treble, with fractions of seconds separating them throughout, resulted in the Class E win for Peter and a new lap record of 1:11.28 for Colin. WELL DONE!

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Round 6, Pembrey, 27 July 1997

The championship - after 6 rounds	
Class A	
Peter Garland	66
Simon McDermott	26
James Edgerton	16
Mike Fellows	14
Keith Ahlers	12
Chas Windridge	8
Craig Jones	6
Class B	
Malcolm Paul	43
Grahame Walker	39
Tony Howard	6
Class C	
Peter Sargeant	37
Stephen Lockett	15
Doug Taylerson	6
Class D	
Martin Kurrein	47
James Paterson	47
Chris Acklam	37
Simon Orebi Gann	28
Chris Springall	23
Class E	
Peter Horsman	55
Jack Bellinger	36
Mary Lindsay	32
Colin Treble	29
John Clarke	19
Chris Phillips	11
Barry Sumner	9
David James	5
Rick Bourne	2
Doug Taylerson	1

I'm peded at Pembrey

Up at 4am. I look great in the morning, hair in all directions – soon sorted that out on the M4. 5000 rpm all the way. When I got to Wales my hair was dead straight – backwards! (What I want to know is – why do we have to pay to go into Wales? 'Cos the sheep are free!)

During a good practice I was slightly surprised that, after three laps, Barry was still pushing me – 'have to watch him later'. Four cars in Class E on 1min 12secs: one Plus 4 on 1min 14secs, the gangster!

Colin had the fastest practice time – no Mary! (NB. Missed you – not a lot!) So I tried the old psychology on him but, like most things this year, it didn't work.

When the lights went green, we all got away well, loads of cars round the hairpin and that's where the bandit got in front of me. We had a good battle for a couple of laps and the outlaw became wide – very wide – so we decided not to race on the track any more and took to the grass for much of the time. Well, I finally got past the criminal but went straight on at the hairpin and had to restart my chase with the villain. I caught him up but just couldn't get past. There's only one thing to do with a cowboy hood – that's shoot him in the back!! Well I did! When Peter came by to lap us John went wide again, finally my chance to overtake – I made it! It got a bit lonely after that and I got to the line on my own.

You may ask why 'bandit', 'outlaw', 'villain', etc. Well, John's done more holdups than Jesse James!

Well Colin got the fastest lap and broke yet another of my lap records and Peter won Class E again. Well done.

John BOVHC Clarke, still a Moss box +8 out in front.

The Rev Larger Balltwinger

Pembr...Eeee

The gloves were off at Pembrey as Colin Treble dared to challenge the Class E specialist of Peter Horsman, and Jack Bellinger and John Clarke took their own personal battle to new heights in Wales. These four cars and two battles provided the highlight of the day for the Welsh crowd.

Colin made his intentions known by recording a blistering qualifying lap, nudging Peter off pole position. Jack slotted in behind Peter but only just ahead of Barry Sumner who, with a different carburettor setup, had the flat rad flying. John qualified behind Barry and ahead of the two honoree Class E +4s of Peter Sargeant and Doug Taylerson. With cars lined up on the grid the +4s outnumbered the +8s by 4 to 3 – how long is it since we have witnessed this in the race series?

When the green lights came on, Peter and John both made demon starts. By Hatchets Hairpin Peter had the inside line over Colin and John had stormed past Barry and Jack on the outside, cut a swathe across the track and tucked in behind Colin. Through the clouds of dust Peter and Doug appeared unscathed but Barry somehow became lost in the melee and was relegated to the rear of the field.

Once clear of Hatchets Peter tried to dominate but Colin was having none of it. By lap 2 Colin was hounding Peter and, going into Diben, Peter went wide allowing Colin to cruise up the inside and into the lead. Peter's response was quick and decisive – as, by the start/finish line, Peter had re-established his front line position.

Meanwhile Jack was all over John like a rash and was bobbing from left to right in an effort to unsettle the blue car. John was desperately hugging the inside line to such an extent that Jack even tried the grass coming out of the Honda Curve in a valiant attempt to have the inside line going into Hatchets. Squeezed into the pit wall at 100mph cannot have been much fun for Jack but the old WARhorse appears to be happy taking up a second career as a grass track racer!

The commentator must have thought all his Christmases had come at once because no sooner had Peter retaken the lead than Colin surged past again at Diben. John was exiting wide on most of the corners and, with Jack no more than a few inches from his rear bumper, was merrily getting into this new sport of Autocross.

Something had to give – and it did on lap 7. John inexplicably slowed coming out of Hatchets and, with nowhere to go, Jack mounted the rear of the +4 losing all control [*Ed: Jack? control?*] of his steering. When the car finally hit the tarmac, John was back on the gas but his loss of momentum was enough to let Jack through.

As the class was beginning to be lapped, Peter finally took Colin and the chequered flag for a well-deserved victory. With Colin and Peter never more than a hair's-breadth apart for the whole 13 laps, honours were even as Colin was credited with the fastest lap and a hard-earned new lap record. Jack took third with John following in behind. Barry had recovered to take both the Sarge and Doug, while the 'wide boys' battle was settled in favour of the Sarge.

Blimey! Can this class get any better? Next stop Silverstone, where the +4s are to be supplemented by the debut of Brian Jenkins in his newly rebuilt +4 and Jim Deacon's Super Sports. Mary Lindsay is expected to return with JEK and a class of 11 cars is expected in a field of over 30 Morgans. It just keeps getting better and better ...

I-Spy

Bentley Drivers' entries

Tony Morgan-Tripp Memorial

1	Martin Kurrein	+8
2	Mike Fellows	+8
3	James Edgerton	+8
4	Peter Sargeant	+8
6	Chas Windridge	+8
7	Mary Lindsay	+8
8	Peter Garland	+8
10	Jim Deacon	+4SS
13	Chris Acklam	+8
14	Grahame Walker	+8
15	Craig Jones	+8
16	Malcolm Paul	+8
17	Jack Bellinger	+8
18	John Clarke	+4SS
20	Simon McDermott	+8
21	James Paterson	+8
22	Barry Sumner	+4
23	Doug Taylerson	+4
24	Phil Brown	+8
26	Brian Jenkins	+4
29	Keith Ahlers	+8
30	Alan Biggar	+8
33	Chris Phillips	+8
35	Chris Springall	+8
39	Simon Orebi Gann	+8
47	Colin Treble	+8
54	Peter Horsman	+8
60	Christian Bock	+8
66	Tony Howard	+8
85	Chris Dady	4/4
99	Matthew Wurr	+8
156	Kelvin Laidlaw	+8

Morris Stapleton Trophy

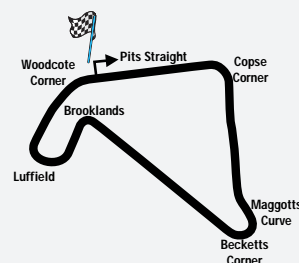
1	Martin Kurrein	+8
2	Mike Fellows	+8
3	James Edgerton	+8
4	Peter Sargeant	+8
6	Chas Windridge	+8
8	Peter Garland	+8
13	Chris Acklam	+8
15	Craig Jones	+8
16	Malcolm Paul	+8
18	John Clarke	+4SS
20	Simon McDermott	+8
21	James Paterson	+8
22	Barry Sumner	+4
25	Colin Treble	+8
29	Keith Ahlers	+8
30	Alan Biggar	+8
39	Simon Orebi Gann	+8
45	Bruce Stapleton	+8
54	Peter Horsman	+8
60	Christian Bock	+8
85	Chris Dady	4/4
99	Matthew Wurr	+8
135	Graham White	+8

Morgan Motor Company Challenge

Circuit		Pembrey		Length		1.456 miles							
Date		27-Jul-97		Weather/track		Sunny/dry							
PRACTICE													
Pos	No	Class	Driver	Car	Time (mins: secs)	Lap	Behind (secs)	kph	mph				
1	8	A	Peter Garland	+8	1:04.44	5		130.91	81.34				
2	20	A	Simon McDermott	+8	1:04.98	4	0.54	129.82	80.66				
3	16	B	Malcolm Paul	+8	1:05.89	4	1.45	128.02	79.55				
4	14	B	Grahame Walker	+8	1:05.89	5	1.45	128.02	79.55				
5	6	A	Chas Windridge	+8	1:07.50	5	3.06	124.97	77.65				
6	21	D	James Paterson	+8	1:08.79	5	4.35	122.63	76.20				
7	2	A	Mike Fellows	+8	1:09.09	4	4.65	122.09	75.87				
8	1	D	Martin Kurrein	+8	1:10.40	4	5.96	119.82	74.45				
9	35	D	Chris Springall	+8	1:10.43	5	5.99	119.77	74.42				
10	13	D	Chris Acklam	+8	1:11.58	3	7.14	117.85	73.23				
11	39	D	Simon Orebi Gann	+8	1:11.73	5	7.29	117.60	73.07				
12	25	E	Colin Treble	+8	1:12.15	5	7.71	116.92	72.65				
13	54	E	Peter Horsman	+8	1:12.38	6	7.94	116.55	72.42				
14	17	E	Jack Bellinger	+8	1:12.65	5	8.21	116.11	72.15				
15	22	E	Barry Sumner	+4	1:12.88	6	8.44	115.75	71.92				
16	18	E	John Clarke	+4 SS	1:14.54	5	10.10	113.17	70.32				
17	34	C	Peter Sargeant	+4	1:17.48	4	13.04	108.87	67.65				
18	23	C	Doug Taylerson	+4	1:20.48	4	16.04	104.82	65.13				
RACE													
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	14:35.04	13		125.32	77.87	1:03.68	2	132.47	82.31
2	16	B	Malcolm Paul	+8	14:42.86	13	07.82	124.21	77.18	1:06.40	2	127.04	78.94
3	6	A	Chas Windridge	+8	14:53.88	13	18.84	122.68	76.23	1:07.38	3	125.19	77.79
4	2	A	Mike Fellows	+8	15:16.92	13	41.88	119.60	74.31	1:09.01	4	122.24	75.95
5	21	D	James Paterson	+8	15:21.68	13	46.64	118.98	73.93	1:09.45	5	121.46	75.47
6	13	D	Chris Acklam	+8	15:23.69	13	48.65	118.72	73.77	1:09.21	12	121.88	75.73
7	39	D	Simon Orebi Gann	+8	15:42.88	13	1:07.84	116.31	72.27	1:10.05	9	120.42	74.83
8	54	E	Peter Horsman	+8	14:39.60	12	1 lap	115.08	71.51	1:11.37	3	118.19	73.44
9	25	E	Colin Treble	+8	14:40.18	12	1 lap	115.01	71.46	1:11.28	6	118.34	73.54
10	35	D	Chris Springall	+8	14:47.71	12	1 lap	114.03	70.86	1:11.04	2	118.74	73.78
11	17	E	Jack Bellinger	+8	15:02.57	12	1 lap	112.15	69.69	1:13.02	9	115.52	71.78
12	18	E	John Clarke	+4 SS	15:08.60	12	1 lap	111.41	69.23	1:13.41	9	114.91	71.40
13	22	E	Barry Sumner	+4	15:17.97	12	1 lap	110.27	68.52	1:13.59	8	114.63	71.23
14	34	C	Peter Sargeant	+4	14:39.55	9	2 laps	86.32	53.63	1:17.99	2	108.16	67.21
15	23	C	Doug Taylerson	+4	14:40.88	9	2 laps	86.19	53.55	1:18.03	2	108.11	67.17
Not classified													
1	D	Martin Kurrein	+8	14:12.79	12	dnf		118.70	73.76	1:09.43	12	121.50	75.49
14	B	Grahame Walker	+8	6:46.69	6	dnf		124.45	77.33	1:06.14	3	127.54	79.25
20	A	Simon McDermott	+8	3:22.29	1	dnf		41.70	25.91	1:04.97	2	129.84	80.68
Fastest laps													
					(mins: secs)	on	kph	mph					
A	Peter Garland	+8	1:03.68	2	132.47			82.31	New lap record				
B	Grahame Walker	+8	1:06.14	3	127.54			79.25	New lap record				
C	Peter Sargeant	+4	1:17.99	5	108.16			67.21					
D	Chris Acklam	+8	1:09.21	12	121.88			75.73	New lap record				
E	Colin Treble	+8	1:11.28	6	118.34			73.54	New lap record				
Existing Lap Records													
					(mins: secs)	kph	mph						
Jul-95	A	Matthew Wurr	+8	1:04.46	130.86	81.32							
	B	Alan Wickendon	+8	1:08.20	123.69	76.86							
	C	Alan Wickendon	+4	1:11.00	118.81	73.83							
Jul-95	D	Martin Kurrein	+8	1:10.75	119.23	74.09							
	E	Jack Bellinger	+8	1:11.90	117.32	72.90							

Qualifying & Race Results

NEXT RACE
Bentley Drivers'
Silverstone National
Saturday 9 August



Testing:

Testing available the day before on Friday 8 August. Cost is £110 for three 50 minute sessions. Garage £15. Must book and pay in advance. Tel: Nanette Houston 01327-320216.

Petrol:

Available.

Circuit length

1.649 miles

Lap records

Class A 1:06.18

Matthew Wurr

Class B 1:09.82

Malcolm Paul

Class C 1:17.19

Stephen Lockett

Class D 1:14.69

Chris Springall

Class E 1:17.51

John Clarke

Programme

All Comers' Handicap (slower); Bentley Scratch; MG T Championship and ACOC Scratch; Bentley / Lagonda Handicap; MSCC Tony Morgan-Tipp memorial (MMCC Challenge race); Vintage and PVT Handicap; MSCC Scratch for Morris Stapleton Trophy; Vintage and PVT Scratch; All Comers' Handicap (faster); Bentley Handicap; All Comers' Scratch

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.
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email: chrisack@cix.compulink.co.uk Compuserve: 100021,3206

ZANDVOORT
entry forms
enclosed.

Don't miss out on this
great weekend.