



The *Unofficial* Race Series Newsletter

Bravura Brands

Was it just your scribe who thought that the Brands' paddock was emptier than normal? This may be a reaction against the Bernie/Nicola axis on price, but the Morgan drivers were there in force and determined to maximise their value for money in the sun.

It seems that race car drivers are right up there alongside paedophiles and rapists in the eyes of the political dogooders who wish to raise their own stock by taking cheap and easy headline-grabbing measures against soft targets who lack the moral or environmental high ground to fight back [Ed: 2 Jags Horsman socks it to 'em]. We're talking noise tests here.

Poor old Jeremy Holden hit the jackpot in his boggish standard Moss Box with 110dbA and, astounded with his success, was banished back to the paddock to play with some wire wool. Even passing the noise test and you're not out of the woods, as a Council trackside test meant that Rick Lloyd was later to be found with his wire wool bag also.

Whilst some pilots were resplendent in new overalls of an unsoiled variety after scrutineering blues at Snetterton, others were still living life on the absolute limit. Notably Philip McKelvey, whose apparel's zip gave way (steady, ladies) allowing, he reported afterwards, a nice cool breeze to percolate through. Your scribe imagines that this compares very favourably to the body-temperature breezes

which seem to have the habit of percolating through the same regions approaching Paddock with decidedly dodgy brakes.

Peter Garland's practice went smoothly, and Keith Ahlers' relaxed attitude, sunning himself in a chair after qualifying confirmed his satisfaction at out-qualifying Mr Wurr. Matthew was recovering from a bad session and his engine was similarly recovering from logging 9000rpm when 3rd was found instead of 5th. Simon Orange was so pleased that his car was motoring so well and not breaking down at all, that he decided to end his session early. Sadly, his chosen parking spot was the gravel at Clearways.

The black and orange disc flag furiously waved caused no panics amongst the Morgan drivers who rather smugly remembered from Snett what it meant, and Chris Dady came in to reduce his fuel tank load rather than to continue to spread it liberally all over the track. Other relatively minor incidents included Stephen Wheatley's inaugural spin (congratulations, and may you have many more), Grahame Walker's fan belt going walkabout and your scribe's brakes doing likewise.

Analysis of the qualifying times boded well for the race. The class A boys were clearly set for a tussle and the six established class B and C boys were all within one second of each other. Further down the grid, there were also some other interesting groupings.

Despite an intervening shower or two, the race was dry, and happily included a quietened Jeremy Holden who qualified out of session and thus miles from anywhere.

The green lights went on, the handbrakes went off, and the race was under way. Garland shot off and Matthew got a good one. Peter led into Druids but Matthew took him at Graham Hill bend. For the rest of the race, Peter and Matthew generally had a ball, swapping places through good moves and bad. Towards the end, with Peter in front, Matthew's gear selection problems caused him to fall back slightly and into the clutches of the hard-charging Keith who finished less than half a second behind. Matthew took the fastest lap. Rick Lloyd kept station in fourth position throughout watching the antics in front of him, but the chance to nip through never materialised. So a good win for Garland.

James Paterson outpowered Chris Acklam at the start and your scribe, after suffering too much wheel spin at the start, managed to block Chris out at Druids. Rob Wells lurked behind. These participants then went on to excite the spectators and occasionally themselves as firstly Rob took Chris at Paddock and then was retaken a lap or two later at Graham Hill. Lap 8 saw your scribe go wide at Druids and Chris went through, relieved that your faithful scribbler's understeer was too severe to allow Chris to be

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2000 Championship after Round 2

Class A

Matthew Wurr	20
Keith Ahlers	14
Rick Lloyd	10
Peter Garland	10
Chris Springall	4
Simon McDermott	2

Class B

Chris Acklam	21
Philip McKelvey	10
Peter Horsman	10
Grahame Walker	9
Rob Wells	8

Class C

James Paterson	21
Simon Orebi Gann	14
Daniel Ward	10
Paul Burry	9
Andy Green	4

Class D

Jack Bellinger	22
Kelvin Laidlaw	16
Mary Lindsay	10
Jeremy Holden	6
Paul Chauveau	4
Leigh Sebba	4
Ian Hepburn	1

Class E

Alan Wickenden	22
John Clarke	16
David James	10
Chris Dady	6
Stephen Wheatley	6

rudely chopped off as had happened three or four times before. More chopping took place before Rob late braked his way up the inside of Paddock past your scribe, who was quite delighted to see him go consequentially wide enabling the position to be retaken in the drag up to Druids. Eventually, the Yellow Peril shot out of Clearways for the final time to nose in front of your hapless hack at the flag. In front, Paterson was harried by Acklam who eventually took him at Paddock and then gradually out-powered and -braked James to the flag.

Jack Bellingher had temporary delusions of grandeur as he sped past Simon O-G off the starting line but sanity was shortly restored thereafter and both then had a lonely race.

Readers may be idly wondering at this stage about the progress of Grahame Walker. But not Andy Green, who was busy congratulating himself not only on reaching the grid but also for getting off it, albeit rather gently. But, getting to grips with this motor racing business, he saw a gap on the inside of Paddock as everyone else took a wide line and, as one might say, went for it. It was at this point that Andy's thoughts began to parallel those of readers, although perhaps

prefaced with an expletive, as Andy wondered how Grahame Walker had not progressed any further than the inside of Paddock where he appeared (and in fact was) quite stationary due to an AWOL gearbox and, moreover, was occupying the very spot Andy was heading for rather too rapidly for his liking. Happily, Grahame's car remained stationary as Andy just avoided him and ultimately finished with a creditable fastest lap time two seconds quicker than his qualifying time.

John Clarke found himself again with too few revs off the line as everyone shot past him. He managed to retake Messrs Dady and Sebba before coming up to Mary driving her very wide-bodied Moss Box. John had a long dice with Mary and reported after the race that he had been annoyed that she did not wave him past in a ladylike manner (tee-hee). Instead, he eventually bundled her out of the way on lap 10. Lap 10 was a bad lap for Mary who also lost a place to Jeremy Holden as he tried to make up for his 10 second start penalty. He was only one-tenth off John Clarke at the line to finish 18th.

Stephen Wheatley in his 4/4 had a race-long duel with Ian Hepburn's Plus 8 and had

him done up like a kipper into Clearways for the last time, but yellow flags prevented this coup as David James spun in front of them. To rub the salt in, David regained the track and finished in front of them both.

Fastest times of note were class C operator James Patterson's being better than that of Chris' class B car [Ed: and bettering Chris' old lap record too] and Alan Wickenden's new lap record for a class E car.

But the drama wasn't finished as Peter Garland's car had a liquid dump in the paddock after the race, leaving him stranded. Sadly, the best the logistics experts came up with was for Simon and Mandy to take his car in their lorry to Heart of England and for Peter to drive Simon's car home. Now, maybe your scribe is a wus [Ed: hmm] or just naturally cautious but (with all due respect) Simon's car is not one which would be

at the top of my list to undertake this drive to Malvern. In fact, it would be at the bottom. On driving home, our intrepid Winner came across an accident and overheated the engine. Pulled in. He came across the world's worst flash thunderstorm. He pressed on trusting Simon's semi-slicks to do the business. And then his gearbox packed up. All in a car with no number plates, windscreen or road fund licence, and painted bright "nab me quick" orange. Your scribe now understands on this conclusive evidence the inverse relationship required between brains and balls required to be a class A driver. Probably saved a nappy change or two, though, so every cloud..... Phew.

That was it. Terrific cars, terrific racing, terrific spirit. Next stop, Mallory. Did I see racing decals on that Aero 8 ?

Peter Horsman



A rare and tantalising picture of Andrew Jenkins' rebuilt Class B car. On arrival at Brands it was found to be suffering from throttle problems and so once again was a non-starter. Mallory Park now seems likely for its inaugural race.

Circuit Date		Brands Hatch 07-May-00											
LAP CHART													
	Laps -->												
Pos	1	2	3	4	5	6	7	8	9	10	11	12	
1	99	8	8	8	99	99	99	8	8	8	8	8	
2	8	99	99	99	8	8	8	99	99	99	99	99	
3	29	29	29	29	29	29	29	29	29	29	29	29	
4	37	37	37	37	37	37	37	37	37	37	37	37	
5	20	20	20	20	20	20	20	20	20	20	20	20	
6	21	21	21	21	21	21	21	21	21	13	13	13	
7	1	1	1	1	1	1	1	13	13	21	21	21	
8	13	13	13	13	88	13	13	1	1	1	1	1	
9	88	88	88	88	13	88	88	88	88	88	88	88	
10	55	39	39	39	39	39	39	39	39	39	39	39	
11	39	55	55	55	55	55	55	55	55	55	55	55	
12	25	25	25	25	25	25	25	25	25	25	25	25	
13	17	17	17	17	17	17	17	17	17	17	17	17	
14	71	71	71	71	71	71	71	71	71	71	71	71	
15	7	7	51	51	51	51	51	51	51	51	51	51	
16	51	51	7	7	7	45	45	45	45	45	45	45	
17	18	18	18	45	45	7	7	7	7	18	18	18	
18	31	19	45	18	18	18	18	18	18	42	42	42	
19	19	45	19	19	19	42	42	42	42	7	7	7	
20	45	31	31	31	42	19	19	19	19	19	19	19	
21	11	11	11	42	31	31	31	31	31	31	31	31	
22	5	52	42	11	11	11	11	11	11	11	11	11	
23	44	42	52	52	52	52	52	52	52	44	44	44	
24	42	44	44	44	44	44	44	44	44	52	52	52	
(supplied by Jan Jones)													

(supplied by Jan Jones)

Drivers' note

The time keepers at Brands Hatch mentioned the positioning of numbers on some of the cars, Drivers should have numbers on both doors and bonnet top, see Blue Book for details.

Drivers will remember that Mallory have been keen of noise levels in the past, so be careful. Mark will bring a noise meter with him so, if you are worried, find him.

Serena Aston
Championship Coordinator

Reminders

Seat Belts

All four point and six point seat belts used in British Motor Sport must be FIA homologated from 1 January 2002, subject to final ratification by the Motor Sports Council in June. (*MSA May 2000*)

Race suits

The FIA has cancelled three race suit homologations with immediate effect. The withdrawn numbers are 01.004.RAC.86 Jaybrand Challenger, 01.038..RAC.87 Race Products Phoenix 3 and 01.030.FFSA Stand 21 STO15 (F). (*MSA May 2000*)

Crash helmets

Snell SA90 and BS6658-85 Type A are ineligible for International events and may not be eligible for all MSA events from 1.1.2001 (*Blue Book 10.3.1*)

MSCC Year 2000 Autotest

Urgently needed competitors for the MSCC Year 2000 Autotest on 25 June at Eelmoor circuit near Aldershot Hampshire. At the moment we have only 23 entries from the members of the MSCC. This is the first time the club has run an Autotest and to make this event a success we need a minimum of 40 entries. Can you please enter so that we can make this an annual event? All you need is a road going car to compete - there are four classes, Series I, 4/4, Plus 4 and Plus 8. All class winners will receive a trophy and there will be a trophy for the overall winner.

Brands 2: Inter Marque Challenge

Last year, to celebrate the fact that the last sports car race of the 1900s would be the October Brands Hatch MG car club race, the MGCC decided to create a trophy to be competed for between teams of single marque cars.

Representing the Morgans were Mary Lindsay, Simon Orebi Gann and Peter Sergeant. As recorded in the annals of the age (MogSport, no less), the intrepid Morgan team won the cup.....

The original intention was that the cup would be defended each year. Two things changed that this time round: the MG's wanted a chance to claim 'their' cup without waiting another year, and the only slot they could get for racing at Brands was this Spring (due to the combination of accountants running Brands for money rather than racing, and a certain individual messing up the whole racing calendar across the world by moving the British Grand Prix).

So this year, after 7 months, the cup was up for competition again. Sarge couldn't make the race due to long-standing family commitments, so Chris Acklam stood in for him.

Chris found himself third on the grid, behind a purple MG on slicks on pole. Next to him, in fourth place, was Simon, who had the advantage that the second place car never appeared and so he had a clear run at the start. This enabled him to get ahead of Chris into Paddock, although the pole car had managed to stay ahead of both. On the run to Druids, Simon waved Chris past: Chris had been faster in the Morgan race and the best team result meant that he deserved the best run possible. True to form, Chris stormed round, rapidly catching the tail runners and scything his way through them. Simon followed a few car lengths behind, and they ran in that formation to the finish, taking second and third place.

So what had happened to the third member of the team? The race actually turned completely on her. Mary had had a difficult time in the Morgan race; her menfolk had gone off for the morning shooting clays, and left her with only her wet weather tyres - with lots too much tread for the dry track. Consequently, she suffered tyre fragmentation during that race, and the car simply wouldn't perform its normal wonders. For the Inter-Marque challenge, however, the Johns had brought her scrubbed tyres, and shod with those, she shone. She made a storming start and ate her way through the pack throughout the race. While Chris and Simon maintained their original stations, Mary made up more places than any other competitor in the race, and this, when the Clerk had done his sums, meant that once again the Morgans won the Inter Marque Challenge !

And there was more. This year, there was a second Morgan team in the race: Kelvin Laidlaw, Dan Ward and Andy Green. They too ran well and took a well deserved second place. Well done to the Morgans - what a great result for the marque!

Now, do we keep the cup if we can win it again next year???

Simon Orebi Gann

Brands 3

The last race of the day was the Abingdon Classic Cup Pit Stop Race in which there were two Morgans lined up against a field of virtually every type of MG, including last year's MGF cup winner Rob Mears, and a lone E Type Jaguar.

Rick Lloyd and Rob Wells were hoping to repeat their win in a 2 driver race at Spa last year and James Paterson had entered to give Chris Acklam a race (at a time when it was thought highly unlikely his car would be rebuilt and out on track in time).

Rick Lloyd was on pole and James Paterson on the 2nd row. Both got good starts and Rick had pulled out a reasonable lead over the field by the time he came into the pits on lap 8.

The commentator got terribly excited when they made their driver change in a remarkable 17 seconds. Next to go was Rob Wells bringing the experience of a wealth of ModSports Championships and a list of race wins dating back to, ooh, before some of the current racers were in long trousers. Great things were expected and ... and he stalled it. Everyone dropped everything and pushed him frantically down the pit lane, the engine caught, the tyres spun and off he roared into an even greater lead (as the 2nd and 3rd place cars had only one driver and therefore had a one minute wait in the pits).

James and Chris had agreed that James would drive as many laps as possible (as Chris was in the previous race) and so he came into the pits on lap 10. This was a bit of a mistake - as the Regs stated that driver changes had to be made before the 10th lap. A shame as he had had an outstanding drive which would have gained 2nd place.

So Rick & Rob claimed yet another Morgan win in a very enjoyable weekend.

Chris Acklam

Circuit				Brands Hatch		Length		1.2262 miles					
Date				7-May-00		Weather/track		Sunny/dry					
PRACTICE						Time		Behind					
Pos	No	Class	Driver	Car	(mins: secs)	Lap	(secs)	kph	mph				
1	8	A	Peter Garland	+8	52.92	9		134.24	83.41				
2	29	A	Keith Ahlers	+8	53.62	9	0.70	132.49	82.32				
3	99	A	Matthew Wurr	+8	53.71	12	0.79	132.26	82.18				
4	37	A	Rick Lloyd	+8	54.06	7	1.14	131.41	81.65				
5	20	A	Simon McDermott	+8	55.18	7	2.26	128.74	79.99				
6	13	B	Chris Acklam	+8	56.32	2	3.40	126.13	78.37				
7	21	C	James Paterson	+8	56.54	2	3.62	125.64	78.07				
8	1	B	Peter Horsman	+8	56.55	9	3.63	125.62	78.06				
9	14	B	Grahame Walker	+8	56.61	8	3.69	125.49	77.97				
10	88	B	Rob Wells	+8	56.93	7	4.01	124.78	77.53				
11	39	C	Simon Orebi Gann	+8	57.31	9	4.39	123.96	77.02				
12	55	B	Philip McKelvey	+8	58.02	5	5.10	122.44	76.08				
13	25	C	Dan Ward	+8	58.98	5	6.06	120.45	74.84				
14	17	D	Jack Bellinger	+8	59.09	6	6.17	120.22	74.70				
15	51	E	Alan Wickenden	4/4	59.17	6	6.25	120.06	74.60				
16	71	D	Kelvin Laidlaw	+8	59.67	6	6.75	119.05	73.97				
17	45	C	Andy Green	+8	1:00.32	9	7.40	117.77	73.18				
18	31	D	Leigh Sebba	+4	1:00.90	8	7.98	116.65	72.48				
19	7	D	Mary Lindsay	+8	1:01.36	5	8.44	115.77	71.94				
20	18	E	John Clarke	+4	1:01.48	6	8.56	115.55	71.80				
21	19	E	Chris Dady	4/4	1:01.77	6	8.85	115.00	71.46				
22	52	D	Ian Hepburn	+8	1:03.32	9	10.40	112.19	69.71				
23	44	E	Stephen Wheatley	4/4	1:03.36	6	10.44	112.12	69.67				
24	11	E	David James	+4	1:03.39	13	10.47	112.07	69.63				
RACE					Race time		Behind		Best lap				
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph		on	kph	mph
1	8	A	Peter Garland	+8	10:50.78	12		130.99	81.39	53.06	9	133.88	83.19
2	99	A	Matthew Wurr	+8	10:52.66	12	01.88	130.61	81.16	52.89	4	134.31	83.46
3	29	A	Keith Ahlers	+8	10:53.03	12	02.25	130.54	81.11	53.41	5	133.01	82.64
4	37	A	Rick Lloyd	+8	10:54.93	12	04.15	130.16	80.88	53.55	7	132.66	82.43
5	20	A	Simon McDermott	+8	11:12.22	12	21.44	126.81	78.80	54.88	7	129.44	80.43
6	13	B	Chris Acklam	+8	11:26.29	12	35.51	124.21	77.18	55.79	9	127.33	79.12
7	21	C	James Paterson	+8	11:28.31	12	37.53	123.85	76.95	55.61	3	127.74	79.37
8	88	B	Rob Wells	+8	11:29.33	12	38.55	123.67	76.84	55.94	5	126.99	78.91
9	1	B	Peter Horsman	+8	11:29.37	12	38.59	123.66	76.84	55.96	2	126.95	78.88
10	39	C	Simon Orebi Gann	+8	11:34.50	12	43.72	122.75	76.27	56.42	3	125.91	78.24
11	55	B	Philip McKelvey	+8	11:47.07	12	56.29	120.56	74.91	57.89	10	122.71	76.25
12	25	C	Dan Ward	+8	11:48.36	12	57.58	120.34	74.78	57.82	2	122.86	76.34
13	17	D	Jack Bellinger	+8	11:01.60	11	1 lap	118.11	73.39	58.39	3	121.66	75.60
14	71	D	Kelvin Laidlaw	+8	11:09.03	11	1 lap	116.80	72.57	59.43	2	119.53	74.27
15	51	E	Alan Wickenden	+8	11:13.12	11	1 lap	116.09	72.13	59.61	10	119.17	74.05
16	45	C	Andy Green	+8	11:14.00	11	1 lap	115.94	72.04	58.45	10	121.54	75.52
17	18	E	John Clarke	+4	11:22.80	11	1 lap	114.44	71.11	1:00.50	8	117.42	72.96
18	42	D	Jeremy Holden	+8	11:22.90	11	1 lap	114.43	71.10	59.82	9	118.75	73.79
19	7	D	Mary Lindsay	+8	11:27.00	11	1 lap	113.74	70.68	1:00.70	4	117.03	72.72
20	19	E	Chris Dady	4/4	11:32.13	11	1 lap	112.90	70.15	1:01.29	3	115.91	72.02
21	31	D	Leigh Sebba	+8	11:32.50	11	1 lap	112.84	70.11	1:01.30	8	115.89	72.01
22	11	E	David James	+4	11:44.80	11	1 lap	110.87	68.89	1:01.60	3	115.32	71.66
23	52	D	Ian Hepburn	+8	11:45.05	11	1 lap	110.83	68.87	1:02.13	8	114.34	71.04
24	44	E	Stephen Wheatley	4/4	11:45.54	11	1 lap	110.76	68.82	1:01.77	10	115.00	71.46
Not classified													
14	B		Grahame Walker	+8	0:00.00	0	dnf						
Fastest laps					(mins: secs)		kph		mph				
	A		Matthew Wurr		52.89		134.32		83.46				
	B		Chris Acklam		55.79		127.34		79.12				
	C		James Paterson		55.61		127.75		79.38	New lap record			
	D		Jack Bellinger		58.39		121.67		75.60				
	E		Alan Wickenden		59.61		119.18		74.05	New lap record			
Old Lap Records					(secs)		kph		mph				
3-May-99	A		Matthew Wurr		52.72		134.75		83.73				
3-May-99	B		Rick Lloyd		53.76		132.15		82.11				
3-May-99	C		Chris Acklam		55.71		127.52		79.24				
3-May-99	D		Peter Horsman		57.55		123.44		76.70				
3-Oct-99	E		Matt Taverson		1:00.891		116.67		72.50				

Qualifying & Race Results: Race 2

NEXT RACE
Mallory Park
Sunday 4 June



Testing:

Every Wednesday morning. Cost is £50 (half day only). Tel: 01455 842931

Noise:

Strict on noise levels here (and prepared to black flag cars over the limit). We have also had drivers tested for drugs and drink ...!

Petrol:

Available

Circuit length

1.35 miles

Race length

18 laps - check the Final Regs to confirm

Lap records

Morgans

Class A 50.01

Peter Garland

Classes B-E: no lap records set since change of specification. Previously though they were:

Class B 52.11

Malcolm Paul

Class C 54.81

Alan Wickenden

Class D 55.49

Chris Springall

Class E 56.43

Peter Horsman

Programme

Autoscribe 750 Formula Championship, Formula 4 Championship, 750 Trophy Championship, Kit Car Championship, H R Owen Roadsports Championship, **Morgan Motor Company Challenge**, 750 MC Locost Series.

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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