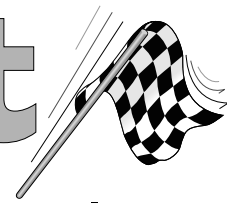




# MogSport



No 2  
April 2001

## The Unofficial Race Series Newsletter

### Keith warms to the task

A hardy group of drivers and supporters assembled on a bitterly cold morning to start the new season and try out new toys, replacement lorries and accessories for real. Two new drivers, Philip Goddard in an ivory Plus 8 and Phil Hollins in a stunning red Plus 8 soon got the hang of the proceedings and were seen huddling in corners talking gear selections and watching as Mary's car was pounced on in the paddock and hoses replaced before she even had time to park.

It was a case of deja vu as Keith led the pack out for practice and Brands was filled with the throaty roar of Morgans. Unfortunately Rick Lloyd's engine (which in any case was a very late replacement) decided to sing from a different hymn sheet and was heard popping and complaining so he wisely withdrew to the paddock where Chas decided to pack it up and return the engine to its creator for further comment.

Kelvin Laidlaw's car tried to enliven the session by adding some oil to the track, but with the exception of minor irritations everyone felt that practice went tolerably well despite the cold which reduced lap times generally. Keith took pole with Matthew second and Peter Horsman third in his rejuvenated ex-

Andrew Jenkins car. Chris Acklam came in fourth and James Paterson sixth. The unfortunate Rick ended up fifth but packed up fearing that to continue would do even more terminal damage.

The mechanics then reached for their trusty spanners while Mark Aston went around looking under cars and bonnets and used his steel rule and steely eyes to measure critical bits. Keith debued some impressive hydraulic jacks much to the envy of a rather sad paddock and Matthew quietly gave the appearance of rebuilding his car. No change there, then. Except for the quietly bit. Kelvin mopped the oil from his front wing while everyone else fiddled with various bits of their car's anatomies so that seasoned race supporters knew that a new season was well underway.

After the prerequisite number of hours of numbing cold, the drivers donned their suits and headed off in the time honoured fashion. After having relieved themselves, they then donned their helmets and drove off, leaving the supporters to waddle in their many layers of clothing to a good vantage point to view the race.

The race began in a suitably exciting manner with James

Patterson, 6th on the grid and in a car he assures us is green, sprinting off the line overtaking both Chris Acklam in 4th place and Peter Horsman in 3rd place. Keith Ahlers hung onto his pole position while Matthew Wurr looked poised to make a move. Peter had a dreadful start in his 'new' car but impressed with his ability to utilise his new-found power to lay rubber. He lost two places but outraked Chris into Paddock and James into Druids.

Meanwhile all eyes were on Paddock as Philip McKelvey, who had had a storming start, was hit in his very pert and shapely rear end by Andy Green, and spun dramatically down the hill. He fortunately ended up on the grass on the inside of the track rather than in the never-to-be-escaped-from gravel trap on the outside. Brett was heard to say afterwards that the new-found rear grip afforded by Philip's rear end undoubtedly contributed to this.

The rest of the field, still all close together from the start, managed to avoid the spinning cars leaving Philip to rejoin the fray in last place and behind the first three Morgans as they sped into their second lap.

*continued on page 2*

### 2001 Championship Class standings after 1 round

Class A	
Keith Ahlers	9
Matthew Wurr	6
Class B	
Peter Horsman	11
Chris Acklam	8
Phil Hollins	6
Philip McKelvey	4
James Bellinger	2
Class C	
James Paterson	11
Simon Orebi Gann	8
Andy Green	6
Daniel Ward	4
Paul Chauveau	2
Leigh Sebba	1
Class D	
Jack Bellinger	11
Kelvin Laidlaw	8
Mary Lindsay	6
Phil Goddard	4
Class E	
Alan Wickenden	11
Adrian van der Kroft	8
David James	6
Stephen Wheatley	4



*Mary taking the inside line at Paddock with Kelvin and Leigh outside*

Circuit	Brands Hatch											
Date	27-Mar-01											
LAP CHART												
Laps -->												
Pos	1	2	3	4	5	6	7	8	9	10	11	12
1	29	29	29	29	29	29	29	29	29	29	29	29
2	99	99	99	99	99	99	99	99	99	99	99	99
3	54	54	54	54	54	54	54	54	54	54	54	54
4	13	13	13	13	13	13	13	13	13	13	13	13
5	21	21	21	21	21	21	21	21	21	21	21	21
6	39	45	45	45	39	39	39	39	39	39	39	39
7	45	39	39	39	45	45	45	45	45	45	45	45
8	25	25	25	25	25	25	25	25	25	25	25	25
9	17	17	49	49	49	49	49	49	49	49	49	49
10	49	49	17	69	69	69	69	69	69	69	69	69
11	69	69	69	17	17	17	17	17	17	17	17	17
12	41	1	1	1	1	1	1	1	1	1	1	1
13	1	41	41	41	41	41	41	41	41	41	41	41
14	71	71	55	55	55	55	55	55	55	55	55	55
15	31	31	71	71	71	71	31	31	31	31	31	31
16	7	7	7	7	57	31	71	71	71	57	57	57
17	11	57	31	31	7	57	57	57	57	71	71	71
18	57	55	57	57	31	7	7	7	7	7	7	7
19	44	11	11	11	11	11	11	11	11	11	11	11
20	48	44	48	48	48	48	48	48	48	48	48	48
21	55	48	44	44	44	44	44	44	44	44	44	44

*(supplied by Jan Jones)*



Another generation of Bellinger paint on JEK

As seasoned race goers might expect, Jack took full advantage of the situation and made up five places as he passed the melee without slowing down. Maybe he just had his eyes closed still from the start. He then spent the rest of the race hounding Phil Hollins, giving him a first race to remember but lacking the extra power to overtake Phil's red beauty.

Meanwhile, another Bellinger, honourably upholding the family tradition (if not honour) was left to intimidate Mary as Billy drifted sideways into her nearside front wing leaving a long blue stripe in his wake. Afterwards he claimed not to have seen her (another family tradition) but he was clearly the intimidated one as he was last seen with T Cut and a rag furiously attempting to remove all evidence of the alleged encounter. There was something very alluring about Mary's car as Leigh Sebba's car also attempted a meeting, resulting not in any bizarre mating but rather in Mary putting all four wheels on the grass. Kelvin Laidlaw, not to be outdone in this new take on race etiquette, also decided to mount Mary's car but this time from the rear, just touching her rear bumper, enough to feel a satisfying ping before driving off into the pack with Mary in hot pursuit. They were cruelly separated for five laps by Leigh and Bill until those two overtook Kelvin's mobile oil leak, leaving Mary to follow Kelvin to the chequered flag in 17th and 18th places.

It seemed that cars were

determined to remind their drivers that the winter had been rather long as Stephen Wheatley spun on lap 3 after being overtaken (or should that read unceremoniously bundled out of the way?) by Philip McK and was thereafter condemned to hold last place. This was rather sad since he had genuine hopes after practice of not bringing up the rear.

Perhaps the spinning cars was why Matthew never really mounted a serious assault on Keith as he had rather ignominiously sat out in the gravel trap the previous day during testing and probably didn't relish picking all those stones out again two days in a row.

Keith continued to storm around the track competently with Matthew constantly chasing, poised to make a move should Keith falter or get held up in traffic. On lap four, Matthew seemed to be closing at Paddock Hill Bend but Keith was determined to hang onto his lead and powered up Hailwood Hill and to his fastest lap on lap five.

Simon OG and Andy Green looked as though they too were wanting to mate during lap two as they came down Graham Hill Bend with armfuls of opposite lock with Simon eventually "letting" Andy through while Daniel Ward wisely kept a watching brief, concentrating instead on nursing an oil leak from his axle, wondering just how long he would be able to postpone the expensive day when he

changed the offending beam. Two laps later Simon retook Andy to hold onto 6th place for the remainder of the race.

Paul Chauveau lost three places at the start but was pleased to have managed to make up two by the end of the race. David James, a welcome returnee, also made a poor start but caught up in the first lap melee at Paddock to keep a serene pace and hold onto his place third from the back of the pack.

By lap six, Keith had established a clear advantage to eventually claim a deserved first place in the race with Matthew coming second, seven odd seconds behind. A satisfied Peter came in a comfortable third after a potential challenge by Chris Acklam had faded by the fourth lap, followed by Chris and James P fifth.

What of our new champion Alan Wickenden? Well, after making a good start he was overtaken by Adrian V.D.K. as he avoided the pirouetting aerofoil and Adrian took full advantage to get in front. The heat was on as the two class E cars fought for position until Alan retook Adrian on lap two, but instead of his by now customary position, well in front of the others in his class, Alan had to spend the rest of the race with Adrian nipping at his heels so that less than a second separated them at the finish and their fastest laps were less than three hundredths of a second apart. Looked a great battle.

Philip Goddard, our other first-time racer, reported that he was pleased to have kept out of trouble, especially as two people spun in front of him, and was only sorry to have let Paul Chauveau lap him. He was clearly enjoying himself and thought that a further lap at the end of the race may be in order, by way of a little celebration. Unfortunately the Clerk Of The Course did not share this view when he spotted the hapless vet passing the chequered flag for the second time and hauled him in for a

nerve racking interview.(he probably felt like us poor dog owners when awaiting the latest vet's bill for pooch maintenance, although that in itself pales into insignificance when opening Morgan bills, but I digress and apologise for momentarily letting my personal feelings get in the way of my brain and pen!). Anyway, Philip returned to the fold provisional licence still intact and with a firm resolve to scour the pit wall for flags in future races.

Hours of freezing pleasure then came to a close after 11:21:291 minutes leaving only the postmortems and packing up to be done. Keith's car was resplendent in its garland while cups and glass tankards went to Keith (class A), Peter (class B), James (class C), Jack (class D) and Alan (class E). They all took their class' fastest laps with Alan's class E time faster than Jack's class D time.

All (?) that was left was the team race, and your scribe is very confident that a very full report indeed will appear elsewhere in this esteemed journal of which Mr Acklam is editor.

Hopefully the show will move on to Oulton Park on April 7, foot and mouth allowing, with everything to play for, so see you there!

Ruth Horsman

MORGAN CHA

No.	CLASS	DRIVER	
99	A	Matthew	Wurr
41	E	Adrian	Van der Kro
45	C	Andy	Green
25	C	Dan	Ward
54	B	Peter	Horsman
13	B	Chris	Acklam
29	A	Keith	Ahlers
17	D	Jack	Bellinger
21	C	James	Paterson
1	E	Alan	Wickenden
48	D	Phil	Goddard
39	C	Simon	Orebi Gann
11	E	David	James
69	B	Phil	Hollins
49	C	Paul	Chauveau
57	B	Bill	Bellinger
55	B	Philip	McKelvey
7	D	Mary	Lindsay
31	C	Leigh	Sebba
44	E	Stephen	Wheatley
71	D	Kelvin	Laidlaw
2	A	Rick	Lloyd

## A view from the stands (well the Castrol Hospitality Suite anyway)

Around 25 years ago when I first got lured into motor racing (Thanks Mary) the highlight of the calendar was Bentley Drivers Club which used to occur in its rightful place over the August Bank Holiday weekend - this was long before Morgan-only racing you understand. During the day you would marvel at the sheer size of the Bentleys racing, particularly the monster 24 Litre Napier Bentley of Peter Morley, the engine configuration being 'arrowhead 12' - a bit like a V8 with 4extra cylinders in the Vee ! Anyway the final race of the meeting was always an Allcomers Scratch race full of tasty machinery from Aston Martins, Bentleys, Plus 8s and usually won by David Preece in a huge great AC Cobra - this race was always known as the 'Butcher's Picnic' and regularly produced some carnage during its passage. It was with this kind of feeling (it was so cold I was surprised that I'd got any feeling left at all) that I trudged up the Brands paddock to the aforementioned warm VIP box to watch the final race of the afternoon - the MGCC Marque Team Challenge.

Basically it is a Team race that has a handicap nobody driving understands (that'll be right up my street then) somehow

based on practice and race times from earlier in the day. Each Team has 3 cars and those with the best aggregate improvement over the handicap are deemed the winners. The race is significant for Morgans since Mary Lindsay, Simon OG and Peter Sargeant won it in 1999, in 2000 Mary, Simon and Chris Acklam repeated the feat and the same trio were out to defend their title this year. Joining them on the grid were the Plus 4 team (?) of Jack Bellinger, Adrian Van Der Kroft and Billy Bellinger along with the usual teams of MGs, Jaguars, TRs and the like.

To business, after a long cold (what else) wait in the collecting area due to the preceding prophetic race being stopped after an incident and then re-started - the final grid lined up with Morgans on the 1st/2nd/3rd/4th/5th and 6th rows of the grid and Chris Acklam on pole. On went the lights and away went our heroes. Chris made his usual comfy start and the TR5 of Richard Bull was in front, behind the leaders the Morgans were Simon, Jack, Adrian, Mary, and Billy the Kid bringing up the rear counting the twin exhausts in front of him. After three hairy laps Chris was just getting on terms when one of the Jaguar

XJ6s threw a wheel and parked itself on the outside of Graham Hill bend and out came the Red Flag.

After a lengthy delay to remove the offending article the grid reformed in the order they were when the race was stopped putting the TR on pole and Chris alongside him. Away they went again and the TR led again - come on Chris, get in there ! Simon was a bit behind the leaders but ahead of the rest and circulated with very consistent lap times doing some extra testing whilst he had the chance. Mary exited Graham Hill bend on the grass during a moment of excitement - exactly where the errant Jaguar had been before the race had been stopped - ho hum... Jack like Simon was on his own, but team members Adrian and Billy had fun scaring off a gaggle of MGs. Well, Adrian did, Billy tried to go round the outside of about four cars at Clearways ("but I had a great line out of the previous corner Dad") and paid the price - gravel trap and his day was done, the Butcher was here after all. Meantime Chris had shaped up to pass the leading TR into Paddock on several occasions getting closer each time, the TR always had the line and Chris would have a stab at Druids and then bide his time until

Paddock came round again. These two were away in front and it seemed as if honour would go to the TR, however Chris had other plans and as they started the final lap he was, in James Hunt's immortal words "up his chuff". Taking advantage of two backmarkers going wide into Paddock - late on the brakes - a brave dive down the inside - lean on him a bit - and finally Chris was ahead on the climb up to Druids - what a pass ! The TR didn't like it much and hustled and harried all the way to the Chequered flag but Malvern was not to be denied.

Back in the paddock whilst Jack searched for a bucket and spade for Billy's next outing and gave him advice about overtaking on the outside at Clearways in the last race of the day where all those little bits of rubber end up etc, etc, the results came through, unfortunately the Morgans were beaten by the only other Marque with a full team left running - the TRs by 0.3 of a second. No matter, the pass at Paddock Hill Bend on the last lap of the meeting was a moment well worth waiting for, you ought to try it - 29th of April would be a good time.

See you all there. *'Skipper'*

## CHALLENGE RACE SERIES 2001 (UNOFFICIAL HANDICAP)

### ROUND 1 - BRANDS HATCH

	CAR	PRACTICE	RACE	POS	H'CAP	POS
	+8	81.28	80.55	2nd	99.10	1st
ft	+4	73.78	72.93	13th	98.85	2nd
	+8	77.13	75.95	7th	98.47	3rd
	+8	76.75	75.53	8th	98.41	4th
	+8	80.24	78.67	3rd	98.04	5th
	+8	79.14	77.58	4th	98.03	6th
	+8	83.42	81.48	1st	97.67	7th
	+8	75.20	73.36	11th	97.55	8th
	+8	78.81	76.87	5th	97.54	9th
	4/4	74.92	73.02	12th	97.46	10th
	+8	67.68	65.51	20th	96.79	11th
	+8	78.66	76.11	6th	96.76	12th
	+4	70.05	67.51	19th	96.37	13th
	+8	76.25	73.45	10th	96.33	14th
	+8	77.21	73.68	9th	95.43	15th
	4/4	73.31	69.75	16th	95.14	16th
	+8	76.88	72.88	14th	94.80	17th
	+8	73.65	69.21	18th	93.97	18th
	+8	75.62	70.46	15th	93.18	19th
	4/4	71.14	64.89	21st	91.21	20th
	+8	68.86	69.22	17th	91.21	21st
	+8	78.99	0.00		0.00	DNS

## Unofficial Handicap - an explanation

I take the Practice lap speed from the official practice sheet and the average race speed from the official Results, express the latter as a percentage of the former and call this the handicap score.

If someone goes quicker in the race (average speed) than their practice lap (speed) and their percentage comes out greater than 100, their practice time is assumed to be 'invalid' for the handicap and they go bottom. To 'beat' the handicap your Race speed needs to be exactly equal to your Practice speed. Practice speed will normally always be quicker than average race speed, so the way to do this is to dawdle in Practice and then dawdle in the Race as well - not much fun or very likely.

The idea is that most people go like hell for grid position and during the race itself will go as fast as they can (with others or on their own) to get their average Race speed as close to Practice speed as possible. At Brands I think Matthew was pushing to get to Keith (and hence his average was better), whilst Keith was comfortably ahead (and his race speed suffered) hence the differing handicap positions for two cars with similar Race performance.

*Andy Downes, Unofficial Handicapper*

Circuit	Brands Hatch	Length	1.2262 miles
Date	25-Mar-01	Weather/track	Cloudy / dry

# Qualifying & Race Results: Race 1

PRACTICE				Time	Behind				
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph
1	29	A	Keith Ahlers	+8	52.915	17		134.25	83.42
2	99	A	Matthew Wurr	+8	54.305	14	1.390	130.81	81.28
3	54	B	Peter Horsman	+8	55.014	16	2.099	129.13	80.23
4	13	B	Chris Acklam	+8	55.777	16	2.862	127.36	79.14
5	2	A	Rick Lloyd	+8	55.884	12	2.969	127.12	78.99
6	21	C	James Paterson	+8	56.006	15	3.091	126.84	78.81
7	39	C	Simon Orebi Gann	+8	56.113	15	3.198	126.60	78.66
8	49	C	Paul Chauveau	+8	57.173	15	4.258	124.25	77.20
9	45	C	Andy Green	+8	57.231	15	4.316	124.13	77.13
10	55	B	Philip McKelvey	+8	57.415	15	4.500	123.73	76.88
11	25	C	Dan Ward	+8	57.513	15	4.598	123.52	76.75
12	69	B	Phil Hollins	+8	57.891	15	4.976	122.71	76.25
13	31	C	Leigh Sebba	+8	58.371	15	5.456	121.70	75.62
14	17	D	Jack Bellinger	+8	58.700	15	5.785	121.02	75.20
15	1	E	Alan Wickenden	4/4	58.917	15	6.002	120.57	74.92
16	41	E	Adrian van der Kroft	+4	59.827	10	6.912	118.74	73.78
17	7	D	Mary Lindsay	+8	59.935	15	7.020	118.53	73.65
18	57	B	Bill Bellinger	4/4	1:00.214	14	7.299	117.98	73.31
19	44	E	Stephen Wheatley	4/4	1:02.045	14	9.130	114.50	71.14
20	11	E	David James	+4	1:03.013	13	10.098	112.74	70.05
21	71	D	Kelvin Laidlaw	+8	1:04.104	12	11.189	110.82	68.86
22	48	D	Philip Goddard	+8	1:05.222	13	12.307	108.92	67.68

RACE				Race time	Behind			Best					
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph	lap	on	kph	mph
1	29	A	Keith Ahlers	+8	10:50.914	12		130.96	81.38	53.109		133.76	83.11
2	99	A	Matthew Wurr	+8	10:58.390	12	7.476	129.48	80.45	53.276		133.34	82.85
3	54	B	Peter Horsman	+8	11:14.144	12	23.230	126.45	78.57	54.724		129.81	80.66
4	13	B	Chris Acklam	+8	11:23.617	12	32.703	124.70	77.48	55.641		127.67	79.33
5	21	C	James Paterson	+8	11:29.953	12	39.039	123.55	76.77	55.872		127.15	79.00
6	39	C	Simon Orebi Gann	+8	11:36.832	12	45.918	122.33	76.01	56.310		126.16	78.39
7	45	C	Andy Green	+8	11:38.321	12	47.407	122.07	75.85	56.612		125.48	77.97
8	25	C	Dan Ward	+8	11:42.214	12	51.300	121.40	75.43	56.930		124.78	77.53
9	49	C	Paul Chauveau	+8	11:59.791	12	1:08.877	118.43	73.59	56.959		124.72	77.49
10	69	B	Phil Hollins	+8	11:01.937	12	1 lap	128.78	80.02	58.597		121.23	75.33
11	17	D	Jack Bellinger	+8	11:02.830	12	1 lap	128.61	79.91	58.926		120.56	74.91
12	1	E	Alan Wickenden	4/4	11:05.852	12	1 lap	128.03	79.55	58.569		121.29	75.36
13	41	E	Adrian van der Kroft	+4	11:06.690	11	1 lap	117.21	72.83	58.888		120.63	74.96
14	55	B	Phillip McKelvey	+8	11:07.122	11	1 lap	117.13	72.78	58.001		122.48	76.10
15	31	C	Leigh Sebba	+8	11:30.069	11	1 lap	113.24	70.36	59.276		119.84	74.47
16	57	B	Bill Bellinger	4/4	11:37.061	11	1 lap	112.10	69.66	1:00.163		118.08	73.37
17	71	D	Kelvin Laidlaw	+8	11:42.419	11	1 lap	111.25	69.12	1:02.120		114.36	71.06
18	7	D	Mary Lindsay	+8	11:42.545	11	1 lap	111.23	69.11	1:00.661		117.11	72.77
19	11	E	David James	+4	10:54.818	10	2 laps	108.49	67.41	1:02.976		112.80	70.09
20	48	D	Philip Goddard	+8	11:14.777	10	2 laps	105.28	65.41	1:04.722		109.76	68.20
21	44	E	Stephen Wheatley	4/4	11:21.291	10	2 laps	104.27	64.79	1:01.933		114.70	71.27

Fastest laps				(mins: secs)	kph	mph
A	Keith Ahlers			53.109	133.77	83.12
B	Peter Horsman			54.724	129.82	80.67
C	James Paterson			55.872	127.15	79.01
D	Jack Bellinger			58.926	120.56	74.91
E	Alan Wickenden			58.569	121.30	75.37

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
7-May-00	C	James Paterson		55.61	127.75	79.38
3-May-99	D	Peter Horsman		57.55	123.44	76.70
7-May-00	E	Alan Wickenden		59.61	119.18	74.05



**Testing:**  
Day before (Friday). Cost is £125 (half day), £175 (full day). Tel: 01829 760301

**Petrol:**  
Available

**Circuit length**  
1.66 miles

**Race length**  
10 laps

**Lap records**

**Morgans**  
Class A 1:07.40  
Matthew Wurr  
Classes B-E: no lap records set since change of specification. Previously though they were:  
Class B 1:10.57  
Grahame Walker  
Class C 1:13.97  
Alan Wickenden  
Class D 1:14.76  
Chris Phillips  
Class E 1:18.04  
J M Douglas

**Programme**  
Morgan Qualifying: 10.30  
Racing starts 1.30pm,  
Morgan race 5  
Cockshoot Cup, Moss  
Thoroughbred Sports Car  
Championship, MGF  
Challenge, MGCC Total  
Butler Anglia Phoenix  
Championship, Drayton  
Manor Park MG Metro  
Cup, **Morgan Motor  
Company Challenge**,  
Austin Healey Champion-  
ship, Jaguar Enthusiasts  
Club XK Challenge, MG  
Midget Challenge,  
MGCC Ethyl BCV8  
Championship, TR  
Register

*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: chris@acklam.co.uk  
See also www.brakehorsepower.net for the latest opinions

**Helmets - Snell 90**  
Untested tip from a Scrutineer via Peter Horsman. If you peel off your Snell 90 sticker (now out of date), you are left with a SFI Spec 31.2 sticker which is still valid (Blue Book 10.3.1).