



The *Unofficial* Race Series Newsletter

Matthew's Mallory March

Twenty drivers and their entourage arrived at an autumnal Mallory for the penultimate round of the MMCC with a number of class championships already settled and others hanging in the balance. Our as yet uncrowned championship winner of 2001, James Paterson, was looking particularly relaxed and receiving congratulations as a welcome diversion from harvesting.

Scrutineering passed relatively painlessly for most, but involved Chas in a return visit to his garage to fetch a replacement battery for the repaired orange car of Simon McDermott when the beast refused to move from the trailer to attend an appointment with said scrutineer. Fortunately a transplant battery from a friendly Aston was located by James and affixed to no.6 in time for scrutineering before Chas' return. Your scribe is not altogether sure which battery was actually used for practice and racing but as the car was moving it was obviously the correct choice.

Keith took his customary place at the head of the qualifying queue and roared out to practice followed by Peter H and Matthew. Your scribe was somewhat surprised therefore when less than a minute later Peter came roaring past the pit wall completely alone. Before too many of Keith's previous exploits at Mallory formed in her mind the reassuring sight and sound of two class A

engines came charging down the pit straight. Certain competitors from the previous session, the TR Register, had kindly left a large amount of oil at the apex of the infamous hairpin known not as Gann's Gates but rather Shaws Corner, and Keith had half spun there. While he was still recovering himself, Peter whipped past, but when Keith glimpsed Matthew's all too familiar red car coming up the hill he speedily regained the still empty track and the two continued on their way passing Ahlers' Elbow at considerable speed. Needless to say, Peter's prime position was not held for long.

Unfortunately, the oily track caused problems for everybody and, although the flags were waved, no sand was applied so times were subsequently thought to be slow. Chris A, Simon McD, and Andy G had problems with their brakes. Phil H wasn't consistently running on 8 cylinders, Simon OG had trouble moving his right leg from accelerator to brake, as he was nursing a tennis injury. According to Paul B, this was a good ploy on Simon's part as he easily caught up with Paul, who was then unable to shake Simon off. Simon managed to put in a storming time ahead of six class B cars finding himself sixth on the grid behind Peter H who was in turn behind James.

Both Bellingers were out and, in their quest to out-qualify one another, momentarily squashed Philip McK in a

Bellinger sandwich at the hairpin while he was avoiding the oil. Jack had already lost his radiator grill on the motorway where it had later been flattened by the Brands Hatch lorry driven by Rick, so, as Jack was reluctant to put any more business Bourne's way, he was more cautious than he might have been in the race and Phil slipped away, or was left behind uneaten.

Alan became the serious loser in the oil stakes when he tried to give the slick a wide berth but instead gave himself, Sarge and Stephen a hairy moment or two. As Alan tried to miss the oil he clipped a nearside wheel which threatened to send him into a spin, but which he managed to catch and turn into a "spectacular slide on two wheels across the track" (eye witness report). Alan wisely returned to the pits but went out again to complete a final lap hoping that the damage was only minimal. A paddock inspection diagnosed a suspected bent kingpin so all further thoughts of racing were scuppered.

The eagerly awaited qualifying times gave pole to Keith with Matthew about half a second slower in second place. Simon McD in third and James (class C) who appeared to either be completely knackered his car or to be using some previously unheard of magic formula in his tank or under the bonnet was 4th. Peter H was 5th and Chris A in 7th with

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2001 Championship Class standings after 8 rounds

Class A

Keith Ahlers	77
Matthew Wurr	40
Rick Lloyd	20
Chris Williams	18
Simon McDermott	6

Class B

Chris Acklam	75
Peter Horsman	54
Phil Hollins	42
Philip McKelvey	38
Peter Sargeant	16
Grahame Walker	8
Phil Brown	4
James Bellinger	4

Class C

James Paterson	87
Simon Orebi Gann	55
Paul Burry	30
Andy Green	20
Paul Chauveau	18
Daniel Ward	18
Leigh Sebba	11
Robin Pearce	3

Class D

Jack Bellinger	57
Kelvin Laidlaw	57
Mary Lindsay	33
Phil Goddard	20
Ian Hepburn	6
James Bellinger	6

Class E

Alan Wickenden	58
David James	46
Stephen Wheatley	33
Adrian van der Kroft	16
John Clarke	10

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Simon OG (also C) separating the two rivals for the class B championship in 6th. Jack 15th(class D) was a second ahead of Kelvin who was in turn 4 places ahead of Mary. Stephen W's disappointment in qualifying in over a minute and last, was tempered by the realisation that with Alan out he could win the class E cup and gain fastest lap by just finishing.

As usual there were hours of time between qualifying and racing in which to catch up with one another, eat, watch some racing or just sleep. All too soon it seemed the lads, and lass, were once more waiting in the assembly area for their 15 minutes of fame. They waited and waited and waited as the marshals did a lengthy clearing up operation after their TR friends of the morning, who had deposited yet more oil and bent bits of their cars in difficult-to-remove places.

The delay proved a godsend to Philip McK, who lost his gearstick just as he was about to set off to the assembly area, as it allowed Brett time to fashion a new one out of tyre wire. Rick is not taking orders for this particular model yet as although Phil took part in the proceedings he was unable to select either 1st or 4th, starting in 2nd and then using either 2nd or third thereafter.

Stephen (I'm on for another tankard) Wheatley found that his car wouldn't start from the line and was pushed in front of the control tower by some helpful marshals where it then proceeded to start, so was advised to reverse into the pit lane. Reversing in helmet and harness is a tricky thing to do at the best of times but this particular manoeuvre was accomplished in spectacular style. It was assisted by some careless Aston Martin Vantage owner who had abandoned his rather shiny car in the pit lane after using it

as a course vehicle. The hapless Stephen backed comprehensively into the Vantage and then claimed that his gear box locked up as it tried to go into 1st and reverse simultaneously. At this point the class E contender, wisely withdrew from the race and alas the tankard was never to be seen again.

At the starting grid the lights changed and the class A boys all paused until the sound of those behind starting to move rapidly forward woke them up and Keith left into the lead followed by Matthew and Peter H (class B). Simon OG had a storming start and found himself in a three-some between Simon McD (now awake) and James as they approached Gerard's. Here the body-guards each moved in on their charge to give him a reassuring squeeze and leave a painty kiss on each of his wings as they bade him goodbye.

Paul C, who had also made a flying start passing both Andy and Paul B, tucked in behind Simon to provide some company as the other two departed into the distance. Paul C's start was probably so good as he was dwelling on the fact that he is to miss the final race of the season. Sharon says they are getting married on the same day as the Bentley Drivers Club meeting (Martin K is giving her away and Phil G is best man), so he was doing two starts in one to make up for the disappointment.

Jack too made a good start leaving Kelvin, Mary and more importantly Billy, behind. Everybody else reported that their starts were bad, so it looks like the

overcrowded grid at Silverstone will be the perfect opportunity for regular drivers to improve their technique before next season.

At the front Matthew was hassling Keith as they ended the first lap followed by Peter H and Simon McD. Matthew took his chance at the Esses on the second lap overtaking Keith on the inside. Our seasoned race winner then hounded Matthew for the rest of the race but was unable to find anywhere to pass the determined Matthew who obviously made his car as wide as possible. Towards the end of the race Matthew did think that it was all over when a class D car held his line and Keith was looming in Matthew's mirrors. Fortunately for Matthew, and probably the class D driver, he managed to hold his place.

Simon McD was waved on by Peter H on lap two and then waited patiently for the other two members of his class to take one another off or spin, but as it was not they who were intent on such manoeuvres, Simon just contented himself with a working car in a rather lonely race. James, in his turbo, took Peter H on the fourth lap as he went wide into the hairpin to stay in

fourth place for the remainder of the race. That left the two contenders for class B overall winner, one behind the other but with a satisfactory gap between the two as far as Peter H was concerned. This state of affairs continued lap after lap until the twelfth lap when Peter decided to see what it would be like going into Gerard's by changing from 4th to 5th instead of from 4th to 3rd. Perhaps he thought this might enable him to pass James while he was at it? Unfortunately it wasn't a wise selection and inevitably he had an off which the delighted Chris took full advantage of, making his way, despite iffy brakes, to 5th place and the class title. Peter lost six places initially, but made up a few to finish 8th behind Paul B who was in turn behind Simon OG.

Paul B, one of those with an appalling start, lost four or five places in the melee but made his way up the field by chopping Phil (H?) off at the first corner, intimidating Paul C into giving way and amazing Andy by nipping up the inside and taking him on the grass while he was avoiding some oil at the hairpin. He met his match in Simon OG however as was unable to pass him but did have the satisfaction of

Circuit	Mallory Park																	
Date	09-Sep-01																	
LAP CHART																		
Laps-->																		
Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	29	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
2	99	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
3	54	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
4	6	54	54	54	21	21	21	21	21	21	21	21	21	21	21	21	21	21
5	21	21	21	21	54	54	54	54	54	54	54	54	13	13	13	13	13	13
6	13	13	13	13	13	13	13	13	13	13	13	39	39	39	39	39	39	39
7	39	39	39	39	39	39	39	39	39	39	39	50	50	50	50	50	50	50
8	49	49	50	50	50	50	50	50	50	50	50	49	49	49	49	54	54	54
9	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
10	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
11	55	55	55	55	55	55	55	55	55	55	55	55	55	69	55	69	69	69
12	34	34	34	34	34	34	34	34	34	34	69	69	69	34	69	34	34	34
13	69	69	69	69	69	69	69	69	69	69	34	34	34	55	34	55	55	55
14	17	17	17	17	17	17	17	31	17	31	31	31	31	31	31	31	31	31
15	31	31	31	31	31	31	31	17	31	17	17	17	17	17	17	17	17	17
16	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71
17	7	7	7	7	7	7	20	20	7	20	20	20	7	7	7	7	7	7
18	57	57	20	20	20	20	7	7	20	7	7	7	7	20	20	20	20	20
19	20	20	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57

(supplied by Jan Jones)

finishing in front of Peter H. Phillip McK, Sarge and Phillip H had their own class B battle lower down the field, changing places with one another and generally featuring in their own little battle with Phil H starting at the back and finishing first, Sarge maintaining the middle position and Phil McK swapping first for third. Eighteen laps proved too many for Phil H's gear box which exploded on the line and his car joined the queue to Techniques. The final member of class B was a disappointed Billy who finished last in class and the race, but as he is the youngest competitor was probably just being polite and showing due respect.

Jack made a great start and his rival Kelvin was unable to catch up, which left Jack and Leigh to fight for 14th place all through the race. Jack held the first seven laps but eventually Leigh overtook on the eight lap and held the place for the next eleven leaving him with an enormous smile at the end of the race. Robin who brought up the rear of the field after the first lap overtook Billy, on the third lap, and then Mary on the sixth lap, a place he

retained until the thirteenth lap when she retook him leaving a touch of red lipstick on his side. Mary and James also exchanged paint in an incident about which neither was willing to commit to paper.

At the end of a mammoth eighteen laps (splendidly recorded by our very own one-armed lapster, Jan), fought over fifteen minutes, Matthew took the chequered flag for the first time this season along with 'driver of the day', Keith second place and fastest lap, Simon McD third and James fourth, class C and fastest lap, Chris A was fifth, taking both the class B trophy and class championship, but fastest lap went to Peter H, as consolation prize maybe? ('Nope', Peter), Jack won class D but Kelvin was awarded fastest lap and as Stephen W managed to eliminate himself nil points were awarded to class E.

With most things now settled, let's hope for fine weather at the rather late Bentley Drivers Club meeting when the Morgans are well represented with a huge grid. See you there hopefully as it is an impossible event to interview everyone.

Ruth Horsman

Morgan wins Fordwater Trophy at Goodwood Revival Meeting

Charles Morgan, driving Adrian van der Kroft's Plus 4, finished well clear of the field to win the last race of yet another successful Goodwood Revival Meeting. Charles had secured pole with Douglas Bain in a second Plus 4 in third spot and Rupert Richards in the third Plus 4 well up on the grid.

The start was pretty hairy following a sudden downpour in the previous race which ended when Robert Brooks in a Lotus-Climax 19 scattered the chicane across the width of the finishing straight in a desperate effort to catch Frank Sytner's Chevy powered Cooper Monaco.

Douglas took an early lead, soon to be overtaken by Charles with the Plus 4 looking very sure-footed in the wet. Charles was followed home by a well driven but rather out of place Mercedes 300SLS, and an Austin-Healey 100S, with Douglas finishing in fourth place. Rupert was a little further back but it was great to see the three Plus 4's going so well and finishing in one piece despite the amount of water on the track.

Martin Page

Keith Ahlers wins 750MC Roadsports Championship

After just 10 of the scheduled 14 rounds Keith Ahlers secured the Roadsports Championship for 2001.

Having now competed in 11 of the races Keith has had 8 pole positions, 7 fastest laps and 9 outright wins. His only two second places were to last year's Roadsports runner-up, Rick Lloyd, in his Class A Morgan (which sadly has had terrible luck this year).

Not since Grahame Bryant and Matthew Wurr won the Roadsports in the 80s have Morgans been so dominant.

The Birkett relay

I understand that there are likely to be 4 Morgan teams at the Birkett this year (Silverstone, Sat 27th Oct).

There is the **Martin Kurrein team** of Class A & B cars which won the handicap in the 12 hour and its class in the 6 hour last year; the **Morgans for Fun team** which came 2nd in Class and the sartorially challenged **4 cylinder team** which won the Handicap in '99.

In addition I understand **Andy Green** is putting together another team of Plus 8s. Any offers of help etc would probably be welcomed.

750MC Roadsports Championship 2001

(Top 25 places)		Class	Mallory	Snetterton	Donington	Cadwell	Cadwell	Snetterton	Pembrey	Silverstone	Oulton	Cadwell	Lydden	Total	
			11-Mar	08-Apr	06-May	19-May	20-May	16-Jun	08-Jul	28-Jul	11-Aug	02-Sep	16-Sep		
Keith	AHLERS	Morgan Plus 8	C	16	15	16	15	16	15	13	13	16	16	15	166
Mal	DAVISON	Porsche 911 Turbo	C	12	dnf	12	13	12	13	10	10	7	12	8	109
Stephen	OLIVER	Lotus Elise	B	10	13		12	9	10	13	16		13	12	108
Howard	JONES	Ginetta G4	A	8	10	9	13	12	9	13	12	9	12	dns	107
Dean	LANZANTE	Lotus Elise	B	16	9	16	10	13	12						76
Paul	MORGAN	Ginetta G15	A	10	12	10					16		16		64
Robbie	WATTS	Renault Spider	C	8	1	6	9	9	2	9	2		10	6	62
Rob	MOODY	Turner	A	12	1	8			13	9	10				53
Pat	THOMAS	Lotus Exige	C		7	5	10	10	7		3	9			51
Kevin	GINGER	Triumph Spitfire	A	16	16	15	1	dns							48
Pete	RICHARDS	Clan Crusader	A					9			1	13	10	13	46
Clive	BAILEY	Porsche 911	C		13	10						12		10	45
Alex	LIVESLEY	Jensen Healey	C		6	4	8	8		8	1	1		7	43
Nigel	AINGE	Porsche 944	B			12			7		8	13			40
Rick	LLOYD	Morgan Plus 8	C						9	15	15				39
Steve	JAY	Clan Crusader	A		7		9	7			1	1	9		34
Patrick	SMITH	TVR Tasmin	B	8		10	7	7							32
Stuart	JEFFCOTE	Porsche 911	C						10			8		9	27
John	MORGAN	Ginetta G15	A								9		8	9	26
John	REED	Renault Spider	C	6	10	dns	dns	7			2				25
Chris	WILLIAMS	Morgan Plus 8	C			9					6		8		23
Martin	HOPE	Renault Spider	C	9	9				3	1					22
Dave	BROADWAY	MG Midget	A			13			7						20
Derek	GREGORY	Porsche 924S	B								10		9		19
Chris	ACKLAM	Morgan Plus 8	C	7					6		4				17

Circuit	Mallory Park	Length	1.35 miles									
Date	9-Sep-01	Weather/track	Sunny/dry									
PRACTICE				Time	Behind							
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph			
1	29	A	Keith Ahlers	+8	51.787	11		151.03	93.85			
2	99	A	Matthew Wurr	+8	52.297	11	0.51	149.56	92.93			
3	6	A	Simon McDermott	+8	53.004	11	1.22	147.56	91.69			
4	21	C	James Paterson	+8	53.776	11	1.99	145.44	90.37			
5	54	B	Peter Horsman	+8	53.957	11	2.17	144.96	90.07			
6	39	C	Simon Orebi Gann	+8	54.338	11	2.55	143.94	89.44			
7	13	B	Chris Acklam	+8	54.683	11	2.90	143.03	88.88			
8	50	C	Paul Burry	+8	54.981	11	3.19	142.26	88.39			
9	45	C	Andy Green	+8	55.032	11	3.24	142.12	88.31			
10	49	C	Paul Chauveau	+8	55.838	11	4.05	140.07	87.04			
11	31	C	Leigh Sebba	+8	56.037	11	4.25	139.58	86.73			
12	55	B	Philip McKelvey	+8	56.163	10	4.38	139.26	86.53			
13	34	B	Peter Sargeant	+8	56.254	10	4.47	139.04	86.39			
14	69	B	Phil Hollins	+8	56.397	10	4.61	138.68	86.17			
15	17	D	Jack Bellinger	+8	57.402	10	5.61	136.26	84.67			
16	71	D	Kelvin Laidlaw	+8	58.401	10	6.61	133.93	83.22			
17	1	E	Alan Wickenden	4/4	58.455	5	6.67	133.80	83.14			
18	20	C	Robin Pearce	+8	58.643	10	6.86	133.37	82.87			
19	57	B	James Bellinger	4/4	59.750	10	7.96	130.90	81.34			
20	7	D	Mary Lindsay	+4	59.831	10	8.04	130.73	81.23			
21	44	E	Stephen Wheatley	4/4	1:00.422	10	8.63	129.45	80.43			
RACE				Race time	Behind	Best						
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph	lap	kph	mph
1	99	A	Matthew Wurr	+8	15:40.020	18		149.77	93.06	51.199	152.76	94.92
2	29	A	Keith Ahlers	+8	15:40.695	18	00.68	149.66	93.00	51.086	153.10	95.13
3	6	A	Simon McDermott	+8	15:54.793	18	14.77	147.45	91.62	51.954	150.54	93.54
4	21	C	James Paterson	+8	16:15.424	18	35.40	144.33	89.68	53.174	147.09	91.40
5	13	B	Chris Acklam	+8	16:22.271	18	42.25	143.33	89.06	53.482	146.24	90.87
6	39	C	Simon Orebi Gann	+8	16:24.177	18	44.16	143.05	88.89	53.373	146.54	91.06
7	50	C	Paul Burry	+8	16:27.170	18	47.15	142.62	88.62	53.707	145.63	90.49
8	54	B	Peter Horsman	+8	16:28.599	18	48.58	142.41	88.49	52.917	147.81	91.84
9	49	C	Paul Chauveau	+8	16:34.042	18	54.02	141.63	88.00	54.153	144.43	89.75
10	45	C	Andy Green	+8	15:42.569	17	1 lap	141.07	87.65	54.056	144.69	89.91
11	69	B	Phil Hollins	+8	15:48.948	17	1 lap	140.12	87.06	54.126	144.50	89.79
12	34	B	Peter Sargeant	+8	15:49.507	17	1 lap	140.03	87.01	54.494	143.53	89.18
13	55	B	Philip McKelvey	+8	15:50.016	17	1 lap	139.96	86.97	54.104	144.56	89.83
14	31	C	Leigh Sebba	+8	16:24.803	17	1 lap	135.02	83.89	56.403	138.67	86.17
15	17	D	Jack Bellinger	+8	16:25.315	17	1 lap	134.95	83.85	56.506	138.42	86.01
16	71	D	Kelvin Laidlaw	+8	16:31.714	17	1 lap	134.07	83.31	56.330	138.85	86.28
17	7	D	Mary Lindsay	+8	15:45.615	16	2 laps	132.34	82.23	57.064	137.06	85.17
18	20	C	Robin Pearce	+8	15:45.961	16	2 laps	132.29	82.20	57.569	135.86	84.42
19	57	B	James Bellinger	4/4	16:03.899	16	2 laps	129.83	80.67	57.199	136.74	84.97
Not classified				44	E	Stephen Wheatley	4/4					
Fastest laps				(mins: secs)	on	kph	mph					
A	Keith Ahlers		51.086	6	153.10	95.13						
B	Peter Horsman		52.917	9	147.81	91.84	New lap record					
C	James Paterson		53.174	14	147.09	91.40						
D	Kelvin Laidlaw		56.330	15	138.85	86.28						
E	n/a				0.00	0.00						
Previous Class Lap Records				(secs)	kph	mph						
18-May-97	A	Peter Garland	+8	50.01	156.40	97.18						
4-Jun-00	B	Chris Acklam	+8	52.92	147.80	91.84						
4-Jun-00	C	James Paterson	+8	52.86	147.96	91.94						
4-Jun-00	D	Jack Bellinger	+8	56.24	139.07	86.42						
4-Jun-00	E	Alan Wickenden	+8	56.59	138.21	85.88						

Qualifying

& Race Results: Race 8



Testing:

Cost is £140 for three 50 minute sessions (1100-1150, 1400-1500, 1610-1700). Garage £35. Must book and pay in advance. Tel: Laura Timms 01327-320216.

Petrol:

Available in the circuit (incl leaded 4 star).

Circuit length

1.649 miles

Lap records

Class A 1:04.48

Peter Garland

Class B 1:07.605

Peter Horsman

Class C 1:08.29

James Paterson

Class D 1:13.49

Ian Hepburn

Class E 1:13.22

Alan Wickenden

Advertising

Remember to cover up all those sponsors' stickers as the BDC doesn't allow advertising on the cars.

Programme

All Comers' Handicap (slower); MG T Register and AC Scratch; Bentley Lagonda Handicap; **MSCC Tony Morgan-Tipp memorial (MMCC Challenge race)**; Vintage and PVT Handicap; Formula Libre scratch; Bentley, 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.

Tel: +44 (0)1303 813803 Fax: +44 (0)1303 813737 email: chris@acklam.co.uk

See also www.mogsport.net and

www.brakehorsepower.net for the latest opinions

Questionnaire

All registered drivers should have a questionnaire enclosed.

Please complete and return it to Serena at Bentley Drivers' or fax it to her on 01989 770643.