

The *Unofficial* Race Series Newsletter

Bentley Drivers' Festival

The Bentley Drivers Club meeting on Saturday 22 of September was held in a true spirit of political incorrectness on a day designated as European Car Free Day when people were encouraged to walk or use pedal power. The Morgans dutifully rose to the challenge and showed those gas guzzling old Bentleys a thing or two by doing an economical 5 mpg, and in so doing contributed selflessly to the cause of anti-global warming by assisting in the using up stocks of high octane petrol.

As always the event proved popular with competitors and spectators alike so the Morgan grid was the largest this season. With the exception of class D, the class championships had all been decided, so the mood was slightly relaxed. Simon OG was hoping for his first ever class C win with James deciding to give his Moss Box, Noddy, an outing in class B. Sarge turned up with two cars, one for each of the races in which he had entered. So any remaining pressure was obviously upon Kelvin and Jack, who strove to outdo one another in the nonchalance stakes.

As the Morgans poured out onto the track behind Keith for qualifying, the marshals knew they were in for lots of excitement when Rob Wells, who clearly hadn't been racing at Silverstone for many years and was not sure whether to circulate in a clockwise or anti-clockwise direction, decided to hedge his bets and do both, with rather more circulating than

direction as he made a splendid 180 degree turn out of the pit lane on to the circuit. More unkind competitors were of the opinion that this might have been a spin but your scribe was assured by the seasoned campaigner that this was far from being the case and that, if it was a spin (which it wasn't) he was merely trying out a new marketing ploy designed to draw attention to ROB 8R which is for sale at a very reasonable £30k. It seemed that Rob was inspired by the factory in this type of focused marketing strategy as they endeavour to market the Aero 8.

He continued on his way and spent practice having duels with Peter H. He went rather wide at the bottom hairpin having been put off by a bit of Horsman late braking, but was encouraged into an immediate response by Peter gaily waving a finger or two as he sped past. Using the Class A car's power to shoot past Peter at the end of the Club straight, Rob then discovered that he had been well and truly Bellingered as he ran out of braking room and Peter gaily swept past him raising a cheery wave of sympathy again. Simon OG however, was treated to a hailstorm of gravel as Rob returned to the track, but as he clocked a fine time well ahead of his fellow class competitors, and sixth on the grid, it only served to spur Simon on to ever faster times, 2/10ths of a second faster than James' lap record.

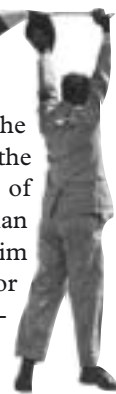
Keith stormed around the track clocking a faster time than Peter Garland's lap record despite finding a slip-

pery trace of oil at Woodcote leading to a spot of rather speedy lawnmowing. Simon McD managed 10 laps to qualify second on the grid but felt uneasy about his brakes after practice. Then came Peter H followed by Rob and Grahame Bryant. Chris W was unseen, while Matthew's car although visible and apparently well, was lurking in one of the pit garages, rather than roaring around the track. Appearances are deceptive. It had blown up testing the previous day and despite John Eales rebuilding the oil pump overnight was still unwell, probably with bent push rods. It seems that the rematch between Keith and Matthew will have to wait until next season to the abject disappointment of all.

Kelvin had an excellent practice outqualifying Jack by a full two seconds and starting five places ahead so the class championship stakes were raised in Kelvin's favour. Bellinger senior was determined to cause some problems though, so he managed to qualify in exactly the same time as Mary and was placed in front of her on the grid because he had achieved his fastest qualifying lap one lap earlier than Mary.

Stephen W (class E), newly mended, stalled in the collecting area where the combined efforts of Chris, John and Julian managed to restart him whereupon he made for the circuit after check-

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2001 Championship Final standings

Total Best 7

Class A	
Keith Ahlers	88 73
Matthew Wurr	40 40
Rick Lloyd	20 20
Chris Williams	18 18
Rob Wells	8 8
Simon McDermott	6 6
Grahame Bryant	6 6

Class B	
Chris Acklam	83 67
Peter Horsman	65 65
Phil Hollins	44 40
Philip McKelvey	39 33
Peter Sargeant	20 20
Grahame Walker	8 8
Adrian van der Kroft	6 6
Phil Brown	5 5
James Bellinger	5 5
James Paterson	1 1

Class C	
James Paterson	87 77
Simon Orebi Gann	66 60
Paul Burry	38 38
Andy Green	26 26
Daniel Ward	22 22
Paul Chauveau	18 18
Leigh Sebba	12 12
Robin Pearce	4 4
Steve Lockett	2 2

Class D	
Jack Bellinger	67 67
Kelvin Laidlaw	66 66
Mary Lindsay	39 39
Phil Goddard	20 20
Ian Hepburn	6 6
James Bellinger	6 6

Class E	
Alan Wickenden	68 68
David James	52 52
Stephen Wheatley	35 35
John Clarke	18 18
Adrian van der Kroft	16 16
Matt Taylerson	5 5

EXCLUSIVE

The most famous Morgan of them all surfaces.

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ing carefully for stray Astons of the expensive variety. Once out he managed to go round speedily enough to outqualify John and David. Brian Jenkins sadly only managed two laps before his car died, while Alan was experiencing problems with his brakes. This left Matt Taylerson, a “when funds allow” competitor, to outqualify the rest of the class as well as four members of other faster classes to head class E on the grid.

Morgans were also represented in Vintage, Scratch, Allcomers’ Handicap and Allcomers’ Scratch races, so together with much vintage machinery and the Le Mans Bentley there was lots to see and do during the day especially as the BRDC stand was opened to the public without them having to pay a further sub following pressure put upon them so to do and some refunding of monies already paid.

Eventually 29 Morgans poured out of the pits for the Morgan-Tipp Memorial Scratch Race. As the lights changed for the start Keith, Simon, Peter H and Rob headed for Copse four abreast with Peter momentarily in the lead as the Class A cars struggled initially to get their supe-

rior power down. Simon braked first and the others squeezed through, then Keith started to pull away with Peter in second place. Adrian VdK, despite being more at home in XOV and having a dreadful start having been unable to find second gear, overtook Chris at Maggotts. Andy G who qualified eleventh on the grid had a great start overtaking Noddy to come up behind Simon OG, but then his “torpedo run” came to an end as he went onto the grass and then straight across the field in front of everyone else turning in, fortunately without incident.

Stephen Lockett put an end to Kelvin’s class championship hopes at the start when they had a coming together and Kelvin was punted unceremoniously off the track. By the time a dismayed Kelvin managed to recover himself he was last in the field. John had an excellent start blasting past Matt and Alan but alas came to grief at Brooklands on lap 3, going sideways on the grass thus allowing Alan to catch up and overtake down the straight and then to pull away, Alan was perhaps aided in this manoeuvre by his lack of brakes. Billy, John and Matt then played “swap the place” for a few laps until Billy pulled away on the 7th

lap overtaking firstly Alan and then Phil B. Alan reasserted himself to overtake both of them on lap 8 to finish 21st and first in class E.

Matt too, tried to work his way up the field, but spun at Luffield on the final lap to finish second to last. Stephen W who had also joined in these games from time to time did finish last as he decided to spin twice, secondly on the fourth lap, and couldn’t quite get his momentum going again in the right direction.

Kelvin drove a demon race after his off, working his way steadily back up the field to finish less than a second behind Jack (now the class D winner) and with fastest lap and a new lap record. Kelvin was later awarded the Driver of the Day award. It seems that the class D championship will once again be hotly contested next year.

At the front, Keith held onto the lead and although the other class A contenders were unable to get anywhere near him he was indeed racing, but with Peter Garland and his lap record. Despite breaking it in morning practice, during the race Keith remained 44/100ths of a second outside the elusive record. Again it looks like next season, so maybe the man himself might

come out to defend it.

Behind Keith, Peter H easily kept in 2nd place relishing driving with a new clutch bit after his Mallory disaster. Unfortunately Simon McD had to retire on the first lap with an “engine management” problem (well I was blinded with science so maybe you will be too). Peter H was delighted to come second in the race and to win his class comfortably beating his own lap record. The more powerful engines of Rob and Grahame B were in third and fourth places with Grahame in the lead for the first six laps. Apparently they were driving a return race from about 1989 when they bashed into one another. Fortunately there was no bashing but Rob overtook on the seventh lap retaining 3rd place and attaining second in the winner’s class. Chris A followed Adrian until Adrian misfired at Copse on lap five and he took the opportunity to whiz past under braking and then put seven seconds between them, Chris finishing 5th and Adrian a creditable 6th place.

Grahame W stayed behind Chris and in front of Simon OG (except that he didn’t overtake Adrian) until lap nine when a very small wire came off his petrol switch, causing a very big problem, and he retired. Simon just concentrated on staying on the track, despite a certain amount of hassle from Sarge who had in turn been delighted to overtake Burry, Green and Paterson at the start. Phil H (from the usual trio) overtook Paul B on lap eight and set about trying to get himself on Sarge’s video but had to settle for a view of his wing mirrors. Simon OG stayed in seventh place, the clear winner of his class for the very first time.

James in Noddy broke up the usual class B trio finishing ahead of Paul B(not a member), Phil McK and Andy Green, who recovered from his off. Dan finished 14th



behind Andy despite dicing with Phil McK and being ahead of Andy until lap nine when his old fuel starvation problem came back to haunt him allowing Andy to sneak past. Phil McK having overtaken Dan on the second lap managed to stay ahead of both but was unable to pass Noddy or Paul B when he too was overtaken by Noddy.

Jack wisely kept his cool as Stephen L came past on the third lap dicing with Leigh instead for the next two laps until Leigh passed on lap five and widened the gap between them to four seconds. Jack was more concerned as Kelvin became visible from lap seven onwards, with due cause as only 3/4 of a second separated them at the chequered flag. Mary and Robin diced around the circuit but this time it was Robin who triumphed.

So once again it was Keith who took the chequered flag, but not the championship even though he won outright eight of the nine races. But that didn't matter as all the drivers and spectators had a marvellous day of racing not

only appreciating the Morgan race but also all of the others.

So the season closes with the drivers' awards won and lost. Cars in their garages look triumphantly and apologetically at their drivers in anticipation of the forthcoming winter's attention (surely extravagance?). What will emerge chrysalis-like next season from those garages? The suspense will have to continue until the usual pre-season testing at Snett (why always Snett?) or perhaps some disclosures may be dropped by slightly tipsy drivers and the cost by their slightly tipsy spouses at the Drivers' dinner.

As for your scribe, her pen is getting weary and her brain exhausted of metaphors and adjectives. New inspiration is required or at least a more comprehensive Thesaurus. She has been especially gentle and forgiving to drivers this year and anticipates that their gratitude will be generous and overwhelming and will be in conspicuous evidence as she approaches the bar at the Drivers' dinner.

Ruth Horsman

Circuit		Silverstone National (BDC)									
Date		22-Sep-01									
Laps -->											
Pos	1	2	3	4	5	6	7	8	9	10	
1	29	29	29	29	29	29	29	29	29	29	
2	54	54	54	54	54	54	54	54	54	54	
3	6	36	36	36	36	36	36	8	8	8	
4	36	8	8	8	8	8	8	36	36	36	
5	8	41	41	41	13	13	13	13	13	13	
6	41	13	13	13	41	41	41	41	41	41	
7	13	14	14	14	14	14	14	14	39	39	
8	14	39	39	39	39	39	39	39	34	34	
9	34	34	34	34	34	34	34	34	69	69	
10	39	50	50	50	50	69	69	69	21	21	
11	50	21	21	69	69	50	50	21	50	50	
12	69	69	69	21	21	21	21	50	55	55	
13	21	55	55	55	55	55	55	55	45	45	
14	25	25	25	25	25	25	25	25	25	25	
15	55	45	45	45	45	45	45	45	73	73	
16	78	78	73	73	73	73	73	73	31	31	
17	73	73	78	78	31	31	31	31	78	78	
18	31	31	31	31	78	78	78	78	71	71	
19	20	20	20	20	20	71	71	71	20	20	
20	45	7	7	7	7	20	20	20	7	7	
21	7	24	24	24	71	7	7	7	1	1	
22	24	18	1	71	24	24	57	1	24	24	
23	18	1	71	1	1	1	24	24	18	18	
24	11	11	18	57	57	57	1	57	57	57	
25	82	57	57	18	18	82	82	82	11	11	
26	44	44	11	82	82	18	18	18	82	82	
27	1	82	82	11	11	11	11	11	11	11	
28	57	71	44	44	44	44	44	44	44	44	
29	71										

(supplied by Jan Jones)

WORLD EXCLUSIVE...



TOK to race again

After 11 years living quietly in assumed retirement in NE Lincolnshire the most famous Morgan of them all is due to return to public view and a racing revival.

Following "the 2nd most nerve racking proposal of my life" Rick & Cathy Bourne have aquired TOK 258 and intend to restore her to her former glory with the help of friend and original owner Christopher Lawrence.

It is too soon to say when the Le Mans class-winning car will retake her place on the circuits, but the Le Mans classic event to be staged on the full circuit in September 2002 is a primary target. "All being well, Christopher will drive her that weekend, a most fitting 40th anniversary celebration".

Whilst the 1962 Le Mans is TOK's best known result, her career in International races spanned some 16 years, notably in 1959 winning 19 of 23 races to take the Freddy Dixon Trophy, 1960 TT at Goodwood, 1963 European tour winning the GP de Spa 3 hour GT race at over 100 mph.

Tony Morgan-Tipp Trophy

Peter Sargeant asked me to remind everyone about voting for the TMT Trophy (forms with you soon) and to list the past winners of the Trophy.

1994	Jack Bellinger
1995	Martin Kurrein
1996	Chris Acklam
1997	James Paterson
1991	Peter Sargeant
1998	Simon McDermott
1992	Matthew Wurr
1999	David James
1993	Chas Windridge
2000	Keith Ahlers

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

Circuit	Silverstone (BDC)			Length	1.639 miles								
Date	22-Sep-01			Weather/track	Cloudy								
PRACTICE													
Pos	No	Class	Driver	Car	Time (mins: secs)	Behind (secs)	kph	mph					
1	29	A	Keith Ahlers	+8	1:04.35		147.56	91.69					
2	6	A	Simon McDermott	+8	1:05.83	1.48	144.25	89.63					
3	54	B	Peter Horsman	+8	1:06.08	1.73	143.70	89.29					
4	8	A	Rob Wells	+8	1:06.36	2.01	143.09	88.92					
5	36	A	Grahame Bryant	+8	1:08.05	3.70	139.54	86.71					
6	39	C	Simon Orebi Gann	+8	1:08.05	3.70	139.54	86.71					
7	41	B	Adrian van der Kroft	+8	1:08.29	3.94	139.05	86.40					
8	13	B	Chris Acklam	+8	1:08.29	3.94	139.05	86.40					
9	21	B	James Paterson	+8	1:08.42	4.07	138.79	86.24					
10	14	B	Grahame Walker	+8	1:08.49	4.14	138.64	86.15					
11	45	C	Andy Green	+8	1:09.43	5.08	136.77	84.98					
12	50	C	Paul Burry	+8	1:09.57	5.22	136.49	84.81					
13	34	B	Peter Sargeant	+8	1:09.58	5.23	136.47	84.80					
14	25	C	Dan Ward	+8	1:10.06	5.71	135.54	84.22					
15	69	B	Phil Hollins	+8	1:10.25	5.90	135.17	83.99					
16	55	B	Philip McKelvey	+8	1:10.84	6.49	134.05	83.29					
17	73	C	Steve Lockett	+8	1:11.74	7.39	132.36	82.25					
18	71	D	Kelvin Laidlaw	+8	1:12.41	8.06	131.14	81.49					
19	31	C	Leigh Sebba	+8	1:12.94	8.59	130.19	80.89					
20	20	C	Robin Pearce	+8	1:13.75	9.40	128.76	80.01					
21	82	E	Matt Taylerson	+4	1:14.32	9.97	127.77	79.39					
22	57	B	James Bellinger	4/4	1:14.44	10.09	127.56	79.26					
23	78	D	Jack Bellinger	+8	1:14.53	10.18	127.41	79.17					
24	7	D	Mary Lindsay	+8	1:14.53	10.18	127.41	79.17					
25	24	B	Phil Brown	+8	1:15.28	10.93	126.14	78.38					
26	1	E	Alan Wickenden	+4	1:15.70	11.35	125.44	77.94					
27	44	E	Stephen Wheatley	4/4	1:15.79	11.44	125.29	77.85					
28	18	E	John Clarke	+4SS	1:15.92	11.57	125.08	77.72					
29	11	E	David James	+4	1:15.95	11.60	125.03	77.69					
30	26	E	Brian Jenkins	+4	1:26.09	21.74	110.30	68.54					
RACE													
Pos	No	Class	Driver	Car	Race time (mins: secs)	Laps	Behind (secs)	kph	mph	Best lap	on	kph	mph
1	29	A	Keith Ahlers	+8	11:02.58	10		143.32	89.05	1:04.92	10	146.27	90.89
2	54	B	Peter Horsman	+8	11:15.18	10	12.60	140.64	87.39	1:06.16	3	143.53	89.18
3	8	A	Rob Wells	+8	11:20.30	10	17.72	139.58	86.73	1:06.02	6	143.83	89.37
4	36	A	Grahame Bryant	+8	11:21.07	10	18.49	139.42	86.63	1:06.38	3	143.05	88.89
5	13	B	Chris Acklam	+8	11:32.54	10	29.96	137.12	85.20	1:07.62	6	140.43	87.26
6	41	B	Adrian van der Kroft	+8	11:39.54	10	36.96	135.74	84.35	1:08.21	2	139.21	86.50
7	39	C	Simon Orebi Gann	+8	11:45.15	10	42.57	134.66	83.68	1:08.94	5	137.74	85.59
8	34	B	Peter Sargeant	+8	11:47.83	10	45.25	134.15	83.36	1:08.61	10	138.40	86.00
9	69	B	Phil Hollins	+8	11:48.19	10	45.61	134.09	83.32	1:08.70	10	138.22	85.89
10	21	B	James Paterson	+8	11:48.77	10	46.19	133.98	83.25	1:08.01	8	139.62	86.76
11	50	C	Paul Burry	+8	11:51.62	10	49.04	133.44	82.92	1:09.33	9	136.96	85.11
12	55	B	Philip McKelvey	+8	11:54.31	10	51.73	132.94	82.60	1:09.76	8	136.12	84.58
13	45	C	Andy Green	+8	12:03.87	10	01.29	131.18	81.51	1:09.60	3	136.43	84.78
14	25	C	Dan Ward	+8	12:04.95	10	02.37	130.99	81.39	1:09.62	3	136.39	84.75
15	73	C	Steve Lockett	+8	11:05.50	9	1 lap	128.42	79.80	1:11.74	6	132.36	82.25
16	31	C	Leigh Sebba	+8	11:13.36	9	1 lap	126.92	78.86	1:12.34	7	131.27	81.56
17	78	D	Jack Bellinger	+8	11:17.73	9	1 lap	126.10	78.36	1:13.16	3	129.79	80.65
18	71	D	Kelvin Laidlaw	+8	11:18.45	9	1 lap	125.97	78.27	1:12.07	9	131.76	81.87
19	20	C	Robin Pearce	+8	11:25.50	9	1 lap	124.67	77.47	1:13.97	3	128.37	79.77
20	7	D	Mary Lindsay	+8	11:25.86	9	1 lap	124.61	77.43	1:13.76	3	128.74	79.99
21	1	E	Alan Wickenden	4/4	11:27.20	9	1 lap	124.36	77.28	1:13.70	9	128.84	80.06
22	24	B	Phil Brown	+8	11:30.71	9	1 lap	123.73	76.88	1:14.15	3	128.06	79.57
23	18	E	John Clarke	+8	11:31.07	9	1 lap	123.67	76.84	1:14.45	5	127.55	79.25
24	57	B	James Bellinger	+8	11:35.87	9	1 lap	122.81	76.31	1:13.60	4	129.02	80.17
25	11	E	David James	+4	11:37.17	9	1 lap	122.58	76.17	1:15.02	8	126.58	78.65
26	82	E	Matt Taylerson	+4	11:40.54	9	1 lap	121.99	75.80	1:13.45	7	129.28	80.33
27	44	E	Stephen Wheatley	4/4	11:04.13	8	2 laps	114.38	71.08	1:16.46	2	124.19	77.17
Not classified													
14	B	Grahame Walker	+8	9:25.95	8					1:08.82	5	137.98	85.74
6	A	Simon McDermott	+8	2:51.56	2					1:10.82	1	134.08	83.32
Fastest laps													
					(mins: secs)	on	kph	mph					
A	Keith Ahlers	+8	1:04.92	9	146.27	90.89							
B	Peter Horsman	+8	1:06.16	8	143.53	89.18			New lap record				
C	Simon Orebi Gann	+8	1:08.94	8	137.74	85.59							
D	Kelvin Laidlaw	+8	1:12.07	8	131.76	81.87			New lap record				
E	Matt Taylerson	+4	1:13.45	9	129.28	80.33							
Old Lap Records													
					(mins: secs)	kph	mph						
09-Aug-97	A	Peter Garland	+8	1:04.48	147.27	91.51							
15-Jul-00	B	Chris Acklam	+8	1:08.07	139.50	86.68							
30-Jul-01	C	James Paterson	+8	1:08.29	139.05	86.40							
15-Jul-00	D	Ian Hepburn	+8	1:13.49	129.21	80.29							
15-Jul-00	E	Alan Wickenden	4/4	1:13.22	129.69	80.58							

Qualifying & Race Results: Race 9

**Holly Birket
6 hour relay
Silverstone
Saturday 28 Oct**

Starts 11am, Ends 5pm

**43 teams entered,
4 Morgan teams**

**See www.MogSport.net
for details**

**2001 Championship
Overall points
(Best 7)**

James Paterson	77
Keith Ahlers	73
Alan Wickenden	68
Chris Acklam	67
Jack Bellinger	67
Kelvin Laidlaw	66
Peter Horsman	65
Simon Orebi Gann	60
David James	52
Phil Hollins	40
Matthew Wurr	40
Mary Lindsay	39
Paul Burry	38
Stephen Wheatley	35
Philip McKelvey	33
Andy Green	26
Adrian van der Kroft	22
Daniel Ward	22
Rick Lloyd	20
Peter Sargeant	20
Phil Goddard	20
Paul Chauveau	18
John Clarke	18
Chris Williams	18
Leigh Sebba	12
Grahame Walker	8
Rob Wells	8
James Bellinger	6
Grahame Bryant	6
Ian Hepburn	6
Simon McDermott	6
James Bellinger	5
Phil Brown	5
Matt Taylerson	5
Robin Pearce	4
Steve Lockett	2