Ahlers and Garland thrill Donington crowd

Donington Park was the setting of the inaugural race of 2002 for the fellowship of the Morgan Motor Company Challenge. As the vans, motor homes, cars and trailers rolled in from assorted corners of the land, competitors were united in their quest to win their class, or at the very least to have a good scrap with a near rival/ friend, in the elusive chance of taking home a pewter cup and gaining points towards winning the coveted Collins trav at the end of the season. To this end, during the closed season much time, love and money had been lavished on the beasts which cherished emerged one by one to join the scrutineering queue.

Rick Lloyd was back in business with a gleaming, newly rebuilt car, after last vear's disaster. Simon OG bravely returned to the scene of his all too close inspection of the Old Hairpin armco only a few weeks past. Peter Horsman had treated his car to a new coat of bright blue paint. Some old friends returned to join the fellowship with Chris Dady in James Paterson's winning car from last year. It was rumoured that Garland was also going to make an appearance and had bought himself some new brake pads for the event. James Edge had even splashed out on some new tyres sponsored by his company. Matthew Wurr was present but without his car and Chris Acklam was patiently explaining that he was making do with his road car while

awaiting a new tov. Phil McKelvey was in his slightly modified class B car, which will be a class A car but whose metamorphosis has so far only extended to the wheels, which were very "big". John Clarke also still car-less, spending his racing fund on an old Le Mans contender rather than repairing his Birkett disaster.

Scrutineering proved a long and thorough trek, taking up to an hour to pass through. One of the band emerged clad only in his long johns as the scrutineer took exception to his racing overalls and kept them for himself. Happily, in the true spirit of brotherhood, Keith Ahlers lent the hapless Phil Brown his second best set, allowing Phil to slide into his seat and set off for the track. The scrutineers decided that they did not like the way Rover V8s breathed after all these years, but then Mr. Chief Scrutineer thought that it was all OK after all.

In true laid back style Sarge drove to the track, arriving at the last minute, and once he had emptied the contents of his garage from the front passenger side of the car onto the paddock tarmac, drove around the patiently queuing 750 Formula competitors to the back of the last waiting Morgan. They were so surprised, or polite, that not a word was exchanged.

After the usual age and last minute adjustments, practice was called and everyone cautiously drove to the holding area and onto the track where conditions were described as "Murky/Dry".

To the assembled supporters it seemed only yesterday that they had been gathered together watching Morgans power themselves around assorted race-tracks, rather than the six months it actually was. True to form, Keith was first out gliding around Redgate, this time followed by the newly attired Peter H. The supporters familiarized themselves with cars, drivers and numbers again, whilst fiddling with stopwatches and biting their nails. A familiar, slightly battered but strangely shiny blue car, bearing the number 8, appeared sliding around Redgate, the first confirmed sighting of the intrepid Garland after an absence of entire season. rumours were true.

Once again Sarge was nearly late, joining the holding area only after everyone else was already on the track (that's one way of getting a good run).

Practice was mostly uneventful with everyone finding the surface slightly slippery and tentatively trying out all their new gizmos. Billy nearly put an end to both his own and his father's racing when he spun in front of Jack, who had to employ all of his skills to avoid taking them both out. As Jack was later to be seen under the car with Billy, further less fraught father/son bonding obviously took place.

continued on page 2

2002 Championship Class standings after I round Class A Peter Garland 11 Keith Ahlers 8 James Edgerton 6 Rick Lloyd Christopher Williams 2 Philip McKelvey Class B Peter Horsman 11 James Paterson 8 Chris Acklam Peter Sargeant 4 Phil Hollins 2 Phil Brown James Bellinger Class C Simon Orebi Gann 11 Andy Green Paul Chauveau 6 Chris Dady Leigh Sebba Class D Jack Bellinger 11 Mary Lindsay 8 Kelvin Laidlaw 6 Class E

Adrian and der Kroft

6

No 2

Mary was out in a new hard hat in an effort to distinguish herself from all of those other red cars or perhaps to make herself more visible to her quarry.

Adrian Van Der Kroft, as the sole representative of class E, managed to annoy all of the three class D drivers by qualifying in front of them.

As Garland bedded in his brakes, he too got the bit between his teeth qualifying less than three-tenths of a second behind Ahlers.

Next came Horsman ahead of five class A cars as well as those in his own class. His plastic surgery was obviously effective as, although he afterwards professed himself to be disappointed with his times thinking that he was a second slower than the class lap record, he later discovered that in fact he was 1/4 second quicker. Simon McDermott was next quickest, followed by Lloyd and Edgerton with Paterson a mere whisker behind. (James Paterson's Moss box was found to be slightly faster than the time recorded there by Peter Horsman in his Moss box. Or maybe it was James which was faster and not his car).

Andy Green in 11th place out-qualified Simon OG by four-tenths of a second who was closely followed by Paul Chaveau, who was clearly undaunted by his new paintwork to be considerably quicker than last season. Jack Bellinger led class D but was behind Adrian. Kelvin, Jack's main rival last year, was three places behind but in front of Phil Brown who brought up the rear. Adrian too was hoping for a lap record as his times were only fractionally outside the lap record.

All the drivers were surprisingly reticent with their excuses after practice, perhaps wishing to refine them further before unveiling them later on in the season when they would be undoubtedly needed. Your scribe had the distinct impression that they were just revelling in driving again after the long winter break. And at Donington too. A favourite track. Most amazing of all was that any problems were attributed to "driver error".

The next quest to be completed was one devised by Mark Aston involving carefully selected drivers lining up one by one and driving onto some weighing apparatus to ascertain the legality or otherwise of their car's weight. Your scribe found this to be an excellent method of capturing drivers in their cars for those comments without which she is unable to pen this remarkably informed and incisive commentary, and will be strongly recommending to Mark that he brings it to every race particularly if you are all going to insist on parking all over the paddock as if you had had some enormous falling out. She will also be putting forward some names for him to capture on her behalf. Beware, next time she may resort to naming and shaming

After weighing the drivers began (missing comma error?) complicated calculations involving the weight of a litre of petrol, and working out how to fix a container, filled with water, safely into the body of the car, or how many non essential parts of the car could be shed before they were left driving a beach buggy and so contravened the rules in a different manner. Anyway such activity helped to pass the hours until the race was called.

And when it was, to the horror of many but the delight of some, the rain, which had been threatening all day, began to fall as the drivers were waiting in the holding area. As conditions were so different from the morning practice two green flag laps were given.

As the lights went green, most cars at the front of the grid found that the thing in the shortest supply was grip as rev limiters cut in but the cars went seemingly nowhere. Drivers were consoled only fact that most others were in difficulty too. Peter Garland first found grip and hurtled into the lead into Redgate with Keith Ahlers almost attached to the side of his car.

Next to find grip were James Edgerton and Simon McD as they pulled ahead of Peter Horsman. The only driver who did not find the lack of grip an impediment to progress was Chris Williams who, on the fourth row of the grid, dumped the clutch and promptly stalled his motor. Fortunately Phil Hollins, who was directly behind Chris Williams, avoided him, as did Simon OG and Leigh Sebba, just.

Meanwhile, at Redgate, Peter H slithered round to retake third from Simon and Edge. The class A cars of Edge and Rick Lloyd slowed so much that a queue began to form, allowing Garland and Ahlers to get right away with Peter

Horsman not far behind, keeping a watching brief and waiting to step in if they made a mistake.

Orange cleared Redgate and made concerted on attempt Peter Horsman they straightened out and an early exchange of paint seemed possible as Peter held his line. As they turned and went down the Craner Curves, Peter put on the power and left Orange behind.

As Orange came out of the old hairpin on lap 4 he found a rut in the infield and spun into the wall, injuring his front wing and putting himself out of the race. James Paterson, who was behind Orange by this time having finally overtaken Rick and Edge, who had been holding him back, set about catching up with Peter Horsman, but he proved too far ahead and too fast.

Keith Ahlers overtook Peter Garland at the Old Hairpin holding the lead with Peter Garland all over him until lap 4, when Peter found incredible grip and took him down the pit straight, gaining 6 lengths before Redgate. Keith then piled on the power to do further battle, while Peter Horsman eased off to hold 3rd place.

From lap 4 onwards some class B, C and D drivers, led by Simon OG, began to overtake first Lloyd and then Edge. For Simon OG, Andy Green, Jack Bellinger and Sarge, this represented the pinnacle of their racing careers so far.

Chris Williams had managed

Circuit Donington Park Date 17-Mar-02											
LAP CHART											
	Lap	os>									
Pos	1	2	3	4	5	6	7	8			
1	29	29	29	29	8	8	8	8			
2	8	8	8	8	29	29	29	29			
3	54	54	54	54	54	54	54	54			
4	6	6	1	1	1	1	1	1			
5	3	1	3	3	39	39	39	39			
6	1	3	2	39	3	45	45	45			
7	2	2	39	2	45	69	13	13			
8	45	39	45	45	69	3	17	17			
9	39	45	69	69	2	13	3	34			
10	69	69	13	13	13	17	34	3			
11	13	13	17	17	17	2	2	2			
12	34	34	34	34	34	34	28	28			
13	49	17	49	49	49	49	7	49			
14	17	49	7	7	7	7	49	7			
15	7	7	41	19	19	28	41	19			
16	41	41	19	41	28	19	19	41			
17	55	55	28	28	41	41	71				
18	19	19	55	71	71	71	31				
19	71	28	71	31	31	31	69				
20	28	71	31	55	57	57	57				
21	31	57	24	24	55	55	55				
22	57	31	57	57	24	24	24				
23	24	24									
(supplied by Jan Jones)											

meanwhile to get his car going and began to use his power to some effect as he made his way through the grid, making up 11 places by the end of the race.

Simon OG overtook Andy Green on the second lap and led his class from then onwards, while Paul Chaveau managed to keep Mary behind him, and his new paint job intact, despite a brief skirmish when she passed him on lap 7. Others were not quite so fortunate. Phil McKelvey, on the first lap, and on Mary's track, got kissed by her and was left with a small scratch and a remodelled back bumper. This must have unnerved him, as he later had a lonely spin at the Old Hairpin, fortunately avoiding the wall, but convincing him to forget about his class A wheels and to stay at the back of the grid pretending to be a class E car instead.

Chris Williams and Mary had a close encounter later in the race, clipping each other, when Mary tried to prevent him passing her in a case of mistaken identity. She thought he was Kelvin attempting to overtake.

The real Kelvin was finding the going very slippery and gave up any thoughts of catching his old foes on the first lap. Instead, he and Billy had a little dice, which ended with Billy swooping off the track and spinning up the Melbourne loop the wrong way, emerging somehow in front of Kelvin but without any bodily contact being made.

Adrian V der K found that he had grip and put it to good use staying in the middle of class D and having a good dice with Chris Dady with whom he constantly changed places. Chris managed to stay ahead on the final lap to take the flag ahead of Adrian, although they both tried to outbrake the other to the line and both slid luridly, with

Adrian claiming the victory but the timekeepers awarding it to Chris. Both were agreed that their scrap was great fun, although Chris was not quite sure how much of his winning car was on Noddy along with the wings.

As Peter Garland powered down the pit straight for the 8th time, the man with the chequered flag suddenly began to wave it and the race was over after 8 laps instead of 10. After his paternity leave once Peter was again receiving the garland. Keith came in 4 seconds behind and in a very generous manner conceded that Peter had (on that day and in those particular conditions and on that track at that time of year) been the better driver.

In third place came Peter Horsman, some 13 seconds behind Keith, and the class B winner. James Paterson was next in 4th place and 13 seconds behind Peter. Simon OG was proudly in 5th place and the class C winner. Jack was 8th and took class D, while Adrian was 16th and, as the sole contender, won class

Of the 23 drivers who began the race, 22 finished, which was a good result on a slippery track. Although Phil Brown came in last, he thoroughly enjoyed the race but his borrowed overalls were rather surprised and perhaps relieved to find themselves travelling at a rather slower speed than usual.

In true MMCC fashion the of first round the championship was very exciting, with the rain and slippery track producing some most surprising results. But the main plaudits were reserved for Peter G who, as Driver of the Day, showed that you can never lose good racing skills.

Ruth Horsman

Spoilered for choice (or you're dam'd if you don't)

The opening race saw differing approaches (from the same equipe) to the eternal problem of the aerodynamics of the Plus 8.

Phil Hollins' sported an extension to the bodywork of the type favoured by the highly successful American racer John Sheally III, whereas



Peter Horsman's car (resplendent in its baby blue respray) went the more conventional route of hanging a slab of GRP off the bumper. The eagle-eyed observer will also notice that the side lights have disappeared and the indicator lights have been moved into the air dam, thus improving streamlining and airflow around the front of the car by at least four-fifths of F*A (where F=force and A=area, of course).

It is reported that Philip McKelvey has been so upset by this move into his territory that he has upped sticks and moved to Class A, where he can add dive plates and play with the angle of his venturi until the relationship between his angle of attack and his lift coefficient shows in the effect of thickness on the lift curve [Ed: Is that taken from Competition Car Downforce or Men Only ?].

Class A observers remember Brands Hatch 2 years ago when Peter Garland was observed fixing on a new air dam with a large roll of duck tape. The resulting effect was more redolent of Eric Morcambe's glasses that a race car. Seemed to work though.

Pit popsy

Spa Francorchamps

Entry forms should have been received by all registered drivers by now. If you haven't had them and want a copy please call Barry Sidery Smith on 01932 348466.

If you have entered and want to join the Morgan group, please call Peter Sargeant on 01531-650760 as and when he returns from a hard day's farming on a Spanish beach.

Serena has been sent details of another race at Spa run by the Jaguar Car Club. Contact Herman Ebner at hermanebner@h-ebner.demon.nl

Donington Park – Weight **Measurements:**

Post Practice Driver No. Wt(kg)Paul Chaveau 49 921 Andy Green 45 901 Chris Acklam 13 897 902 Simon O G 39 Phil Hollins 69 883 Peter Garland 8 886 James Paterson 1 863 Jack Bellinger 17 891 Phil Brown 24 880 Adrian V. D Kroft 41 850 Kelvin Laidlaw 71 922 Chris Dady 19 935 Keith Ahlers 29 877 Rick Lloyd 2 876 James Edgerton 3 917 Peter Sargeant 919 34

Peter Horsman 54 871 **Post Race** Chris Williams 28 872 James Bellinger 57 754 Andy Green 45 904 Peter Horsman 880

Circuit	•			-	Length		1.9573 miles			2116	-li£zziz	
Date				Weather/track		•			Qua	alifyir	ıg	
PRAC1				_	Time		Behind		,		_	_
Pos	<i>No</i> 29		Driver Keith Ahlers	<i>Car</i> +8	(mins: secs) 1:19.555	Laps 12	(secs)	kph 142.54	mph 88.57		& Rac	20
1 2	29 8	A A	Reith Aniers Peter Garland	+8 +8	1:19.555	11	0.283	142.54	88.26	•	X 1141	
3	54	В	Peter Horsman	+8	1:22.156	11	2.601	138.03	85.77			
4	6	A	Simon McDermott	+8	1:22.749	11	3.194	137.04	85.15	R	esult	\$:
5	2	Α	Rick Lloyd	+8	1:22.999	11	3.444	136.63	84.90			
6	3	A	James Edgerton	+8	1:23.409	11	3.854	135.96	84.48			
7	1	В	James Paterson	+8	1:23.540	11	3.985	135.74	84.35		D-40	
8	28	Α	Christopher Williams	+8	1:25.200	11	5.645	133.10	82.70		Race	
9	13	В	Chris Acklam	+8	1:26.236	10	6.681	131.50	81.71			
10	69	В	Phil Hollins	+8	1:26.259	10	6.704	131.46	81.69	-		
11	45	C	Andy Green	+8	1:26.266	10	6.711	131.45	81.68			
12	39 49	C C	Simon Orebi Gann	+8 ⊥0	1:26.686	10 10	7.131 7.301	130.82	81.29			
13 14	49 55	A	Paul Chauveau Philip McKelvey	+8 +8	1:26.856 1:28.309	10	7.301 8.754	130.56 128.41	81.13 79.79			
15	34	В	Peter Sargeant	+8	1:28.676	10	9.121	120.41	79.79			
16	19	C	Chris Dady	+8	1:28.913	10	9.358	127.54	79.25			
17	57	В	James Bellinger	4/4	1:29.817	10	10.262	126.26	78.45			
18	41	E	Adrian van der Kroft	4/4	1:30.160	10	10.605	125.78	78.15			
19	17	D	Jack Bellinger	+8	1:30.595	10	11.040	125.17	77.78			
20_	31	С	Leigh Sebba	+8	1:30.710	10	11.155	125.01	77.68			
21	7	D	Mary Lindsay	+8	1:31.161	10	11.606	124.39	77.29			
22	71	D	Kelvin Laidlaw	+8	1:31.493	10	11.938	123.94	77.01			
23	24	В	Phil Brown	+8	1:37.406	9	17.851	116.42	72.34			
RACE	.,	~	- .	•	Race time		Behind	1.4	. 1.	Best	1.1	. 1.
Pos			Driver Deter Corland	Car		Laps	(secs)	kph	mph_	1,21,051	kph	mph 76.62
1 2	8 29	A A	Peter Garland Keith Ahlers	+8 +8	12:34.848 12:39.136	8 8	4.288	120.18 119.50	74.68 74.26	1:31.951 1:32.843	123.33 122.14	76.63 75.89
3	29 54	В	Peter Horsman	+8	12:52.869	8	4.288 18.021	117.38	74.26 72.94	1:32.843	122.14	74.49
4	1	В	James Paterson	+8	13:06.547	8	31.699	117.36	71.67	1:35.975	118.15	73.42
5	39	С	Simon Orebi Gann	+8	13:31.525	8	56.677	111.79	69.46	1:37.330	116.51	72.40
6	45	C	Andy Green	+8	13:39.858	8	1.05.010	110.65	68.76	1:39.261	114.24	70.99
7	13	В	Chris Acklam	+8	13:41.887	8	1.07.039	110.38	68.59	1:39.251	114.25	70.99
8	17	D	Jack Bellinger	+8	13:42.889	8	1.08.041	110.24	68.50	1:38.393	115.25	71.61
9	34	В	Peter Sargeant	+8	13:47.575	8	1.12.727	109.62	68.11	1:40.625	112.69	70.03
10	3	A	James Edgerton	+8	13:49.066	8	1:14.218	109.42	67.99	1:42.491	110.64	68.75
11 12	2 28	A A	Rick Lloyd Christopher Williams	+8 +8	13:50.774 13:51.448	8 8	1:15.926 1:16.600	109.20 109.11	67.85 67.80	1:41.606 1:39.261	111.61 114.24	69.35 70.99
13	28 49	C	Paul Chauveau	+8	13:51.448	8	1:16.966	109.11	67.77	1:39.261	114.24	69.73
14	49 7	D	Mary Lindsay	+8	13:52.825	8	1:17.977	108.93	67.69	1:39.732	113.70	70.65
15	19	C	Chris Dady	+8	13:58.334	8	1:23.486	108.21	67.24	1:40.444	112.90	70.05
16	41	Ē	Adrian van der Kroft	+4	14:03.921	8	1:29.073	107.50	66.80	1:39.634	113.82	70.72
17	71	D	Kelvin Laidlaw	+8	12:37.696	7	1 lap	104.76	65.10	1:44.458	108.56	67.46
18	31	С	Leigh Sebba	+8	12:39.540	7	1 lap	104.51	64.94	1:43.397	109.67	68.15
19	69	В	Phil Hollins	+8	12:44.200	7	1 lap	103.87	64.54	1:40.336	113.02	70.23
20	57	В	James Bellinger	4/4	12:47.524	7	1 lap	103.42	64.26	1:43.628	109.43	68.00
21	55	Α	Philip McKelvey	+8	13:01.013	7	1 lap	101.64	63.15	1:44.120	108.91	67.67
22	24	<u>В</u>	Phil Brown	+8	13:02.989	7	1 lap	101.38	62.99	1:48.845	104.18	64.74
Not cla			Ciman MaDarmatt	. 0	2.24.007	0	daf	111 17	60.00	1,20,420	114.05	70 07
Factor	6	<u> </u>	Simon McDermott	+8		2	dnf /mb	111.17	69.08	1:39.429	114.05	70.87
Fastes	ı ıap	A	Peter Garland	+8	(mins: secs) 1:31.951	on 6	<i>kph</i> 123.33	mph 76.63				
		В	Peter Horsman	+8	1:34.592	8	119.88	74.49				
		С	Simon Orebi Gann	+8	1:37.330	8	116.51	72.40				
		D	Jack Bellinger	+8	1:38.393	8	115.25	71.61				
		E	Adrian van der Kroft	4/4	1:39.634	6	113.82	70.72				
Existing Lap Records				(mins: secs)		kph	mph					
	5-Jun-99 A Matthew Wurr			+8	1:19.15							
5-Jun-	-99	В	Rick Lloyd	+8	1:22.71				Γ-	<u> </u>	,	
1-Oct-	-00	С	James Paterson	+8	1:23.821				<u> </u>	Please i	note	
5-Jun-99		D Jack Bellinger		+8	1:28.09					Intmy for	ms and Reg	o for
1-0ct-	-00	Е	Alan Wickenden	4/4	1:29.964						CC meeting	
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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

Entry forms and Regs for the MSCC meeting at Mallory Park and the Jaguar Car Club meeting at Pembrey are included for all registered drivers. Please call me if you haven't received them. Closing dates are 24 May and 26 June respectively.

NEXT RACE Snetterton Sunday 17 April



Testing:

Testing available regularly - including the day before the next race. Cost £190 full day, £125 half day. Must book in advance - can pay on the day. Tel: 01953 887303.

Petrol:

Available on race days.

Circuit length

1.952 miles

Lap records

Morgans

Class A 1:16.673

Keith Ahlers

Class B 1:20.45

Rick Lloyd

Class C 1:22.046

James Paterson

Class D 1:25.75

Peter Horsman

Class E 1:27.406

Alan Wickenden

Programme

Morgan Motor Company Challenge, Race 3, 15 laps (races start 11.30 scrutineering 8.50, practice 9.50).

+ Roadsports, Formula 4, Historic Formula Junior, RGB Series, 7 Challenge