

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 tray at the end of the season. To this end, during the closed season much time, love and money had been lavished on the cherished beasts which emerged one by one to join the scrutineering queue.

Rick Lloyd was back in business with a gleaming, newly rebuilt car, after last year'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 toy. 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 was 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 their 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 an entire season. The 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.

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2002 Championship

Class standings after 1 round

Class A

Peter Garland	11
Keith Ahlers	8
James Edgerton	6
Rick Lloyd	4
Christopher Williams	2
Philip McKelvey	1

Class B

Peter Horsman	11
James Paterson	8
Chris Acklam	6
Peter Sargeant	4
Phil Hollins	2
Phil Brown	1
James Bellinger	1

Class C

Simon Orebi Gann	11
Andy Green	8
Paul Chauveau	6
Chris Dady	4
Leigh Sebba	2

Class D

Jack Bellinger	11
Mary Lindsay	8
Kelvin Laidlaw	6

Class E

Adrian and der Kroft	6
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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 Peter was once 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 E.

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 first round of 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' car 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 than 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 herman-ebner@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
Simon O G	39	902
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	34	919
Peter Horsman	54	871

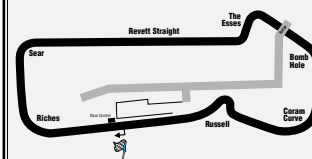
Post Race		
Chris Williams	28	872
James Bellinger	57	754
Andy Green	45	904
Peter Horsman	54	880

Circuit	Donington Park			Length		1.9573 miles					
Date	17-Mar-02			Weather/track		Cloudy/Wet					
PRACTICE					Time	Behind					
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph		
1	29	A	Keith Ahlers	+8	1:19.555	12		142.54	88.57		
2	8	A	Peter Garland	+8	1:19.838	11	0.283	142.04	88.26		
3	54	B	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		
5	2	A	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	B	James Paterson	+8	1:23.540	11	3.985	135.74	84.35		
8	28	A	Christopher Williams	+8	1:25.200	11	5.645	133.10	82.70		
9	13	B	Chris Acklam	+8	1:26.236	10	6.681	131.50	81.71		
10	69	B	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	C	Simon Orebi Gann	+8	1:26.686	10	7.131	130.82	81.29		
13	49	C	Paul Chauveau	+8	1:26.856	10	7.301	130.56	81.13		
14	55	A	Philip McKelvey	+8	1:28.309	10	8.754	128.41	79.79		
15	34	B	Peter Sargeant	+8	1:28.676	10	9.121	127.88	79.46		
16	19	C	Chris Dady	+8	1:28.913	10	9.358	127.54	79.25		
17	57	B	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	C	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	B	Phil Brown	+8	1:37.406	9	17.851	116.42	72.34		
RACE					Race time	Behind		Best lap			
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph	kph	mph
1	8	A	Peter Garland	+8	12:34.848	8		120.18	74.68	1:31.951	123.33
2	29	A	Keith Ahlers	+8	12:39.136	8	4.288	119.50	74.26	1:32.843	122.14
3	54	B	Peter Horsman	+8	12:52.869	8	18.021	117.38	72.94	1:34.592	119.88
4	1	B	James Paterson	+8	13:06.547	8	31.699	115.34	71.67	1:35.975	118.15
5	39	C	Simon Orebi Gann	+8	13:31.525	8	56.677	111.79	69.46	1:37.330	116.51
6	45	C	Andy Green	+8	13:39.858	8	1:05.010	110.65	68.76	1:39.261	114.24
7	13	B	Chris Acklam	+8	13:41.887	8	1:07.039	110.38	68.59	1:39.251	114.25
8	17	D	Jack Bellinger	+8	13:42.889	8	1:08.041	110.24	68.50	1:38.393	115.25
9	34	B	Peter Sargeant	+8	13:47.575	8	1:12.727	109.62	68.11	1:40.625	112.69
10	3	A	James Edgerton	+8	13:49.066	8	1:14.218	109.42	67.99	1:42.491	110.64
11	2	A	Rick Lloyd	+8	13:50.774	8	1:15.926	109.20	67.85	1:41.606	111.61
12	28	A	Christopher Williams	+8	13:51.448	8	1:16.600	109.11	67.80	1:39.261	114.24
13	49	C	Paul Chauveau	+8	13:51.814	8	1:16.966	109.06	67.77	1:41.057	112.21
14	7	D	Mary Lindsay	+8	13:52.825	8	1:17.977	108.93	67.69	1:39.732	113.70
15	19	C	Chris Dady	+8	13:58.334	8	1:23.486	108.21	67.24	1:40.444	112.90
16	41	E	Adrian van der Kroft	+4	14:03.921	8	1:29.073	107.50	66.80	1:39.634	113.82
17	71	D	Kelvin Laidlaw	+8	12:37.696	7	1 lap	104.76	65.10	1:44.458	108.56
18	31	C	Leigh Sebba	+8	12:39.540	7	1 lap	104.51	64.94	1:43.397	109.67
19	69	B	Phil Hollins	+8	12:44.200	7	1 lap	103.87	64.54	1:40.336	113.02
20	57	B	James Bellinger	4/4	12:47.524	7	1 lap	103.42	64.26	1:43.628	109.43
21	55	A	Philip McKelvey	+8	13:01.013	7	1 lap	101.64	63.15	1:44.120	108.91
22	24	B	Phil Brown	+8	13:02.989	7	1 lap	101.38	62.99	1:48.845	104.18
Not classified											
6	A		Simon McDermott	+8	3:24.007	2	dnf	111.17	69.08	1:39.429	114.05
Fastest laps					(mins: secs)	on	kph	mph			
A			Peter Garland	+8	1:31.951	6	123.33	76.63			
B			Peter Horsman	+8	1:34.592	8	119.88	74.49			
C			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	B		Rick Lloyd	+8	1:22.71						
1-Oct-00	C		James Paterson	+8	1:23.821						
5-Jun-99	D		Jack Bellinger	+8	1:28.09						
1-Oct-00	E		Alan Wickenden	4/4	1:29.964						

Qualifying & Race Results: Race 1

Please note
Entry forms and Regs for 2022

Qualifying & Race Results: Race 1



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

Please note

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.

Morgan Motor Company Challenge

Any information, stories, photos or anything remotely interesting to
participants in the Race Series to Chris Acklam
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See also www.mogsport.net and www.brakehorsepower.net for the latest
opinions