

## The *Unofficial* Race Series Newsletter

### Rockingham in the Rain

The first official MMCC race at the new all-singing all-dancing track at Rockingham proved to be a weekend to remember. It started badly when at least half of our allotted parking space in a very crowded paddock, was squatted on by a collection of very unfriendly Jaguar drivers. A left bank situation was narrowly averted when our spokesmen in the shape of Keith wisely chose to ignore the rather rude response to his request for them to move. Fortunately the garages at Rockingham are capacious enough to contain at least thirteen Morgans parked snugly together out of the rain.

Saturday morning was wild and windswept with the threat of rain a constant worry to the Morgans whose practice session was scheduled directly before the lunch break. Eventually they were called and lined up obediently in the holding area under ever darkening skies while our paddock neighbours had their qualifying session. The Morgan entourage such as it was, watched with increasing amazement as the XJSs spun, hit the walls and demolished the marker posts one by one. One of our new friends deposited most of the contents of his oil tank all over the track. Still the Morgans waited patiently, but after the clean up task and the breakdown lorries had collected the beached Jags, the Clerk of the Course felt a little peckish and declared an immediate lunch break, summoning the by now rather disgruntled Morgan drivers

back in three quarters of an hour's time.

As they drove back to the garage the inevitable rain began to pour in torrents from the sky nicely mixing the engine oil all over the track.

The torrential rain subsided into a fine drizzle for the start of qualifying and virtually stopped by the time the drivers were allowed out. The track was described by all to be greasy and slippery and several found racing anti-clockwise rather odd. Indeed the left hand bends so near to the concrete walls were rather awe-inspiring. Chris A found that his rear view mirror obscured his view as he manoeuvred around them. Chris W had a fuel starvation problem on every corner but was cheered by his performance when he experienced some understeer. Tim Bryan came off once; Phil McK had a lonely little spin in the furthest reaches of the track, Chris A returned briefly to the pits to do up his bonnet clips, Rick and Simon OG slipped all over the place at the Esses and Peter H went off at the first hairpin, but Andy G who approached the first right hander a tad too fast and ended up on the grass twice was called to the Clerk of the Course to have his wrist slapped.

Kelvin probably had the best idea when he qualified earlier out of session, due to a prior afternoon engagement. The MMCC session was barely ten minutes long, probably timed at 15 minutes on the sheet from the all clear in the holding area, so the drivers

felt even more fed up and cheated of track time. All except Rob Wells who had been lent 123 WAR and so felt that any time behind the wheel was a bonus. However after he had cleaned the aforementioned beast he started to be concerned that it might be underweight when Mark appeared with the scales the following day.

Keith was on pole with Peter H 2nd and three seconds behind him and leading Class B (despite having his wheels on the wrong way round!). James P was half a second behind in third place and Paul B in 4th to lead class C (he had been second fastest until virtually the end of the session when the track dried out and Peter and James clocked a quick lap) Rick was 5th and Simon OG 6th. Rob led class D from 11th and David headed up himself in class E from 15th, but Phil McK who hasn't quite got the hang of Class A yet brought up the rear. Phil was consoled by the thought that Kelvin would start behind him in the race on Sunday.

Unfortunately Sunday dawned gloomy and overcast and once again the rain fell in torrents, so the timing and the length of the race was altered, from 15 minutes plus one lap to 10 minutes. While the Morgans waited patiently in the holding area once again, our friends the XJSs went out to race and provided much interest and lots of jobs for the marshals, road sweepers, dumper trucks and recovery vehicles. A whole tyre wall was even repositioned from the outside to the inside of the

track. As every moment passed the sky seemed to darken, but although damp, the rain held off as the drivers set off for their pace car lap.

As the pace car went in the drivers roared around the bend at the top of the pit straight and headed down towards the start finish line in a very exciting manner for the rolling start, then the lights changed and racing began. Keith led, but Rick found some power and sped into second place almost as the lights changed. Tim B also took full advantage of his power and the rolling start to make up four places. Kelvin made up two places and Phil McK and David changed places. Leigh lost some places as he was in 4th gear at the start and Mary got ahead of both Leigh and Rob. As the first corner approached the Morgan supporters held their collective breath until each car turned uneventfully in.

The race was then on and proved most exciting to watch. Keith led but the three cars behind him were engaged in a game of cat and mouse. Rick was finding the corners very slippery and so slowed down for each one allowing Peter to get closer and closer behind him until he seemed in danger of giving Rick a helping shunt. Behind Peter, James P in his altogether better car for the damp conditions was also getting closer to Peter and looking for any opportunity to whiz past them both. Then there was also Paul B decidedly enjoying himself putting his

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tail out every time Liz was looking and ready to move in if the chance arose.

Further back Chris Williams was firing on all cylinders and had overtaken Simon OG but Simon was determined to get past him again as the class A car was slowing right down at the bends and slowing up the class D car. Eventually Simon retook him but then as Chris overtake again as they prepared to turn into the back field his brakes locked up and although Chris's wheels were pointing right he went straight on at Andy Green's corner where he beached.

Mary and Chris A had a little encounter which left Chris's rear wing dented but inspired him to pull away from her and start to make up some places. Mary and Rob were then left to spar for much of the race and got rather too close in the Esses when Mary's other side was damaged and 123 WAR may have been slightly damaged but Jack won't know as he will be so amazed to see its true colour that he won't notice any running repairs which may have been undertaken by Libra.

On the seventh lap the tension between Rick, Peter and James was growing and as they went onto the banking Peter held back in order to get an unhindered exit speed out of the chicane to take Rick in the drag down to the hairpin. Rick looked as though he was having a go at Peter all through the twiddly bits and again as they went out onto the banking but Peter pulled away leaving Rick to fend off James's attentions at all the corners.

Time was up on the ninth lap and Keith drove to glory but although he was awarded fastest lap for class A fastest lap of the day went to Peter H by eight tenths of a second. Peter H came second, winning class B, and Rick came third in the race and second in the winner's class.

James was fourth and Paul B fifth winning his class and fastest lap. Chris A and Tim B came down the pit straight alongside each other wheel to wheel but Chris pushed his accelerator down that little bit harder to finish a bumper ahead of Tim. Rob, in eleventh place, won class D and took fastest lap. He was also awarded driver of the day to encourage him to return more often. David, in fifteenth place, obviously won his class, but he too had a little victory. He had been at the rear for the entire race, but just at the end Phil McK went wide at the banking to let the fast lads pass and David sneaked into their slipstream and was past before Phil realised. David was later accused by Phil of watching too much Nascar racing in his retirement and learning sneaky tips from them. Your scribe did wonder why if Phil was watching this programme he too didn't take some tips from them.

Anyway despite the weather, parking arrangements, time changes and foreshortened qualifying and racing, the drivers declared themselves satisfied with the actual race. All enjoyed the racing and the track, and are looking forward to their outing to the seaside if not the journey.

Ruth Horsman

# Spa Francorchamps

As Jessie from the 'Fast show' would say, "*this weekend I 'ave mainly been getting cold and wet in Belgium*".

It's hard to believe that a whole year has passed since we were sunning ourselves in the paddock at Spa Francorchamps. It's also very hard to believe that last year's event was only a few weeks later in the year, as the weather could not have been more different. I gave up counting the number of layers of clothing I had on – God bless Polartec ! That aside nine UK and one German Morgan made the journey down to this classic venue to take part in the Royal Motor Union Classic British Sports Car Challenge race. The event was organised by the MG Car Club and also featured MG, Jaguar, Lotus, Triumph, Cobra and Porsche (British ?) cars.

A late adjustment to the day of our race resulted in only some of our numbers arriving on the Thursday, the remainder following early on the Friday. For those able to adapt their timing to Thursday, the extra dinner in the hotel that night with our fellow competitors and the prospect of a relaxed morning

start was certainly beneficial.

The assembled Morgan throng consisted of Keith Ahlers, Peter Garland, Craig Jones and family (Craig also bringing down his glorious ex Peter Revson Lola T70 for an invitation race), Rick and Nicki Lloyd, Peter and Ruth Horsman, James (Edge) Edgerton with family and co-driver John Putton, our organiser Peter and Sarah Sargeant, Andy and Alex Green, Kelvin Laidlaw, Reiner Vierling, our German competitor, and myself, Liz Burry, with husband Paul.

Everyone survived the journey down with only one mechanical hitch being revealed. Spa rookie Kelvin Laidlaw's new 'Kellate' brake shoes expanded and seized whilst, thankfully still in blighty. Fortunately a brief wait in a service area was enough to cool things down, and after a rapid adjustment he still caught his intended ferry. Full marks for both Kelvin and Peter Sargeant who drove their cars to and from the circuit.

The intention was for Rick Lloyd and Peter Horsman to share their respective cars, driving Peter's very smart Class 'B' car in the BSCC race and Rick's moss box +8 in a two hour race on the Sunday. The events at Brands Hatch the previous weekend, when Peter's engine 'let go' as dramatically as a Formula 1 car, seemed to have put paid to that. Imagine our surprise when man arrived full of smiles with car in tow. A series of late nighters by Mr. Gateson / Mr. Eales et al had managed to sort out the engine and replace a cracked brake disc found in the process.

Official practice was at the civilised time of 10.35 on Friday morning. The organisers agreed that those arriving on the Friday could

Circuit		Rockingham								
Date		26-May-02								
		Laps -->								
Pos	1	2	3	4	5	6	7	8	9	
1	29	29	29	29	29	29	29	29	29	
2	2	2	2	2	2	2	54	54	54	
3	54	54	54	54	54	54	2	2	2	
4	1	1	1	1	1	1	1	1	1	
5	50	50	50	50	50	50	50	50	50	
6	28	28	39	39	39	39	39	39	39	
7	39	39	28	28	28	45	45	45	45	
8	10	10	45	45	45	13	13	13	13	
9	45	45	69	69	13	69	69	10	10	
10	69	69	10	13	69	10	10	69	69	
11	13	13	13	10	10	7	7	88	88	
12	7	7	7	88	7	88	88	31	31	
13	88	88	88	7	88	31	31	7	7	
14	31	31	31	31	31	71	71	71		
15	71	71	71	71	71	55	55	11		
16	55	55	55	55	55	11	11	55		
17	11	11	11	11	11					

(supplied by Jan Jones)

knock which had Sarah asking searching questions about their journey home.

It was clear at the prize giving that the organisers appreciated the support and commitment of the Morgan presence.

Our official race dinner was held that night with the hotel doing us proud. A couple of the other tables in the dining room were occupied, one being a Birthday celebration. We delighted (I think) the Birthday 'girl' by singing a Happy Birthday to her – well she cried anyway! Much later the husband repaid the compliment by appearing wearing a pink satin robe, bra and French knickers and gave us a twirl in the doorway. Fortunately his wife and he were about the same shape and everything fitted perfectly. We were not sure what this local greeting was all about so we all applauded and had another celebratory drink. I can't think of a more fitting end to a great weekend.

Rick and Peter were due on the track on Sunday for the two hour race. Conditions, if it was possible were even worse than Saturday, with sleet falling in the morning. Even so both of them had a tremendous drive and finished safely in seventh position. Peter emerged with a large grin saying what fun it had all been.

Despite the weather, the whole event was a wonderful experience and makes us want to come back for more. I have to say that cocooned in our warm motor car on the way back with the rain lashing down we did spare a (brief) thought for the Sargeants and Kelvin on their 'hood down' return journeys – that was just before turning up the heater!

Liz Burry  
May 2002

## Wet Welsh Wales (.Mog)

Once upon a time in a kingdom surrounded by sea, a posse of intrepid racers travelled long distances to a far Principality to a cold wet and windy site to dice with danger and bring home trophies. (To be totally fair, some of those who arrived early on Saturday were able to take their children to the beach in the sunshine and play with buckets and spades on the sand instead of in the gravel at the side of the track)

The advance guard (Paul Burry et al) got the worst of the weather testing on Friday, which provided fantastic practice for Sunday. The aquaplaning technique that was developed seems likely to continue to be of use throughout the rest of the season... Paul also can teach the rest of you racers a lesson in gaining Brownie Points – he spent Saturday taking Liz to look at interesting gardens in the area.

Saturday was very wet to start with for the first day of racing – it was a 2 day meet – but there was little of Morgan interest except personally to your (substitute) scribe as Simon OG entered the Tom Rowe Centurian race. The grid was mostly made up of Caterhams and Westfields, though there were a few real cars too. As the track dried the lap times diminished, the second driver in the Lotus challenging him fell off – so Simon won a pot.

Those of us on the pitwall were not only watching the race but noticing the arrivals of Morgans the other side of the track in Paddock 2. Pembrey is logistically even more complicated than Mallory (where you travel round the track anti-clockwise between sessions to get to the paddock). At Pembrey, the Morgans were assembled in Paddock 2, outside the track, where one is separated not only from the pits but also the café, the organisers, the

results (more of that later) and, most importantly, the loos.

By 4pm on Saturday more than half the Morgan Explorers of the Far West were in residence (or had dumped their cars and gone to the beautiful sandy beach nearby). The sun was shining, and the usual discussions about where people were staying and where to eat were taking place. Important on this occasion was the proximity of eating places to sleeping places as Serena's request, prompted by us all, for an early race meant that Signing On was at 7.30am, 'Scrutiny' at 7.45am and Practice at 9.00am. – and the consumption of red wine/beer had to be strictly regulated. Thank you, Hermann Ebner for arranging to protect our men's livers!

Race day dawned with water on the ground, water coming out of the air and clouds at about 10 metres.

Everyone was present and correct except that we missed Chas Windridge who was on the list but unable to come. It was great to see James Edgerton who was grateful that his car was back in one piece after Spa, and to welcome Brian Jenkins whose local circuit is Pembrey but who had never driven it before. A welcome addition was the late entry on Friday of Grahame Walker – another great example of flexibility on behalf of the Race Series management. Also missing, through a prior commitment, were John Clarke and Chris Acklam who were racing at the VSCC meeting at Donington in John's 4-4 Le Mans car, and Jack Bellinger and Adrian van der Kroft racing XOY in the same meeting. Sadly we learnt that John and Chris had withdrawn from their 2nd race on the Sunday to conserve the engine – so they could actually have made the

trek to South Wales with ease by driving through the night to support the Race Series after all [*Ed: maintains dignified silence*].

Into the practice on time at 9am – but not without much rushing about. The normal collecting area was inside the track and so the usual suspects (Keith, Rick, Simon – and unusually, Mary) were ready to go from there well before the start, only to be told at the last minute that the track entry point for us was to be from inside our paddock on the outside side of the track. Really good exercise for Rick who was the last one back to retrieve his car. It reminded us of the days when races started with the drivers running to get into their cars – perhaps we should do that more often?

The comments following practice were of two sorts:

Type 1: "Wet" "Wet, couldn't see" "Couldn't see – helmet misted up" "Zero visibility – nearly went straight on at the hairpin – not going to wear my glasses for the race" "Awful, no corner markers"

Type 2: "Fine" Lots of "OK" "Great" "Fabulous" – they obviously had wind-screen wipers on their helmets....

Some people had an even more interesting time during practice. Rick Lloyd lost oil pressure and was unsure that he would be able to race. Peter Horsman had a major off (well, not completely off, as he parked half on the track to provide added interest for the others) – thought he could drive on the grass but the deep ruts span him and his fuel pump went so he couldn't restart. Keith was delighted that his new tyres, which had tread, gave him some grip for once....

In between practice and race the rain got worse and worse, and then when everyone had



Circuit **Rockingham** Length 1.62 miles  
Date 25-May-02 Weather/track Overcast/Damp

# Qualifying & Race Results: Race 4

PRACTICE				Time		Behind		kph	mph
Pos	No	Class	Driver	Car	'mins: secs	Laps	(secs)		
1	29	A	Keith Ahlers	+8	1:24.601	9		110.94	68.94
2	54	B	Peter Horsman	+8	1:27.526	8	2.92	107.23	66.63
3	1	B	James Paterson	+8	1:27.995	8	3.39	106.66	66.28
4	50	C	Paul Burry	+8	1:28.770	8	4.17	105.73	65.70
5	2	A	Rick Lloyd	+8	1:29.986	8	5.39	104.30	64.81
6	39	C	Simon Orebi Gann	+8	1:30.140	8	5.54	104.12	64.70
7	45	C	Andy Green	+8	1:30.261	8	5.66	103.98	64.61
8	28	A	Chris Williams	+8	1:33.720	8	9.12	100.15	62.23
9	13	B	Chris Acklam	+8	1:34.098	7	9.50	99.74	61.98
10	31	C	Leigh Sebba	+8	1:34.212	8	9.61	99.62	61.90
11	88	D	Rob Wells	+8	1:34.775	8	10.17	99.03	61.54
12	10	A	Tim Bryan	+8	1:35.239	8	10.64	98.55	61.24
13	69	B	Phil Hollins	+8	1:35.887	8	11.29	97.88	60.82
14	7	D	Mary Lindsay	+8	1:36.718	8	12.12	97.04	60.30
15	11	E	David James	+4	1:40.302	7	15.70	93.57	58.14
16	55	A	Philip McKelvey	+8	1:43.771	7	19.17	90.45	56.20

RACE				Race time		Behind		kph	mph	Best lap	kph	mph
Pos	No	Class	Driver	Car	'mins: secs	Laps	(secs)					
1	29	A	Keith Ahlers	+8	13:13.798	9		106.41	66.12	1:27.043	107.83	67.00
2	54	B	Peter Horsman	+8	13:18.480	9	4.68	105.79	65.73	1:26.210	108.87	67.65
3	2	A	Rick Lloyd	+8	13:22.350	9	8.55	105.28	65.42	1:27.817	106.88	66.41
4	1	B	James Paterson	+8	13:23.503	9	9.71	105.13	65.32	1:27.561	107.19	66.60
5	50	C	Paul Burry	+8	13:34.949	9	21.15	103.65	64.41	1:29.034	105.42	65.50
6	39	C	Simon Orebi Gann	+8	13:47.211	9	33.41	102.12	63.45	1:30.227	104.02	64.64
7	45	C	Andy Green	+8	14:05.005	9	51.21	99.97	62.12	1:31.508	102.57	63.73
8	13	B	Chris Acklam	+8	14:21.654	9	1:07.86	98.03	60.92	1:33.586	100.29	62.32
9	10	A	Tim Bryan	+8	14:21.802	9	1:08.00	98.02	60.90	1:31.932	102.09	63.44
10	69	B	Phil Hollins	+8	14:24.780	9	1:10.98	97.68	60.70	1:34.181	99.66	61.92
11	88	D	Rob Wells	+8	14:25.220	9	1:11.42	97.63	60.66	1:32.716	101.23	62.90
12	31	C	Leigh Sebba	+8	14:28.946	9	1:15.15	97.21	60.40	1:32.561	101.40	63.01
13	7	D	Mary Lindsay	+8	14:33.166	9	1:19.37	96.74	60.11	1:34.755	99.05	61.55
14	71	D	Kelvin Laidlaw	+8	13:21.215	8	1 lap	93.71	58.23	1:38.244	95.53	59.36
15	11	E	David James	+4	13:24.755	8	1 lap	93.30	57.98	1:38.849	94.95	59.00
16	55	A	Philip McKelvey	+8	13:25.056	8	1 lap	93.27	57.95	1:37.498	96.27	59.82

## Not classified

28	A	Chris Williams	+8	7:44.234	5	dnf	101.09	62.81	1:30.538	103.67	64.41
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## Fastest laps

			(mins: secs)	kph	mph	
A	Keith Ahlers	+8	1:27.043	107.83	67.00	New lap record
B	Peter Horsman	+8	1:26.210	108.87	67.65	New lap record
C	Paul Burry	+8	1:29.034	105.42	65.50	New lap record
D	Rob Wells	+8	1:32.716	101.23	62.90	New lap record
E	David James	+4	1:38.849	94.95	59.00	New lap record

## Existing Lap Records

			(mins: secs)	kph	mph
A	n/a				
B	n/a				
C	n/a				
D	n/a				
E	n/a				

## 2002 Championship

### Class standings after 4 rounds

#### Class A

Keith Ahlers	41
Rick Lloyd	26
Peter Garland	19
Philip McKelvey	15
James Edgerton	6
Tim Bryan	6
Christopher Williams	2

#### Class B

Peter Horsman	33
James Paterson	32
Chris Acklam	29
Phil Hollins	16
Peter Sargeant	6
James Bellinger	5
Phil Brown	2

#### Class C

Simon Orebi Gann	36
Paul Burry	32
Andy Green	20
Paul Chauveau	16
Leigh Sebba	12
Chris Dady	4

#### Class D

Kelvin Laidlaw	31
Jack Bellinger	30
Mary Lindsay	28
Rob Wells	11
Philip Goddard	8

#### Class E

David James	18
Adrian van der Kroft	15

## 2002 Championship

### Class standings after 5 rounds

#### Class A

Keith Ahlers	52
Rick Lloyd	34
Peter Garland	25
Philip McKelvey	15
James Edgerton	8
Tim Bryan	6
Christopher Williams	6

#### Class B

Peter Horsman	44
James Paterson	32
Chris Acklam	29
Phil Hollins	22
Peter Sargeant	14
James Bellinger	5
Phil Brown	2

#### Class C

Paul Burry	43
Simon Orebi Gann	40
Andy Green	28
Leigh Sebba	18
Paul Chauveau	16
Chris Dady	4

#### Class D

Kelvin Laidlaw	40
Jack Bellinger	34
Mary Lindsay	30
Rob Wells	11
Philip Goddard	8

#### Class E

David James	27
Adrian van der Kroft	15
Brian Jenkins	6

## MSCC Calendar

Quentin English has asked me to mention the MSCC Calendar which will be included with the December issue of *Miscellany*.

He is looking for some contributions of Morgans in action. So if you have any of merit, please contact him (details in *Miscellany*).

They would like pictures that will enlarge to A4 landscape. Full details in this month's issue (July) on page 19.

Please also accumulate some good pictures of you and your race car for the Race Series calendar which I hope we will be able to produce again this year - perhaps before Christmas this time.

*Chris Acklam*

## Entry Forms

Entry forms for the next race at Snetterton on 25 August are included for all registered drivers.

No forms for the Bentley Drivers' meeting have been received yet, but they will be sent out as soon as we get them.

Any queries, please contact Serena.

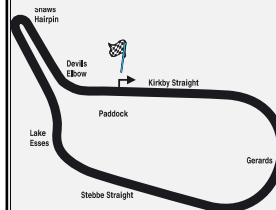
## Le Mans Classic

Three Morgans have been entered and accepted for the Le Mans Classic in September this year, which unfortunately clashes with the Challenge round at Brands Hatch (so I'm getting our excuses in now).

TOK, with Rick Bourne, Chris Lawrence and Rob Wells;  
XOV 555, with Adrian van der Kroft and Jack Bellinger and John Clarke's 1939 4-4, which Brian Gateson has prepared and which John and I are driving.

For details about the meeting see [www.lemansclassic.com](http://www.lemansclassic.com) and for information on John's car, see [www.mogsport.net/44AtLeMans.html](http://www.mogsport.net/44AtLeMans.html)

## NEXT RACE Mallory Park Sunday 9 September



### Testing:

Every Wednesday morning. Cost is £80 (half day only). Tel: 01455 842931

### Noise:

Strict on noise levels here (and prepared to black flag cars over the limit). We have also had drivers tested for drugs and drink ...!

### Petrol:

Available

### Circuit length

1.35 miles

### Lap records

#### Morgans

*Class A* 50.01

Peter Garland

*Class B* 52.917

Peter Horsman

*Class C* 52.86

James Paterson

*Class D* 56.24

Jack Bellinger

*Class E* 56.59

Alan Wickenden

### Programme

**Morgan Motor  
Company Challenge  
Sign-on 0935,  
Scrutineering 1000,  
Practice 1100-1115,  
Race 5 (racing starts  
1330)**

**Morgans also racing in  
other races including  
the Anglo-American  
Challenge and the  
Sports and Saloon Car  
Challenge.**

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

See also [www.mogsport.net](http://www.mogsport.net) and [www.brakehorsepower.net](http://www.brakehorsepower.net)  
for the latest opinions