

Mallory Park

To the amazement of all concerned the weather for the Mallory Park round of the MMCC was glorious. A festival atmosphere pervaded the grassy spectator banks for the inaugural race meeting organised by The Morgan Sports Car Club and sponsored by Yokohama Motorsports. In the pits the smell of sun cream almost competed with that of oil and exhaust fumes. But despite the sun, the usual pre-practice nerves were still evident as the cars rolled off to scrutineering.

Twenty-eight cars were out for practice, which meant that it was virtually impossible to have a clear lap on such a tight circuit. Simon OG was the first casualty when his car lost power and, following a swift visit to the pits, he returned to limp very slowly around to qualify.

On the third practice lap Chris A came across Phil B and David alongside one another as they came down the Stebbe Straight. David tucked in behind Phil so Chris began to overtake them both, when David, who had not seen Chris, pulled out and caught Chris with his spinners which removed the rims and the tyres and lifted the car into the air. Chris's racing for the day stopped when he came to a halt facing anti-clockwise in the tyre wall at the Lake Esses. The chassis was found to be undamaged but the steering was broken. David also limped back to the pits a very upset man as he

has only had two incidents in fifteen years.

Class A was an enormous class of eleven drivers. As the session lengthened many of the class A drivers felt that their tyres were going off. Matthew felt it was his engine which was going off, as despite all the love and attention that he has heaped upon it, to say nothing of the money, the engine was not pulling smoothly and the left bank of plugs oiled up, so he came in early. Adam Jones, driving his Dad's car for the first time in the series, really enjoyed himself, but as he is a regular part of the scene he didn't seem new. As Tim had already practised in the previous practice he really concentrated on enjoying the circuit. Unfortunately for Barry Sumner another "guest" driver, his clutch went, so the Black Sheep was loaded back onto her trailer without a race. Phil McK has now purchased class A brakes, which he bedded in during practice and therefore qualified towards the top of the second half of the field. Simon McD's return to racing was a cause for celebration as he actually finished practice on the flag without any recourse to the pits and his car still working.

In class B, Chas developed a horrible misfire between 6500 and 7500 so spent lots of time sorting that out in between practice and the race. James P was determined to make Peter H work hard in the race and qualified just ahead of him.

James had practised in the Anglo-American race so the rivalry was on between the two, the twiddly track suiting James' car.

Andy G delighted himself by qualifying first in class C, ahead of Paul B, but as he had developed a misfire on the last lap as he was going out of the hairpin his elation was somewhat tempered. Chris Dady, with his mended wrist strapped up for support, was driving carefully around to regain confidence after his own accident when he found himself a close spectator of the Chris/David incident but remained unfazed. As Chris A's car was being loaded onto Chas's trailer Brett and his fellow mechanics were cannibalising it for wires with which to make Simon OG's race worthy.

Of the four contenders of Class D, two drove uneventfully round while Mary broke off her gear lever as it sheared in her hand and Kelvin lost the sync on third gear as he drove out to practice. Barry generously donated *The Black Sheep's* gear lever to Mary when attempts to fashion a new one in true Blue Peter style failed. Kelvin just joined his family for a picnic knowing that replacing a gearbox is a rather longer job than the few hours between practice and race, deciding to leave it to chance instead.

Another "guest" competitor, Stephen Wheatley qualified

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2002 Championship Class standings after 6 rounds

Class A

Keith Ahlers	63
Rick Lloyd	38
Peter Garland	25
Philip McKelvey	16
James Edgerton	10
Matthew Wurr	8
Tim Bryan	7
Christopher Williams	7
Simon McDermott	6
Adam Jones	1
Phil Brown	1

Class B

Peter Horsman	44
James Paterson	43
Chris Acklam	29
Phil Hollins	28
Peter Sargeant	14
Chas Windridge	8
James Bellinger	5
Phil Brown	2

Class C

Simon Orebi Gann	50
Paul Burry	43
Andy Green	28
Paul Chauveau	24
Leigh Sebba	22
Chris Dady	10

Class D

Kelvin Laidlaw	48
Mary Lindsay	40
Jack Bellinger	40
Philip Goddard	12
Rob Wells	11

Class E

David James	33
Adrian van der Kroft	15
Stephen Wheatley	9
Brian Jenkins	6

continued from page 1

three places ahead of the mournful David to lead class E.

Keith was on pole with Rick second but a second behind, with Simon McD in third and only just behind him. Matthew was fourth, James leading class B in fifth and Peter H in sixth. Andy in tenth place led class C, Jack in twentieth led class D with Stephen W leading class E from twenty fifth place.

There was little time for repairs, rebuilds or restoration work as Morgan drivers were represented in four of the nine races of the day, giving the huge crowd of Morgan Sports Car Club lots of partisan interest. It did mean that your scribe had to resort to interviewing people through the holding area wire so you will have to excuse any errors or omissions.

The start of the race at Mallory is always nerve racking for the supporters and this proved no exception. Andy's car died as he tried to leave the pits so he didn't even make it to the start line and his chance to head up his class. Rick got a fantastic start to take the lead, while Simon had a terrible start, sliding sideways and threatening to spin until he was stopped by Peter's car at the cost of some of Peter's paintwork. Peter was ahead of James P but as they dived towards the corner James P got ahead of him. At the end of the first lap Keith managed to out brake Rick into the Esses to take the lead leaving Rick and Matthew to slow each other down with their own tussle. James P was in fourth with Peter hot on his heels in fifth. James Edge in sixth with Paul B close behind.

On the second lap Rick had

an excursion onto the grass at Gerard's giving Matthew the opportunity he needed to sneak through and indeed he stayed ahead for the rest of the race. James P outbraked himself and went straight on and over the grass at the Lake Esses allowing Edge, Peter, Paul B and Simon McD to whiz through.

The fourth lap proved to be disastrous for some: firstly Paul B followed by Chris W approached the start of the hairpin with Paul rather overdriving his car up the hill in an attempt to stay with James, he lost it in the gravel, ran wide, crossed the track and flipped slightly up into the air. A huge amount of dust was thrown up into the air and all the following cars took evasive action while the spectators on the grassy knowle just had to wait for the cars to come around the hairpin and around the

chicane to see which ivory car had left the track. Paul also lost his exhaust in the process (it was later retrieved and re-affixed). Peter H had retained the lead over James P for two laps when he became the second casualty as his engine died, which of course meant that he retired and probably also lost the chance of a class championship, so he wasn't a happy bunny.

With Paul B off the track Paul C now led the class for the first time in his racing career. He had a good dice with Phil McK (class A), managing to keep him back until lap fifteen, when Phil overtook to be replaced by Simon OG as chief hounder. Simon OG arrived behind Paul having used the length of the race to make his way up the field. Although Paul C kept him back for three laps Simon eventually went neck and neck with him into Gerrards

Circuit		Mallory Park																							
Date		09-Sep-01																							
LAP CHART																									
		Laps -->																							
Pos	Grid	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
2	2	2	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
3	8	99	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	6	6
4	99	1	3	3	3	3	3	3	3	3	3	3	3	3	3	6	6	6	6	6	6	6	6	2	2
5	1	54	54		6	6	6	6	6	6	6	6	6	6	6	3	3	3	3	3	3	1	3	3	3
6	54	3	50	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	
7	3	50	6	50	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
8	51	6	1	1	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
9	28	4	28	28	10	10	10	10	10	10	51	51	51	51	51	51	51	51	51	51	55	51	51	51	
10	45	28	4	4	50	51	51	51	51	51	10	10	10	10	10	10	55	55	55	55	51	39	55		
11	50	10	10	10	51	49	49	49	49	49	49	49	49	49	49	55	10	10	39	39	39	55	39		
12	4	51	51	51	49	55	55	55	55	55	55	55	55	55	55	49	49	49	10	10	10	10	10		
13	10	49	49	49	55	31	69	69	69	69	69	69	69	69	69	39	39	39	49	49	49	39	49		
14	49	55	55	55	31	69	31	19	19	19	19	39	39	39	39	69	69	69	69	69	69	69	69		
15	13	41	31	31	69	19	19	31	59	39	39	19	19	19	19	19	19	19	19	19	19	19	19		
16	69	69	69	69	19	39	39	39	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31		
17	55	17	17	19	39	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17		
18	31	19	19	17	17	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71		
19	19	48	39	39	71	48	48	7	7	7	7	7	48	7	48	7	7	7	7	7	7	7	7		
20	17	39	48	71	48	7	7	48	48	48	48	48	7	48	7	48	48	48	48	48	48	48	48		
21	48	7	71	40	7	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44		
22	7	71	7	7	44	24	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11		
23	22	44	44	44	24	11	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24		
24	44	24	24	24	11																				
25	24	11	11	11																					
26	11																								
27	39																								
(supplied by Jan Jones)																									

and came out first. Simon then set about making up a few more places, ultimately settling for one place by overtaking Tim. Tim himself spent the race having little spars with various people keeping Adam Jones behind him for five laps until Adam pulled away under the total bridge on the tenth lap.

Leigh who is also in class C, but thinks of himself as an honorary member of class D (!?) was delighted to keep Jack at bay for the entire race. Jack himself had a good start and was enjoying driving a car which had been fettled by Rob Wells instead of himself and still seemed to be going well. Phil G and Mary spent at least ten laps swapping places until eventually Phil found himself running out of fuel and dropped back but not before some red paint found its way onto his wing - he had joined the ranks of Mary's conquests. Kelvin, despite nursing his car around with restricted gears, managed to stay behind Jack for the entire race finishing ten seconds behind Jack and twenty-four ahead of Mary.

Stephen W had a great return race, staying ahead of Phil B and David and then, once David had overtaken Phil, keeping David at bay until the line.

At the front, the faster class A cars were providing the crowd with plenty of excitement. As Matthew and Rick were engaged in their own battles Keith extended his lead so much that he seemed to be half a lap ahead by the end of a copy book race. He lapped the first of the back markers on the fourth lap and while the faster cars put in twenty-four laps the slowest managed twenty. Keith was almost thirty seconds ahead at the flag. Following his first excursion onto the grass on lap two, when Matthew overtook him into Gerrards,

Rick was unable to retake Matthew, staying behind him until the twenty third lap when he had another spot of lawn mowing and was overtaken by Simon McD who held the position until the flag on lap twenty Four.

Keith was obviously delighted with his comprehensive victory only complaining that his tyres got harder and harder. Matthew seemed to have put his engine worries behind him to finish second but with soft tyres. Simon was third and had recovered from his awful start by lap four chasing Edge until he got James into the hairpin on lap twenty one and then Rick two laps later to finish third. Rick was fourth with Edge fifth. Edge too was ecstatic about the race, particularly as he felt that after ten years of trying, he had at last managed to get all his temperatures correct. It must have been down to his Mum's excellent picnic!

James P was seventh and lead class B, also taking fastest lap. Simon OG in eleventh took class C, a fine achievement as he had come from the back, but not fastest lap which went to the demon Burry. Jack in seventeenth place took class D and fastest lap and Stephen W in twenty-first place took both class E and fastest lap.

As MMCC drivers were well represented in other races our prize giving was held right at the end of the day. Rick had one win over Keith to uphold his honour, while Keith went home with armfuls of trophies including the driver of the day's bottle of champagne.

There is just time for some sun, sea and relaxation before the next round towards the end of August so keep fettling and see you soon.

Ruth Horsman

Wire Wheel Spinners

In the light of the collision between Chris Acklam and David James, It would seem prudent to suggest that cars fitted with the 'eared' spinners could change them to the hexagonal ones for racing.

I appreciate this is the first time we have experienced this problem and this will only affect the cars with 5" wheels and so the number is very small. It would however seem sensible to take this precaution and avoid any more serious problems in the future.

I am sure that between the various prepares and the factory, we could find enough good, second hand nuts and spanners to cover the three or four cars involved.

Alternatively we could suggest that the cars do not get that close in future, but this is a little harder to arrange!

Mark Aston

Le Mans cars

It was great fun if not a little daunting!!! Whistling around Mallory Park with TOK 258 chomping at my heels and Simon OG's gorgeous Aero 8 straining at the leash.

OK, a pre war Morgan 4-4, even with go faster bits, is a little slow but in front of a huge Morgan crowd, hey who cares, this was our 15 minutes of fame (OK, 5 minute laps are not going to set the world alight!!!) and it was our first chance to mix it with the Morgan Challenge boys.

What's it like in a pre war Mog at Mallory? - well in a word - scary!

Although not hammering the poor thing, and although she handles like a dream (thanks Brian), trying to find 2nd gear at the hairpin was a challenge and leaning out for what seems an eternity around Gerrards with no belts or roll bar does keep you honest (no Paul Burry manoeuvres for us!).



Le Mans 4-4 being driven by John Clarke



TOK being driven by Rob Wells

Photos from Mallory Park by Jim Borrowman

Our count down to Le Mans is now on. We will try and do some testing at Snetterton before Chris Acklam (poor soul - does he know what he has let himself in for) and I race at the Bentley Drivers Club Silverstone meeting and then it's down to La Sarthe for the Le Mans Classic on 21/22 September (with TOK and XOY).

Info on the web at
www.mogsport.net/LeMans/44AtLeMans.html and
www.LeMansClassic.com.

John Clarke

Circuit

Date

Mallory Park

9-Sep-01

Length

Weather/track

1.35 miles

Sunny/ dry

PRACTICE

Pos

No

Class

Driver

Car

(mins: secs)

Laps

Behind

(secs)

kph

mph

1

29

A

Keith Ahlers

+8

50.713

12

154.23

95.83

2

2

A

Rick Lloyd

+8

51.778

16

1.065

151.06

93.86

3

8

A

Simon McDermott

+8

51.947

15

1.234

150.57

93.56

4

99

A

Matthew Wurr

+8

52.214

13

1.501

149.80

93.08

5

1

B

James Paterson

+8

52.366

11

1.653

149.36

92.81

6

54

B

Peter Horsman

+8

52.614

16

1.901

148.66

92.37

7

3

A

James Edgerton

+8

52.898

15

2.185

147.86

91.87

8

51

A

Adam Jones

+8

53.401

15

2.688

146.47

91.01

9

28

A

Chris Williams

+8

53.437

15

2.724

146.37

90.95

10

45

C

Andy Green

+8

53.561

12

2.848

146.03

90.74

11

50

C

Paul Burry

+8

53.992

16

3.279

144.86

90.01

12

4

B

Chas Windridge

+8

54.194

10

3.481

144.32

89.68

13

10

A

Tim Bryan

+8

54.922

11

4.209

142.41

88.49

14

49

C

Paul Chauveau

+8

55.046

14

4.333

142.09

88.29

15

13

B

Chris Acklam

+8

55.574

4

4.861

140.74

87.45

16

69

B

Phil Hollins

+8

55.818

15

5.105

140.12

87.07

17

55

A

Philip McKelvey

+8

56.183

11

5.470

139.21

86.50

18

31

C

Leigh Sebba

+8

56.192

14

5.479

139.19

86.49

19

19

C

Chris Dady

+8

56.306

14

5.593

138.91

86.31

20

17

D

Jack Bellinger

+8

57.047

12

6.334

137.10

85.19

21

71

D

Kelvin Laidlaw

+8

58.338

14

7.625

134.07

83.31

22

48

D

Phillip Goddard

+8

59.236

13

8.523

132.04

82.04

23

7

D

Mary Lindsay

+8

59.416

12

8.703

131.64

81.80

24

22

A

Barry Sumner

+8

59.915

4

9.202

130.54

81.11

25

44

E

Stephen Wheatley

4/4

1:01.170

13

10.457

127.86

79.45

26

24

A

Phil Brown

+8

1:01.618

10

10.905

126.93

78.87

27

11

E

David James

+4

1:02.069

8

11.356

126.01

78.30

28

39

C

Simon Orebi Gann

+8

2:09.385

3

1:18.672

60.45

37.56

RACE

Pos

No

Class

Driver

Car

(mins: secs)

Laps

Behind

(secs)

kph

mph

Best lap

kph

mph

1

29

A

Keith Ahlers

+8

20:40.485

24

151.32

94.03

50.911

153.63

95.46

2

99

A

Matthew Wurr

+8

21:10.218

24

29.73

147.78

91.83

51.665

151.39

94.07

3

6

A

Simon McDermott

+8

21:20.081

24

39.60

146.64

91.12

51.849

150.85

93.73

4

2

A

Rick Lloyd

+8

21:24.852

24

44.37

146.10

90.78

51.878

150.77

93.68

5

3

A

James Edgerton

+8

21:25.704

24

45.22

146.00

90.72

52.373

149.34

92.80

6

1

B

James Paterson

+8

20:57.128

23

1 lap

143.10

88.92

52.862

147.96

91.94

7

28

A

Chris Williams

+8

21:00.557

23

1 lap

142.71

88.68

53.444

146.35

90.94

8

4

B

Chas Windridge

+8

21:02.749

23

1 lap

142.46

88.52

53.658

145.76

90.57

9

51

A

Adam Jones

+8

21:31.173

23

1 lap

139.32

86.57

53.985

144.88

90.03

10

55

A

Philip McKelvey

+8

20:42.729

22

2 laps

138.46

86.04

55.151

141.82

88.12

11

39

C

Simon Orebi Gann

+8

20:44.484

22

2 laps

138.27

85.92

54.664

143.08

88.91

12

10

A

Tim Bryan

+8

20:49.619

22

2 laps

137.70

85.56

54.662

143.09

88.91

13

49

C

Paul Chauveau

+8

20:49.776

22

2 laps

137.68

85.55

55.598

140.68

87.41

14

69

B

Phil Hollins

+8

20:50.781

22

2 laps

137.57

85.48

55.417

141.14

87.70

15

19

C

Chris Dady

+8

20:51.184

22

2 laps

137.53

85.46

54.796

142.74

88.69

16

31

C

Leigh Sebba

+8

21:21.405

22

2 laps

134.28

83.44

56.399

138.68

86.17

17

17

D

Jack Bellinger

+8

21:23.955

22

2 laps

134.02

83.27

56.662

138.04

85.77

18

71

D

Kelvin Laidlaw

+8

21:34.677

22

2 laps

132.91

82.58

57.688

135.58

84.25

19

7

D

Mary Lindsay

+8

20:58.119

21

3 laps

130.55

81.12

58.572

133.53

82.97

20

48

D

Phillip Goddard

+8

21:09.361

21

3 laps

129.40

80.40

58.586

133.50

82.95

21

44

E

Stephen Wheatley

4/4

21:13.395

21

3 laps

128.99

80.15

58.119

134.58

83.62

22

11

E

David James

+4

21:15.830

21

3 laps

128.74

79.99

58.916

132.76

82.49

23

24

A

Phil Brown

+8

20:54.811

20

4 laps

124.66

77.46

59.567

131.30

81.59

Not classified

50

C

Paul Burry

+8

3:53.388

4

dnf

134.05

83.29

54.271

54

B

Peter Horsman

+8

2:49.047

3

dnf

138.80

86.25

54.429

Fastest laps

(mins: secs)

on

kph

mph

A

Keith Ahlers

50.911

2

153.63

95.46

New lap record

B

James Paterson

52.862

4

147.96

91.94

C

Paul Burry

54.271

2

144.12

89.55

D

Jack Bellinger

56.662

5

138.04

85.77

E

Stephen Wheatley

58.119

18

134.58

83.62

Previous Class Lap Records

(secs)

kph

mph

18-May-97

A

Peter Garland

+8

50.01

156.40

97.18

9-Sep-01

B

Peter Horsman

+8

52.917

147.81

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 6

Qualifying & Race Results: Race 6



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 1:15.893

Keith Ahlers

Class B 1:19.577

Peter Horsman

Class C 1:21.591

Simon Orebi Gann

Class D 1:25.750

Peter Horsman

Class E 1:27.406

Alan Wickenden

Programme

MG Car Club meeting

Morgan Motor Company

Challenge

Sign-on 0940,

Scrutineering 1005,

Practice 1030-1045

Racing starts at 1330

Morgan Challenge

Race, race 5

Race order: Abglia

Phoenix, TR Register,

MG Metro Cup, BCV8

championship, Morgans,

MGs, Thoroughbred

Sports Car champi-

onship. MG Midget

Challenge, Pit Stop race.

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

Entry forms for Brands Hatch

... are enclosed for all registered drivers. If they're not, please contact Serena or me.