



## The *Unofficial* Race Series Newsletter

### Season ends at Silverstone

Nineteen survivors of the MMCC assembled for the last race of the season on Saturday 5th of October organised by the Jaguar Car Club. A number of the merry band were absent with engine problems including Matthew, Chris W and Rick (whose engine had been repaired and then malfunctioned big time during testing the previous day). Peter H's engine was still being repaired but he surprised class D by driving to the track in his ivory moss-box. Kelvin and Sarge also drove to the track co-ordinating their watches to arrive at the same time, last! Keith was out in his trusty motor which had given cause for concern on the Friday by developing electrical problems but which had been repaired by Ian overnight.

The weather was fine and a touch autumnal as the cars rolled out for practice at the civilised time of ten thirty. Once your scribe had found a place which wasn't locked and out of bounds, or charging yet more money to watch from, she felt that the session was going well. Adam joined the track a little late after adding sufficient wadding to dampen his exhaust noise and satisfy the marshals. To the surprise of all, Simon OG was out first with Keith, a very close second, breathing down his neck. However, Simon spun at the end of the first straight and Keith resumed his customary place at the front to do his obligatory three laps before returning to the safety of the pits. Sadly he had no competition and was certain

of pole even had his time been poor, which it wasn't.

Suddenly, the tempo of the practice changed and ended in tears when Barry, having just negotiated Brooklands, saw Chas spinning a little way ahead and took his foot of the accelerator. Unfortunately Peter was right behind him and finding nowhere to go mounted the Black Sheep, flew up in the air and, upon landing, found himself having to avoid a sideways Chas. The track was then littered with bits of debris and oily fluids so that a number of people came in early as the session was almost over.

Barry was hardly out of the car before he began banging and hammering his back end into place, attaching a new stop light and returning to scrutineering. Chas found that he had lost all of his oil pressure and that the axle which had been damaged at Brands had pulled out from the back, probably causing the spin. He decided to pack up and return home as the job was a bit longer than the time between practice and race. Peter's car was towed back and also set upon straight away by the Techniques lads who pulled off the bumper, straightened the front and fitted a new oil cooler kindly donated by an anonymous donor (please forward the bill!!).

Unsurprisingly, Keith was on pole with Chris A leading class B in second, despite having trouble with his gear sequence after driving John C's Le Mans car which has a

Meadowes box. For his last race as reigning champion James was third, and wound everybody up by attaching an aluminium spoiler to the rear of his seat in order to find that extra half second. Paul B, in fourth, led Class C with Adam between him and his rival for the class championship, Simon OG. Adam had been called back through scrutineering where copious amounts of wire wool stuffed up noisy orifices were found to satisfy Mr Noise Control man. Jack led class D from fourteenth place and David brought up the rear in class E.

Later in the afternoon the Morgans roared out for their final MMCC race. There was a sense of determination to enjoy the final outing and a few classes still to be settled. Keith had a lousy start, he is still undergoing operator training for his new clutch, which allowed James to whiz ahead of him and Chris A. Keith resumed his rightful place by Copse and then proceeded to streak into the lead, a position from which he could only have been unseated on that day by an unforced error or accident.

Racing interest was thus to be found further back in the field. James was pursued all over the track by Chris A, but James kept his car very wide and didn't allow Chris the chance to escape knowing that once he had got past on a power part of the circuit Chris would have driven off into the distance. Paul followed the pair from a distance. Simon OG drew alongside at the

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2002 Championship Final Class standings	
<b>Class A</b>	
Keith Ahlers	94
Rick Lloyd	54
Philip McKelvey	29
Peter Garland	25
James Edgerton	16
Christopher Williams	11
Matthew Wurr	8
Tim Bryan	7
Simon McDermott	6
Phil Brown	6
Adam Jones	2
Grahame Bryant	2
Barry Sumner	1
<b>Class B</b>	
Peter Horsman	72
James Paterson	66
Chris Acklam	43
Phil Hollins	28
Peter Sargeant	20
Chas Windridge	12
James Bellinger	7
Grahame Walker	4
Phil Brown	2
<b>Class C</b>	
Paul Burry	66
Simon Orebi Gann	63
Andy Green	44
Leigh Sebba	35
Paul Chauveau	28
Chris Dady	24
<b>Class D</b>	
Kelvin Laidlaw	73
Jack Bellinger	52
Mary Lindsay	46
Philip Goddard	34
Rob Wells	11
James Bellinger	11
<b>Class E</b>	
David James	51
Stephen Wheatley	17
Adrian van der Kroft	15
Matt Taylerson	11
Brian Jenkins	6



From Peter Sargeant

## Competing in Europe next year

The FIA seek to take control of and to restrict our ability to compete within Europe next year. It appears that a reprieve has been granted for 2003 only. For further info. see page 12 of the MSA's latest *Motorsports Now* or [www.msauk.org](http://www.msauk.org).

## Barry 'Sideways' Smith

Barry Sidery Smith is a true motorsport enthusiast. He has been racing for 43 years and we, as Morgan racers, owe him an immense thank you for his kind invitation to compete at Spa each year.

I am pleased to report that he is now at home in West Byfleet and is quietly recovering from his injuries. You might like to raise his spirits with a cheery phone call on 01932 348466.

An appeal has been set up to aid his recovery (*see right*), to which you might like to contribute. If you are able to send something I suggest that you enclose a covering note explaining that you are making a donation to Barry's fund, that you drive a Morgan etc..

## Invitations to race in Belgium next year.

Barry Sidery Smith has invited us to the following events in 2003.

a) **Spa, Belgium: 2/3/4 May** – British Sports Car Race – 30 min practice, 60 min race. All Morgans eligible (this is our usual Spa event) Mon 5 May is a UK Bank Holiday.

b) **Chimay, Belgium: 4/5/6 July** – Historic Race Meeting. Period +4 Morgans only

c) **Spa, Belgium: 12/13/14 Sept** – Saloon Car Race. 30 min practice, 60 min race – all Morgans eligible.

NB: These opportunities won't exist for ever, so I urge you to consider participating.

For further info contact Peter Sargeant.

## Barry Sidery-Smith

In an accident that would horrify anyone who has competed in any discipline of motor sport, Barry Sidery-Smith was forced to use all the acumen earned in over 43 years of competitive driving to avoid compounding an already serious incident, sited after the notorious first kink at Arnage, during the recent Le Mans Classic. The result of this high-speed accident left Barry in a French hospital with a broken sternum and his glorious ex-Works MGB Le Mans in a truly horrible condition.



Barry has been racing competitively since July 1959. His 'sideways' style has enthralled the public and gained admiration from scores of top class professionals throughout the decades. But for me, the most impressive characteristic of this most self-effacing man is the fact that he has guided so many amateur competitors into this great sport of ours. Back in 1980 Barry took me to Spa with my Stepmother's exWorks MGB. I had no trailer, so Barry lent me a set of his road wheels and instructed me to drive there and back. I didn't have the right licence, yet it was Barry who smoothed the way with the RAC so that I got an upgrade in double-quick time. In between wet-nursing me after my first feeble attempt at Eau Rouge to seeing me through my first successful 'foot to the boards' pass through that awesome test, Barry typically made sure that I got an introduction to the great Fangio who was making an appearance at that meeting. Barry did all this simply in the sheer spirit of helping a fellow competitor - and now it is pay back time.

This is an urgent appeal to you for a financial donation to see Barry through the next 12 weeks of convalescence and, more importantly (in Barry's thoughts - not mine), to help repair his famous Le Mans car, which was unfortunately uninsured for the event. Barry won't thank me for this but at 67 years of age, it's difficult to overcome such setbacks. I have always considered that the sport owes Barry a big thank you for all that he has selflessly achieved for others over the years. Even if you have never met the man - just think for a moment - and then put your signature on a cheque, because without this guy many of us will have never had a chance to have had a run at Goodwood in its dark days before the present Lord March restored it to glory, or to have raced at Spa over the last twenty years or lately had the chance to race at the fabulous road circuit of Chimay. Barry is the quintessential 'man behind the scenes' and his special car is his vital passion.

PLEASE HELP ASSIST A VERY SPECIAL FELLOW COMPETITOR

Thank You

### Julius Thurgood

*Julius Thurgood, through his Top Hat Racing organisation, is administering this appeal.*

*Please make your cheque out to Top Hat*

*If you wish to make a contribution via a commercial entity, such contributions will receive acknowledgements in forthcoming Top Hat literature, please contact Julius Thurgood to arrange this.*

*Top Hat Grove House, 80 Clarendon Street, Leamington Spa, Warwickshire, CV32 4PE*

*Tel/Fax: 01926 885835 E-mail: [Julius@tophatracing.co.uk](mailto:Julius@tophatracing.co.uk)*

## Competition Aero 8

*specifically for a new class in the BRDC British GT Championship and track days.*



*The car above was on display at Brands Hatch Morgan this month - this one due for the States I believe.*

*General spec below:*

Standard Aero 8 production chassis. 4.6 litre M62 BMW engine producing 410lbs ft torque (556 n.mts)

Standard Aero 8 production suspension elements with frequency sensitive double adjustable Koni and Eibach springs providing lower ride height and 'Le Mans GT' stiffness

Full FIA Licensed roll cage Premier 100 litre rubber bag fuel tank

Full 'LM GT' fuel delivery system with full anti surge and filtering

Racing seat, full harness Detachable steering wheel

Racing Instrumentation

2kg fire out system with scuttle mounted cut out switch and fire button

6-speed Getrag gearbox

3.45:1 BTR axle unit with uprated Hydratrak limited slip

Mechanical oil pumps driven by belt from axle output

flange circulating oil from

gearbox and axle for cooling

Triple pump dry sump system with closed circuit breathing

'LM GT' brake system with adjustable balance

Fully floating discs on alloy bell, 6 pot front calipers & 2 pot rear calipers

Choice of paint, with hard top and adjustable 'wing'

9" x 18" OZ Mag wheels

with 225.40 ZR 18 front

tyres and 245.40 ZR 18 rear tyres

Weight with driver 1120 kgs

Power 320 BHp at 5.800;

.285 bhp per kilogram

BRDC target .28 bhp/kilo

Circuit **Silverstone** Length 1.639 miles  
 Date 5-Oct-02 Weather/track Sunny/Dry

# Qualifying

## & Race

## Results:

## Race 10

### PRACTICE

Pos	No	Class	Driver	Car	Time (mins: secs)	Behind (secs)	kph	mph
1	29	A	Keith Ahlers	+8	1:03.287		150.04	93.23
2	13	B	Chris Acklam	+8	1:07.797	4.510	140.06	87.03
3	1	B	James Paterson	+8	1:08.053	4.766	139.53	86.70
4	50	C	Paul Burry	+8	1:08.322	5.035	138.99	86.36
5	51	A	Adam Jones	+8	1:08.324	5.037	138.98	86.36
6	39	C	Simon Orebi Gann	+8	1:08.873	5.586	137.87	85.67
7	4	B	Chas Windridge	+8	1:09.003	5.716	137.61	85.51
8	22	A	Barry Sumner	+8	1:09.209	5.922	137.20	85.25
9	19	C	Chris Dady	+8	1:09.445	6.158	136.74	84.97
10	34	B	Peter Sargeant	+8	1:09.832	6.545	135.98	84.49
11	55	A	Philip McKelvey	+8	1:10.274	6.987	135.12	83.96
12	54	B	Peter Horsman	+8	1:10.908	7.621	133.92	83.21
13	31	C	Leigh Sebba	+8	1:12.801	9.514	130.43	81.05
14	17	B	Jack Bellinger	+8	1:13.185	9.898	129.75	80.62
15	24	A	Phil Brown	+8	1:13.279	9.992	129.58	80.52
16	71	D	Kelvin Laidlaw	+8	1:13.303	10.016	129.54	80.49
17	48	D	Philip Goddard	+8	1:15.052	11.765	126.52	78.62
18	7	D	Mary Lindsay	+8	1:15.159	11.872	126.34	78.51
19	11	E	David James	+4	1:16.132	12.845	124.73	77.50

### RACE

Pos	No	Class	Driver	Car	Race time (mins: secs)	Laps	Behind (secs)	kph	mph	Best lap	kph	mph
1	29	A	Keith Ahlers	+8	20:30.991	19		146.56	91.07	1:03.590	149.33	92.79
2	1	B	James Paterson	+8	20:40.199	18	1 lap	137.82	85.64	1:07.837	139.98	86.98
3	13	B	Chris Acklam	+8	20:40.702	18	1 lap	137.76	85.60	1:07.228	141.25	87.77
4	50	C	Paul Burry	+8	20:53.010	18	1 lap	136.41	84.76	1:08.336	138.96	86.34
5	39	C	Simon Orebi Gann	+8	21:07.688	18	1 lap	134.83	83.78	1:09.004	137.61	85.51
6	19	C	Chris Dady	+8	21:11.676	18	1 lap	134.41	83.52	1:08.786	138.05	85.78
7	34	B	Peter Sargeant	+8	21:23.373	18	1 lap	133.18	82.76	1:09.012	137.60	85.50
8	54	B	Peter Horsman	+8	21:24.633	18	1 lap	133.05	82.68	1:09.828	135.99	84.50
9	55	A	Philip McKelvey	+8	21:25.599	18	1 lap	132.95	82.61	1:10.160	135.34	84.10
10	51	A	Adam Jones	+8	21:41.180	18	1 lap	131.36	81.62	1:09.058	137.50	85.44
11	31	C	Leigh Sebba	+8	21:03.985	17	2 laps	127.71	79.36	1:12.691	130.63	81.17
12	17	B	Jack Bellinger	+8	21:04.502	17	2 laps	127.66	79.33	1:13.020	130.04	80.81
13	71	D	Kelvin Laidlaw	+8	21:17.269	17	2 laps	126.39	78.53	1:13.512	129.17	80.26
14	7	D	Mary Lindsay	+8	21:29.123	17	2 laps	125.22	77.81	1:14.285	127.83	79.43
15	48	D	Philip Goddard	+8	21:32.269	17	2 laps	124.92	77.62	1:14.514	127.44	79.19
16	24	A	Phil Brown	+8	20:42.840	16	3 laps	122.25	75.96	1:14.046	128.24	79.69
17	11	E	David James	+8	21:15.241	16	3 laps	119.14	74.03	1:17.218	122.97	76.41

### Not classified

22	A	Barry Sumner	+8	8:11.743	6					1:12.965	130.14	80.87
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### Fastest laps

			Car	Time (mins: secs)	Laps	kph	mph
A	Keith Ahlers	+8		1:03.590	10	149.33	92.79
B	Chris Acklam	+8		1:07.228	17	141.25	87.77
C	Paul Burry	+8		1:08.336	6	138.96	86.34
D	Kelvin Laidlaw	+8		1:13.512	8	129.17	80.26
E	David James	+4		1:17.218	10	122.97	76.41

### Old Lap Records

			Car	Time (mins: secs)	kph	mph
31-Aug-02	A	Keith Ahlers	+8	1:03.390	149.80	93.08
22-Sep-01	B	Peter Horsman	+8	1:06.160	143.53	89.18
02-Sep-00	C	James Paterson	+8	1:08.29	139.05	86.40
22-Sep-01	D	Kelvin Laidlaw	+8	1:12.07	131.76	81.87
15-Jul-00	E	Alan Wickenden	4/4	1:13.22	129.69	80.58

## Race Series Calendar

I'm thinking of doing another Race Series calendar for next year so, if you want to feature, please could you let me have a photo (large format, good quality, etc) at the Drivers' Meeting or put one in the post soon (before Christmas).

Chris Acklam

## 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.  
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 See also www.mogsport.net and www.brakehorsepower.net for the latest opinions