

Mothering Sunday meeting in the sun

Donington Park
30th March 2003

What a fine start to the season. The sun was shining, the breeze light, as 24 intrepid racers met for the first time this year. After what seemed a very short night (the clocks went forward) we were gathered just inside the entrance gates, conveniently close to the café. All the Morgans and support vehicles were parked in the same area – much easier for gathering the information for these notes, for which much thanks. Cars were in a variety of states of preparedness: some had had major make-overs with new chassis and/or engines; others had new paintwork (Simon OG and Paul Burry, but not James Paterson's Noddy which is still multi-coloured); some had even put in a passenger seat in order to increase the weight (and to charge for passengers); a full roll cage had appeared on one vehicle, and Mary had complied with the rules for a broader harness. And others had done nothing all winter. Drivers were about as prepared as they usually are ...

It was the second day of a 2 day meeting with 260 drivers signing on during Saturday and 190 on Sunday – busy times for the 750 Motor Club organisers who also had some trouble with incompatible transponders but all went (mostly) smoothly for the Morgan drivers.

Keith Ahlers, Tim

Bryan, Rick Lloyd and Chris Williams were all entered in the Roadsports Race, so practised early. (Keith has neatly ensured that he doesn't have to change the number on his car – having won both championships last year, he is No 1). All qualified without incident for that race with Keith in pole position, though Chris entertained the early spectators with 3 spins – maybe he thought that he was participating in the current World Figure Skating Championships.

We were pleased to see a late addition to the entry for the Morgan Race when Adrian van der Croft arrived in his new green van which hardly looked large enough for a Morgan but out of which came XOY to join David James in Class E. By 10.45am all was set for the Morgan practice session and drivers were in the collecting area when we had our first sighting of Peter Sargeant heading for signing on and scrutineering. Well done Peter for maintaining your reputation for last minute timing. He

joined the practice from the pit lane only 5 minutes later.

Practice was without major incident for most drivers, though many agreed with Chris W that the surface was as slippery as a skating rink, particularly at the back of the circuit. Planes dumping fuel when landing at East Midlands Airport and the prolonged dry spell were blamed for this. Those who had recently returned from skiing holidays obviously had an advantage. There was general agreement, even from those who hadn't driven the circuit before, that Donington is a lovely circuit.

As the cars were held before being let out on the track, David James didn't notice the hold up and gave those in front of him a vision of a rapidly approaching cloud of +4 smoke going sideways. He didn't hit anyone, nor did he when his front wheels decided to go straight on at the hairpin. There was some close "racing" between James P and Adam Jones going into Redgate, and as usual between Mary, Jack Bellinger

2003 Championship after Round 1

Class A

Keith Ahlers	11
Rick Lloyd	8
Adam Jones	6

Class B

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

Class C

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

Class D

Kelvin Laidlaw	11
Philip Goddard	8
Mary Lindsay	6

Class E

Adrian and der Kroft	9
David James	6

and Kelvin Laidlaw – it is only qualifying after all...

All the Class A cars were still running after the practice session, though Simon McD felt his car was going faster than he was. Sadly, we had lost some other cars through mechanical failure. Tim Bryan's Class B car had dropped a valve and the engine needed major renovation not possible at the track. Jack heard a horrible graunching noise as he changed down into 2nd at the end of the session coming into the pits and knew that one or more of his teeth had fallen

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Where did that apex go?

Photo: Ian Gillett

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out (of gearbox not mouth). Needing to conserve the car to get him home he opted out of the race and into the bar. Billy Bellinger dropped out of the practice early as one of his father's specials (bodge says his mother) resulted in the disconnection of an electrode. The family made sure it was mended before the race.

Running repairs were required for a few other cars too. Nigel Ingram (a welcome newcomer to Class B) had a water problem – a leaky hose made his driving exciting by spraying liquid on to his rear wheels – leaving him with no coolant by the end of 15 minutes practice. Peter S was still working on an oil leak as the summons came to the collecting area (he had found

an engine compartment full of oil when he finished his foreshortened practice). And Mary was busy looking at ways to make her wider strapped harness less restricting of her driving style – it was suggested that she should just not wear it, like Barrichello and his neck restraint, but John vetoed this as an approach. Our most technologically advanced driver, Simon OG, had the only transponder which did not work – loose wire, indeed!

Pole position was again taken by Keith with Rick next to him and Peter Horsman (Class B) and Simon McDermott on the second row. Paul Burry (Class C) qualified alongside Chris W and ahead of the Class A and B cars of James, Adam and Phil Hollins.

Soon after lunch the Roadsports race was won in style by Keith after an awful start with lots of wheel spin left him well behind Rick to begin with. Congratulations to both for giving the spectators a good race.

And, at last at 4.20pm, the summons to collect for the Morgan Challenge Race. They lined up as per qualifying with the only 3 cars missing: Jack and Tim had cars not working and Simon McD had sensibly decided that if his car was going faster than he was it was safer not to be in it. Those of us on the pit wall had to be reminded that we could not be there for the start (easy to forget the procedures over the winter) but were able to see that there were no alarms or excursions into the first corner. It was an

interesting start with Keith spinning his wheels again and Rick getting ahead of him into Redgate. Chris W and Peter Horsman also fought the sideways Keith there but he kept ahead of them.

Several others had cracking starts – Adam got ahead of Paul and Chris

A and James; Chris Dady passed Phil Hollins; and Peter S got ahead of Simon OG. Further down the grid Leigh passed Nigel who then watched Mary and Kelvin pass him one on either side, meeting each other briefly in the middle in front – a kiss, he called it! Billy at the back got ahead of David and Nigel. David had the advantage of Adrian at the start (Adrian says that the clutch on XOY is different and so he didn't get a clean start) but then Adrian regained three places before the Esses. Andy Green had a fantastic start and run through the Old Hairpin, passing 5 cars – but then lost it going too fast on cold tyres on the entrance to the Esses. He span, spreading dust and gravel all over the place and frightening lots of people. Those who didn't back off did well out of his excursion. Andy rejoined the back of the race and enjoyed the overtaking practice that he got moving up the field to finish 12th overall. Chris A also had a good start but was one of those who took a strategic view and for a few laps had Chris Dady snapping at his heels. Chris D's new straightened chassis and lack of understeer did well for him on corners, but Chris A was faster on the straights and pulled away. Then, as several others, he had a lonely race.

On lap 3 Keith got past Rick at the Craner Curves and then

Photo: Steve Jones



Noddy caught bullying Class C ...

Lap Summary

Lap 1		Lap 2		Lap 3		Lap 4		Lap 5		Lap 6		Lap 7		Lap 8		Lap 9		Lap 10	
No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behind
2	1:24.52	2	1:19.67	1	1:18.63	1	1:19.26	1	1:18.45	1	1:18.92	1	1:18.53	1	1:19.36	1	1:18.94	1	1:19.43
1	1:25.58 1.06	1	1:19.06 0.45	2	1:19.81 0.73	2	1:19.85 1.32	2	1:18.63 1.50	2	1:19.58 2.16	2	1:20.09 3.72	2	1:19.97 4.33	2	1:20.84 6.23	2	1:19.93 6.73
54	1:30.95 6.43	54	1:24.04 10.80	54	1:23.22 14.94	54	1:23.08 18.76	59	1:22.74 23.23	54	1:23.10 28.16	54	1:22.85 32.48	54	1:22.16 35.28	54	1:22.39 38.73	54	1:22.95 42.25
59	1:32.83 8.31	59	1:23.70 12.34	59	1:22.49 15.75	59	1:22.45 18.94	54	1:23.67 23.98	21	1:23.45 35.68	21	1:23.10 40.25	21	1:24.41 45.30	21	1:23.17 49.53	21	1:23.82 53.92
51	1:32.90 8.38	51	1:25.98 14.70	21	1:24.29 21.60	21	1:23.61 25.95	21	1:23.65 31.15	59	1:34.67 38.98	50	1:24.80 45.59	50	1:25.90 52.13	50	1:24.81 58.00	50	1:25.241:03.81
50	1:34.13 9.61	50	1:25.85 15.79	50	1:25.33 22.04	50	1:25.10 27.88	50	1:24.38 33.81	50	1:24.43 39.32	51	1:24.70 50.95	51	1:25.81 57.40	51	1:24.441:02.90	51	1:26.501:09.97
21	1:34.67 10.15	21	1:25.91 16.39	51	1:29.55 25.17	51	1:25.33 31.24	51	1:25.18 37.97	51	1:25.73 44.78	13	1:24.91 56.27	13	1:24.661:01.57	13	1:25.191:07.82	13	1:24.711:13.10
13	1:37.65 13.13	13	1:26.89 20.35	13	1:27.41 28.68	13	1:26.25 35.67	13	1:25.50 42.72	13	1:26.09 49.89	53	1:25.32 56.91	53	1:25.201:02.75	53	1:25.901:09.71	53	1:26.501:16.78
53	1:37.87 13.35	53	1:27.40 21.08	53	1:27.32 29.32	53	1:26.25 36.31	53	1:25.46 43.32	53	1:25.72 50.12	34	1:26.571:05.87	34	1:26.701:13.21	34	1:28.071:22.34		
69	1:38.70 14.18	69	1:28.64 23.15	69	1:28.88 32.95	34	1:26.51 40.51	34	1:26.80 48.86	34	1:27.89 57.83	39	1:25.941:06.54	39	1:26.361:13.54	69	1:27.171:23.21		
34	1:39.24 14.72	34	1:28.88 23.93	34	1:28.41 33.26	69	1:27.68 41.37	69	1:27.77 50.69	39	1:26.91 59.13	69	1:25.981:07.32	69	1:27.021:14.98	39	1:28.891:23.49		
39	1:39.81 15.29	39	1:29.02 24.64	39	1:28.48 34.04	39	1:27.44 42.22	39	1:27.37 51.14	69	1:28.10 59.87	45	1:27.611:21.23	45	1:28.461:30.33	45	1:26.901:38.29		
31	1:40.28 15.76	31	1:29.30 25.39	31	1:29.17 35.48	31	1:28.76 44.98	31	1:28.74 56.37	31	1:30.811:08.26	31	1:32.021:21.75	31	1:30.081:32.47	31	1:30.751:44.28		
71	1:42.12 17.60	71	1:32.06 29.99	71	1:30.28 41.19	71	1:30.51 52.44	45	1:29.481:04.13	45	1:26.941:12.15	71	1:31.111:29.15	71	1:30.251:40.04	71	1:30.901:52.00		
49	1:43.24 18.72	49	1:31.52 30.57	49	1:30.66 42.15	45	1:27.81 53.10	71	1:31.161:05.15	71	1:30.341:16.57	49	1:31.541:36.12	41	1:30.921:48.79	41	1:32.002:01.85		
41	1:43.75 19.23	41	1:32.67 32.23	45	1:28.69 44.55	49	1:32.15 55.04	49	1:31.531:08.12	49	1:33.911:23.11	41	1:31.421:37.23	49	1:32.071:48.83	49	1:33.122:03.02		
7	1:44.49 19.97	7	1:32.41 32.71	41	1:32.15 45.30	41	1:32.15 58.19	41	1:31.051:10.79	41	1:32.471:24.34	57	1:29.601:41.11	57	1:29.511:51.26	57	1:32.032:04.35		
57	1:45.48 20.96	57	1:32.65 33.94	7	1:33.57 47.20	7	1:33.831:01.77	7	1:32.361:15.68	57	1:33.131:30.04	7	1:33.641:46.41	7	1:39.872:06.92	7	1:40.752:28.73		
58	1:46.05 21.53	45	1:28.15 34.94	57	1:32.75 47.61	57	1:34.091:02.44	57	1:31.841:15.83	7	1:34.541:31.30	59	2:40.862:01.31	11	1:39.832:36.31	11	1:39.202:56.57		
11	1:47.52 23.00	58	1:34.95 36.81	58	1:32.86 50.59	58	1:31.571:02.90	58	1:34.791:19.24	58	1:47.181:47.50	11	1:39.532:15.84						
45	1:50.98 26.46	11	1:35.85 39.18	11	1:35.87 55.97	11	1:36.921:13.63	11	1:39.091:34.27	11	1:39.491:54.84								

stayed ahead of the field throughout the rest of the race. Adam, who had done so well at the start, had "a moment" and lost places to Paul and James who were having a real skirmish of their own. Paul hadn't had one of his best starts losing places to James and Adam but had passed James in the first lap. These Class A and B boys seem to have the Class C's more than chasing at their heels though James got ahead of Paul on lap 3 and then drew away. Another Class B/C skirmish was materialising behind with Phil Hollins and Simon OG changing places through the race, both hot on the heels of Peter S who had passed Phil on lap 4 in spite of having suspect brakes and still leaking a little oil. The closeness of their racing is illustrated by the 1.15secs between the 3 of them at the finish. The trio were closely followed for a few laps by Leigh who then was overtaken by Andy coming from behind in lap 7.

Mary again showed her predilection for white/cream paint by committing at McLeans with Phil Goddard and having a front and back coming together. Inspection afterwards showed exchange of colour rather than bodily damage but Mary's brakes became suspect (*Hint: brake linings sometimes help*) and Billy passed her under braking at the Esses. Phil G had an exciting time with four excursions from the track and an ongoing battle with Adrian

who got ahead of him only in the penultimate lap.

During the race we lost Chris W who had been battling with Peter H and occasionally out-braking himself (a spin at the Old Hairpin was particularly noted) then overtaking on the straight. Peter overtook in his turn at Craners as Chris had another huge moment and on lap 7 he decided to call it a day. Sadly Nigel, on his first race outing, had a recurrence of his water problem with it blowing out everywhere. This time it was in his face as well as on his tyres so he pitted on lap 6. Better luck next time both of you.

At the finish the class winners were Keith, Peter H, Paul, Kelvin and Adrian with new lap records for Keith and Peter. Awards were made by Jan, our lap recorder, ably standing in for Serena who was not with us, having tripped over the dog and pulled a muscle in her back. As an excuse for missing her first Morgan race in 10 years it was novel. We look forward to seeing her back (!) at Snetterton on 27th April. It would be good as well to see a few more of you there too, especially Class D cars where the racing is fun and all too sparse currently. Weather at Snetterton is always fine and warm in April so we look forward to seeing lots of spectators too!

Kate Orebi Gann, with thanks to Roving Reporter, Liz Burry

Photo: Ian Gillett



Dear Chris

On behalf of everyone in the Morgan challenge, I would like to thank Ruth for the excellent work she has done writing our race reports over the last few years. Ruth has let me know that, regrettably, she is unable to continue.

With her customary friendly and cheerful manner, she has listened, in all weathers, to the views, explanations and excuses of the drivers and then compiled amusing, factual and diplomatic reports that have been enjoyed by us all!

I know all her many friends in the Morgan paddock will miss her and I have sent her something, on behalf of you all, as a small token of our appreciation together with our love and best wishes for the future.

Thank you Ruth.

Sponsorship

I have just flicked through this month's *Miscellany* and noticed the 3 wheeler clubs announcement that Cheffins Auction House is to sponsor their race series in conjunction with the factory and the MTWC.

I remember at previous driver meetings that we have often raised the subject of additional sponsorship. One suggestion, was to ask a Morgan agent to sponsor a race so that a round would be called, for example, "A round of the Morgan Motor Company Challenge sponsored by XXXX Morgan Agent". As per the Cheffins lead, each Agent could have a stand/display at the race meeting and with time, a venue might even become synonymous with that agent.

As to how much to propose and what should we do with the money?

My thoughts would be to ask each agent for say £1500, which for 8 races would add to the kitty £12,000. From that we could fund honorariums and reduce the registration fee to a nominal £5.00. The balance could be used to reduce entry fees say by £40.00 per driver based on a race entry of around 25 cars.

The benefits are pretty self evident – the participating Morgan Agents will be able to raise their profile and promote the marque at a venue full of like minded enthusiasts – they may even be able to sell some stock. The Agent may promote "their race" raising the profile of the meeting. The reduction of registration fees will make it even more attractive to register and stem the increase in ever rising race entry fees. The net results will, hopefully be fuller grids and an even more attractive proposition for organising clubs.

Just a thought.

John Clarke

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 <http://www.mogsport.net> and <http://www.brakehorsepower.net>

for the latest news

Race 1 Donington

Provisional Qualifying Times - P15



PI	No	CI	Name	Car	Laps	Time on Lap	Behind	MPH
1	1	MCA	Keith AHLERS	Morgan +8	12	1:18.29	8	90.00
2	2	MCA	Rick LLOYD	Morgan +8	11	1:18.84	8	00.55 89.37
3	54	MCB	Peter HORSMAN	Morgan +8	11	1:22.00	6	03.71 85.93
4	6	MCA	Simon McDERMOTT	Morgan +8	10	1:22.00	7	03.71 85.93
5	59	MCA	Chris WILLIAMS	Morgan +8	10	1:23.72	7	05.43 84.16
6	50	MCC	Paul BURRY	Morgan +8	11	1:23.98	9	05.69 83.90
7	21	MCB	James PATERSON	Morgan +8	10	1:24.11	10	05.82 83.77
8	13	MCB	Chris ACKLAM	Morgan +8	10	1:25.44	8	07.15 82.47
9	51	MCA	Adam JONES	Morgan +8	10	1:25.69	5	07.40 82.23
10	69	MCB	Phil HOLLINS	Morgan +8	10	1:26.03	10	07.74 81.90
11	53	MCC	Chris DADY	Morgan +8	10	1:26.55	10	08.26 81.41
12	39	MCC	Simon OREBI GANN	Morgan +8	10	1:26.68	10	08.39 81.29
13	45	MCC	Andy GREEN	Morgan +8	10	1:27.41	6	09.12 80.61
14	34	MCB	Peter SARGEANT	Morgan +8	5	1:28.13	4	09.84 79.95
15	58	MCB	Nigel INGRAM	Morgan +8	10	1:28.19	9	09.90 79.90
16	17	MCD	Jack BELLINGER	Morgan +8	9	1:28.64	5	10.35 79.49
17	31	MCC	Leigh SEBBA	Morgan +8	10	1:29.98	10	11.69 78.31
18	56	MCA	Tim BRYAN	Morgan +8	8	1:30.01	3	11.72 78.28
19	71	MCD	Kelvin LAIDLAW	Morgan +8	10	1:30.91	7	12.62 77.51
20	49	MCD	Philip GODDARD	Morgan +8	10	1:31.52	10	13.23 76.99
21	41	MCE	Adrian VAN DER KROFT	Morgan +4	9	1:32.74	9	14.45 75.98
22	7	MCD	Mary LINDSAY	Morgan +8	9	1:35.11	9	16.82 74.09
23	11	MCE	David JAMES	Morgan +4	9	1:35.16	6	16.87 74.05
24	57	MCB	James BELLINGER	Morgan +4	4	1:35.20	3	16.91 74.02

Provisional Results - Race 18

PI	No	CI	Name	Car	Laps	Time	Behind	MPH	Best Lap on	MPH
1	1	MCA	Keith AHLERS	Morgan +8	10	13:16.16		88.50	1:18.45	5 89.82
2	2	MCA	Rick LLOYD	Morgan +8	10	13:22.89	6.73	87.76	1:18.63	5 89.61
3	54	MCB	Peter HORSMAN	Morgan +8	10	13:58.41	42.25	84.04	1:22.16	8 85.76
4	21	MCB	James PATERSON	Morgan +8	10	14:10.08	53.92	82.89	1:23.10	7 84.79
5	50	MCC	Paul BURRY	Morgan +8	10	14:19.97	1:03.81	81.94	1:24.38	5 83.51
6	51	MCA	Adam JONES	Morgan +8	10	14:26.13	1:09.97	81.35	1:24.44	9 83.45
7	13	MCB	Chris ACKLAM	Morgan +8	10	14:29.26	1:13.10	81.06	1:24.66	8 83.23
8	53	MCC	Chris DADY	Morgan +8	10	14:32.94	1:16.78	80.72	1:25.20	8 82.70
9	34	MCB	Peter SARGEANT	Morgan +8	9	13:19.07	1 Lap	79.36	1:26.51	4 81.45
10	69	MCB	Phil HOLLINS	Morgan +8	9	13:19.94	1 Lap	79.28	1:25.98	7 81.95
11	39	MCC	Simon OREBI GANN	Morgan +8	9	13:20.22	1 Lap	79.25	1:25.94	7 81.99
12	45	MCC	Andy GREEN	Morgan +8	9	13:35.02	1 Lap	77.81	1:26.90	9 81.08
13	31	MCC	Leigh SEBBA	Morgan +8	9	13:41.01	1 Lap	77.24	1:28.76	4 79.39
14	71	MCD	Kelvin LAIDLAW	Morgan +8	9	13:48.73	1 Lap	76.52	1:30.25	8 78.08
15	41	MCE	Adrian VAN DER KROFT	Morgan +4	9	13:58.58	1 Lap	75.62	1:30.92	8 77.50
16	49	MCD	Philip GODDARD	Morgan +8	9	13:59.75	1 Lap	75.52	1:30.66	3 77.72
17	57	MCB	James BELLINGER	Morgan +4	9	14:01.08	1 Lap	75.40	1:29.51	8 78.72
18	7	MCD	Mary LINDSAY	Morgan +8	9	14:25.46	1 Lap	73.27	1:32.36	5 76.29
19	11	MCE	David JAMES	Morgan +4	9	14:53.30	1 Lap	70.99	1:35.85	2 73.51

Not-Classified

59	MCA	Chris WILLIAMS	Morgan +8	7	11:19.74	DNF	72.56	1:22.45	4	85.46
58	MCB	Nigel INGRAM	Morgan +8	6	9:47.40	DNF	71.97	1:31.57	4	76.95

Non-Starters

17	MCD	Jack BELLINGER	Morgan +8
56	MCA	Tim BRYAN	Morgan +8
6	MCA	Simon McDERMOTT	Morgan +8

Fastest Lap

1	MCA	Keith AHLERS	Morgan +8				1:18.45	5	89.82
54	MCB	Peter HORSMAN	Morgan +8				1:22.16	8	85.76
50	MCC	Paul BURRY	Morgan +8				1:24.38	5	83.51
71	MCD	Kelvin LAIDLAW	Morgan +8				1:30.25	8	78.08
41	MCE	Adrian VAN DER KROFT	Morgan +4				1:30.92	8	77.50

Race 2 - Snetterton, Sunday 27th April

Unusually, it did not rain much at all, but the Norfolk wind was in evidence as the intrepid few ventured as far East as we go in the race series. Just 18 participants were gathered for an early sign-on and practice. Everyone was asking about the weather forecast for the day and at what speed were bands of showers crossing the country. Highly technical stuff. Bets were on for a dry practice and a wet race allowing for plenty of opportunity to debate wet versus dry tyres during the 4 hours between the two events.

Mostly the practice was uneventful though the track was cold, and tyres and drivers equally so. As usual, Keith Ahlers was first out on the track setting the pace for the rest though he didn't feel that he was going particularly fast. He noted his gear-changing points and they were not on target. Maybe it was the wind or maybe he is getting used to the different handling, braking and gear changing of the GT Aero? Rick Lloyd found it a little slippery. No one else mentioned this and it was observed that he was really trying very hard indeed so perhaps the sliding could have arisen from that. Elsewhere amongst the Class A boys there were a variety of experiences. Phil McElvey enjoyed an exploratory practice, following Simon

Orebi Gann around for a while, letting James Paterson through in a gentlemanly fashion and then indulging in a planned(?) locking up of brakes into Riches so that he could report back to the men that know whether the bias was to front or back. Matthew Wurr was running a new engine and felt it was down on top end speed. He and his team were doing rain dances and saying prayers for rain for the race to level the playing field with Keith and Rick. Chris Williams had a great practice and a great breakfast – making sure that the combined weight of driver and car complied with the new regulations....

In Class B Peter Horsman had reported that, although his car was starting well, the dashboard lights were all very dim which worried him (ageing eyes, Peter?) From the start of practice he had the alternator warning light coming on intermittently. After a couple of good laps he decided that the new transponder technology would mean that his good times were recorded and so he would avoid knacker the car (and the driver) and come in early. Chris Acklam decided that he would take advantage of Simon Orebi Gann's half day of testing on Friday by using him as a guide for the first few laps. He then couldn't restrain his speed any longer and outdragged

Simon on the straight and carried on with his own practice. James Paterson had his car going nicely with lots of engine power and no alarms or excursions. Peter Sargeant reported dodgy brakes because they still had remnants of the oil that leaked at Donington on them (see previous report). And he was only going to replace them when he could find a second-hand hardly-used set. This was unlikely in the company he was keeping on Sunday, but he remembered he had his own remnants from last season. Plenty of time between practice and race to change them – but will Peter be ready when the call comes to collect for the race? Billy (James) Bellinger was suffering more as after 8 laps he came into the pits when he lost oil pressure. The oil pump drive had sheared off and he had a dead car. Poor Billy, indeed, as he had been out the night before but, because he was racing, he had not drunk alcohol and had had an early night – youth showing a good example to the rest of us. He'd also sacrificed his own car preparation spending time mending his father's broken gearbox after Donington in true racing spirit.

Class C drivers were fewer in number than usual and most had an uneventful time. Simon OG consolidated his learning from Friday's testing

but was discontented with his times. Paul Burry was also discontented as he felt the car was loose everywhere and he actually lost it on The Esses and at Russell (on more than one occasion). He was hurrying off to check tyre pressures but was also aware that he needed to settle in his front brakes. Leigh Sebba decided to take it a bit easy to save himself for the race and for going to Spa for the long weekend of the Bank Holiday. But Chris Dady had events to make up for the rest of the Class. Firstly after one lap he had an ignition switch problem which was diagnosed and apparently sorted out in the pits by helpful people. On rejoining the circuit he entertained Mary, who was following, by opening and closing his door repeatedly. It wouldn't shut properly so he decided to return the pits once again. As he turned into the pit lane entrance it swung open and then shut itself cleanly with no help from him, allowing him to drive through without stopping! Pit lane laps must be counted towards qualifying as shortly afterwards his ignition gave out completely and he had to be towed back to the paddock.

In Class D, Mary was pleased to have the door diversion to occupy her as she thought it a boring practice – she does know Snetterton rather well after all those Wilhire 24hour

Lap Summary

Lap 1		Lap 2		Lap 3		Lap 4		Lap 5		Lap 6		Lap 7		Lap 8		Lap 9		Lap 10	
No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin	No	Time Behin
2	1:22.97	1	1:17.93	1	1:17.34	1	1:17.12	1	1:16.15	1	1:16.86	1	1:17.56	1	1:16.09	1	1:15.43	1	1:15.91
1	1:23.49 0.52	2	1:18.59 0.14	2	1:17.48 0.28	2	1:16.96 0.12	2	1:16.26 0.23	2	1:16.73 0.10	2	1:17.60 0.14	2	1:16.08 0.13	2	1:15.68 0.38	2	1:15.79 0.26
99	1:25.74 2.77	99	1:20.29 4.61	99	1:19.48 6.75	99	1:19.58 9.21	99	1:20.08 13.14	99	1:19.66 15.94	99	1:20.26 18.64	99	1:20.01 22.56	99	1:21.23 28.36	99	1:21.38 33.83
54	1:28.09 5.12	54	1:20.19 6.86	54	1:19.53 9.05	54	1:20.32 12.25	54	1:19.64 15.74	54	1:25.01 23.89	13	1:22.24 34.51	13	1:22.23 40.65	13	1:23.93 49.15	21	1:22.46 56.01
21	1:29.24 6.27	21	1:21.96 9.78	21	1:22.02 14.46	21	1:21.82 19.16	13	1:21.60 24.98	13	1:21.71 29.83	21	1:22.01 34.90	21	1:22.06 40.87	21	1:24.02 49.46	13	1:23.52 56.76
50	1:30.32 7.35	13	1:21.43 11.17	13	1:21.43 15.26	13	1:21.39 19.53	21	1:22.20 25.21	21	1:22.10 30.45	50	1:23.42 40.37	50	1:23.48 47.76	50	1:23.95 56.28	50	1:22.691:03.06
13	1:31.16 8.19	50	1:22.80 11.70	50	1:22.46 16.82	50	1:22.19 21.89	50	1:23.07 28.81	50	1:22.56 34.51	55	1:25.36 55.99	55	1:26.031:05.93	55	1:25.011:15.51	55	1:26.581:26.18
55	1:32.30 9.33	55	1:24.74 15.62	55	1:24.85 23.13	55	1:25.07 31.08	55	1:25.13 40.06	55	1:24.99 48.19	34	1:24.32 56.46	34	1:26.571:06.94	34	1:24.521:16.03		
53	1:34.25 11.28	53	1:25.90 18.73	34	1:26.97 28.98	34	1:23.59 35.45	34	1:23.82 43.12	34	1:23.44 49.70	39	1:24.581:07.04	39	1:24.291:15.24	39	1:25.021:24.83		
39	1:34.59 11.62	34	1:25.79 19.35	39	1:33.80 36.67	39	1:25.02 44.57	39	1:24.37 52.79	39	1:24.091:00.02	17	1:29.331:24.19	31	1:29.321:37.44	31	1:28.681:50.69		
34	1:34.98 12.01	39	1:27.04 20.21	49	1:29.28 38.21	17	1:28.21 49.40	17	1:27.651:00.90	17	1:28.381:12.42	31	1:28.341:24.20	17	1:29.811:37.91	17	1:29.811:52.29		
17	1:37.47 14.50	31	1:29.58 25.69	17	1:28.76 38.31	49	1:28.89 49.98	31	1:28.641:02.61	31	1:27.671:13.42	49	1:30.261:39.79	49	1:30.921:54.62	49	1:30.412:09.60		
31	1:37.52 14.55	49	1:29.17 26.27	31	1:30.66 39.01	31	1:28.23 50.12	49	1:28.971:02.80	49	1:41.151:27.09	7	1:30.701:43.08	7	1:30.751:57.74	7	1:31.552:13.86		
49	1:38.52 15.55	17	1:30.84 26.89	7	1:31.89 44.77	7	1:30.81 58.46	7	1:31.521:13.83	7	1:32.971:29.94	11	1:35.362:02.94	11	1:34.192:21.04	11	1:33.432:39.04		
7	1:40.69 17.72	7	1:30.95 30.22	11	1:33.46 52.15	11	1:33.841:08.87	11	1:34.621:27.34	11	1:34.661:45.14								
11	1:43.76 20.79	11	1:33.69 36.03																

and Birkett 6 hour races. She did however enjoy getting the line right “without lots of men around” – Jack Bellinger, where were you?

Actually, Jack was overcooking it at The Esses and taking to the grass. He was proud to see that Philip Goddard took the exact same route, following the experienced old Warhorse onto the green and then back to the black. Philip says that he knew that following Jack's footsteps (tyretracks?) was not the right thing to do as he was being led astray, but that he was just going too fast to do anything different. The best advice that anyone can give Philip, or any newish driver, is to follow David James, the only remaining Class E entrant, who holds the perfect line. With his new lap timer he was enjoying watching his times drop, though he could definitely do with a bit of competition from real drivers.

Several of our drivers were entered in the Roadsports race and at 10.30am they were out again on the track. Keith, Rick, Philip Goddard and Chris Williams had another go at the circuit. Keith came in very early, concerned about his rear suspension and the handling of the car. It was very unpredictable and had mechanics from all parts of the Morgan paddock poking around at the back end. Chris Williams fared even less well as his engine failed with a piston breaking through the head. A terminal problem needing a conversation with the bank manager was Chris's view – and sadly a definite non-starter for the Morgan race.

So, brought forward by half an hour, as rain was expected later in the afternoon, the Morgan drivers were called at 1pm for a 1.30pm start with 16 left on the grid. The start was exciting as usual. Keith restated his preference for a rolling start and Rick and Matthew got ahead of him.

Matthew maintained his lead through Riches and Sear but felt that he was standing still as Keith got ahead of him on the straight.

Paul Burry had a great start in 2nd gear and got past James and Chris before the first corner. James overtook him on the Revett straight but Paul held Chris off for the first lap. James and Chris A started their race-long battle at the start with Chris getting ahead into Riches and James passing at Sears where James could get into the corner faster. Further back Chris Dady had a fantastic start from being last but one on the grid. He passed 5 cars and then Simon OG at Russell at the end of the first lap. Peter S sailed past Leigh as the lights went green and Jack took advantage of the clear space left by his son and also got ahead of Leigh. Philip McElvey nosed ahead of Simon into the first bend and kept this position throughout the race.

Rick was on the pace out of Russell but on lap 2 Keith passed him in the same way he had Matthew, on the straight. For the rest of the race Keith maintained his position and whatever manoeuvre Rick tried – both sides into Riches (which we saw from the pit wall) and anywhere else that was remotely possible – but nothing worked. “Wise positioning on the track” is the phrase that Keith used! Matthew's brakes had started squeaking (I thought all Morgan brakes did that- but maybe his aren't Morgan standard ...) and Peter H caught up with him at Russell but could not get past. On the second lap Chris A passed Paul on the Revett Straight and caught up with James. For the rest of the race Paul had a grandstand view of their contest (sometimes to the detriment of his own steering). Philip G and Leigh got ahead of Jack and thus started another race within the race. Also in lap 2, as

Chris Dady went into the Esses, Simon overtook him and then went straight on over the grass. Coming back onto the track as a passenger rather than driving, Simon caught the offside rear wheel of Chris's car and broke the valve off. Chris D lasted a further lap but at much the same place he span off on his flat tyre and ended his race. Peter S had steamed past Simon during the incident and stayed ahead throughout the race, fast catching up on Philip McE.

For the next 8 laps there was fantastic racing as Keith and Rick diced their way through to the finish. Chris A and James had several passing events: Chris overtaking at the end of the back straight on lap 4; James going faster into Sears; James losing his gear lever knob at Russell and Chris passing again. Peter H went off at Russell on lap 7 and, despite recovering neatly, went “bang”, lost his transmission and courteously removed himself from the track at the end of the pit straight. Philip McE had been watching the James/Chris A scrap and pottering along until Peter S overtook him on Sears. This woke Philip up from being a spectator and he got past on the Reckett straight and managed to hold his own (extra ½ stone) on the corners and storm away on the straights. On the 3rd lap Philip G and Jack had passed Leigh in his Class C car and then the next lap Jack asserted himself into what he claims is his rightful position at the head of Class D. Leigh also got ahead of Philip G on lap 5 and then past Jack on lap 6. Mary was rather hoping that Philip and Jack would inconvenience each other to her advantage but it did not happen even though Philip had an off after the bridge. David was racing his own race – where are the rest of you Class E's? We need you!

So at the end Keith took the chequered flag just 0.26 seconds ahead of Rick,

splitting the race of Philip McE and Peter S by lapping Peter. Chris A and James were also racing till the end when finally Mary came between them on the last lap at Russell. One went each side of her – James got past her to win Class B and Chris didn't. Paul missed seeing this because for once he was watching his own way around Coram on his way to winning Class C. Jack won Class D and David James Class E. There was only one lap record broken – by Peter Horsman. It was his own record for Class B and he beat it by .04 of a second – some little consolation for his broken car.

It was a great day's racing with lots of support from local Morgan owners who were parked all around the circuit. Spectators are always welcome, particularly at Rockingham on 24th May – starting the late May Bank Holiday weekend on a high.

Kate Orebi Gann (with thanks to roving reporter Liz Burry)

2003 Championship after Round 2

Class A

Keith Ahlers	22
Rick Lloyd	16
Adam Jones	6
Matthew Wurr	6
Philip McKelvey	4

Class B

James Paterson	18
Chris Acklam	14
Peter Horsman	12
Peter Sargeant	10
Phil Hollins	2
James Bellinger	1

Class C

Paul Burry	22
Simon Orebi Gann	14
Chris Dady	8
Leigh Sebba	8
Andy Green	4

Class D

Philip Goddard	16
Mary Lindsay	12
Kelvin Laidlaw	11
Jack Bellinger	11

Class E

David James	12
Adrian and der Kroft	9

Race 2 Snetterton

Provisional Qualifying Times - P10



PI	No	CI	Name	Car	Laps	Time on Lap	Behind	MPH
1	1	MCA	Keith AHLERS	Morgan +8	12	1:16.81	11	91.49
2	2	MCA	Rick LLOYD	Morgan +8	12	1:17.07	8	91.18
3	99	MCA	Matthew WURR	Morgan +8	12	1:19.11	12	88.83
4	54	MCB	Peter HORSMAN	Morgan +8	9	1:19.37	8	88.54
5	59	MCA	Chris WILLIAMS	Morgan +8	11	1:19.73	4	88.14
6	21	MCB	James PATERSON	Morgan +8	11	1:21.31	11	86.42
7	13	MCB	Chris ACKLAM	Morgan +8	11	1:22.16	9	85.53
8	50	MCC	Paul BURRY	Morgan +8	11	1:22.50	7	85.18
9	39	MCC	Simon OREBI GANN	Morgan +8	11	1:24.23	11	83.43
10	55	MCA	Philip McKELVEY	Morgan +8	11	1:24.28	11	83.38
11	31	MCC	Leigh SEBBA	Morgan +8	10	1:27.33	8	80.47
12	57	MCB	James BELLINGER	Morgan +4	8	1:27.62	5	80.20
13	34	MCB	Peter SARGEANT	Morgan +8	10	1:27.74	9	80.09
14	17	MCD	Jack BELLINGER	Morgan +8	10	1:27.77	6	80.06
15	49	MCD	Philip GODDARD	Morgan +8	10	1:28.56	6	79.35
16	7	MCD	Mary LINDSAY	Morgan +8	10	1:30.21	10	77.90
17	53	MCC	Chris DADY	Morgan +8	4	1:31.44	4	76.85
18	11	MCE	David JAMES	Morgan +4	10	1:34.13	10	74.65

Provisional Results - Race 14

PI	No	CI	Name	Car	Laps	Time	Behind	MPH	Best Lap on	MPH
1	1	MCA	Keith AHLERS	Morgan +8	10	12:53.88		90.80	1:15.43	9 93.16
2	2	MCA	Rick LLOYD	Morgan +8	10	12:54.14	0.26	90.77	1:15.68	9 92.85
3	99	MCA	Matthew WURR	Morgan +8	10	13:27.71	33.83	87.00	1:19.48	3 88.41
4	21	MCB	James PATERSON	Morgan +8	10	13:49.89	56.01	84.68	1:21.82	4 85.89
5	13	MCB	Chris ACKLAM	Morgan +8	10	13:50.64	56.76	84.60	1:21.39	4 86.34
6	50	MCC	Paul BURRY	Morgan +8	10	13:56.94	1:03.06	83.96	1:22.19	4 85.50
7	55	MCA	Philip McKELVEY	Morgan +8	10	14:20.06	1:26.18	81.71	1:24.74	2 82.93
8	34	MCB	Peter SARGEANT	Morgan +8	9	12:54.00	1 Lap	81.71	1:23.44	6 84.22
9	39	MCC	Simon OREBI GANN	Morgan +8	9	13:02.80	1 Lap	80.79	1:24.09	6 83.57
10	31	MCC	Leigh SEBBA	Morgan +8	9	13:28.66	1 Lap	78.21	1:27.67	6 80.16
11	17	MCD	Jack BELLINGER	Morgan +8	9	13:30.26	1 Lap	78.05	1:27.65	5 80.17
12	49	MCD	Philip GODDARD	Morgan +8	9	13:47.57	1 Lap	76.42	1:28.89	4 79.06
13	7	MCD	Mary LINDSAY	Morgan +8	9	13:51.83	1 Lap	76.03	1:30.70	7 77.48
14	11	MCE	David JAMES	Morgan +4	9	14:17.01	1 Lap	73.80	1:33.43	9 75.21
<u>Not-Classified</u>										
	54	MCB	Peter HORSMAN	Morgan +8	6	8:12.78	DNF	85.56	1:19.53	3 88.36
	53	MCC	Chris DADY	Morgan +8	2	3:00.15	DNF	78.01	1:25.90	2 81.81
<u>Non-Starters</u>										
	57	MCB	James BELLINGER	Morgan +4						
	59	MCA	Chris WILLIAMS	Morgan +8						
<u>Fastest Lap</u>										
	1	MCA	Keith AHLERS	Morgan +8					1:15.43	9 93.16
	54	MCB	Peter HORSMAN	Morgan +8					1:19.53	3 88.36
	50	MCC	Paul BURRY	Morgan +8					1:22.19	4 85.50
	17	MCD	Jack BELLINGER	Morgan +8					1:27.65	5 80.17
	11	MCE	David JAMES	Morgan +4					1:33.43	9 75.21

The Three Moss-keteers at the Top Hat Summer Historic Race Festival

Donington, Monday 5 May.

An early start for what was a sunny, but windy, day. The paddock was full of fabulous machinery and a very mixed bunch of 31 British sports cars lined up for scrutineering at 8am. The three Morgan representatives and Moss box contenders, Peter Horsman, James Paterson and Chas Windridge had arrived on Sunday and had spent the evening earnestly discussing race strategy over that most traditional of English meals, a curry (and possibly the merest smidgen of beer).

In practice it was hard to tell who in the field was going quickly as all the Moss boxes were lapping in the 1m 25s or 26s. When the sheet came back, James was on pole next to an Elva Mk7S (which is stretching the description of a

British sports car rather too far in the opinion of most), with a Lotus Super 7 and Peter Horsman on the 2nd row, then a TR6 and a Marcos in front of Chas.

At the start the Elva got ahead (it was clearly quicker in a straight line than the Plus 8) and had pulled out a small lead by Redgate. However some timidity on the part of the Elva's driver meant that James was all over him on the corners, more often sideways than forward it has to be said. Speaking from experience a red, yellow and aluminium car takes up a lot of mirror when you are looking at the doors ... The commentators were getting very excited by the fact that the Elva hadn't just driven off into the distance as it should have on

paper. Instead it was a continuous process of the Elva being hounded by Noddy into making various little mistakes under braking and on the corners. The Elva's superior speed meant that he could just pull away on the straights and even after James outbraked him into the Esses once, the Elva was back in front by Redgate. However, on about the 7th lap, they came across a gaggle of back markers after the Old Hairpin; the Elva went left, the back markers went left and James went right. He managed to pull out a lead this time and was maintaining it when 2 laps later he found his tyres had gone off after all the sideways excitement of chasing the Elva, and he followed them. Finding no front end grip entering Goddards he went straight on and into the gravel - luckily his speed was such that he could plough out the other side but this allowed the Elva, the Lotus 7 and Peter H to get in front.

James and Peter then got ahead of the 7 and proceeded to have a tussle which the commentators likened to the Keith Ahlers/Rick Lloyd battles. After a few desperate late-braking manoeuvres by

both at the Esses (where one would enter first, only to find the other leaving first), James finally got past and then Peter's brakes gave up on him so that he overshot, falling back some distance and behind the Lotus again.

Chas meanwhile was motoring on rather more sedately than he would have liked. After a few laps his Moss gearbox had lost 2 gears and he had to do a Schumacher and go round in top. Although he had managed to get ahead of the Marcos, he then waved him through but ended up just a second behind him on the line. Over-generous to the opposition perhaps.

The final order was Elva 1st, James 2nd, Peter 4th and Chas 6th.

PS. Peter was worried that his brakes weren't working as they should, so Jack opened up the nearside rear. On doing so some shrivelled pieces of charcoal that were once linings fell out - all the metal parts were a sort of snowy white colour and the springs had decambered. *'They may have got a bit hot Peter ...'*

Chris Acklam



Race photos

This year we are very fortunate to have Ian Gillett coming to most, possibly all, of the rounds to photograph our races and practice.

He is a friend of Leigh and a keen amateur photographer with a very impressive digital camera setup. He uses a Canon EOS 1D with a 500 mm f4 telephoto lens with a 1.4 teleconverter, giving an overall focal length of 700 mm. The capture area of the digital camera is smaller than that for 35 mm film cameras so there is another magnification factor of around 1.3, making an overall equivalent focal length (compared to 35 mm) of over 900 mm (equivalent to 18x binoculars).

He took many of the photographs used in this year's calendar. I will post a summary of his shots at each round on MogSport.net (under Gallery), so if you want any A4 or A3 prints just email him.

Chris Acklam

Spa pics from Alex Green



Isn't that just typical?

One person gets to clean the car, then the other gets to pose in front when the pics are taken (and drive in the race).

Mrs Burry doing the hard work with Paul taking the glory ... (along with Andy on the left and Leigh on the right).

See full report on Spa overleaf.



Spa Francorchamps 2-4 May, 2003

Much had happened in the world recently. It had survived yet another war, but continued to do battle with SARS and Capital cities had dusted themselves down after the May Day demonstrations. We however, had been invited back to compete in the Royal Auto Union Classic meeting, at Spa Francorchamp, in the beautiful Ardenne forests of Belgium. Our events were organised by the MG Car club and consisted of the 'Euro Triumph and MG Challenge' for British Sportscars, a half hour race featured MG, Jaguar, TVR, Triumph, Austin Healey, Cobra, Porsche (British ?) and of course Morgan cars, and the 'Endurance Sports, GT and Saloons' races which were two 90 minute races for one or two drivers.

There were rumours that this year could be the last in its present format, as regulations might require drivers to hold an International race licence in order to compete in future, whereas up until now they have been able to race with just a national A licence. Is this yet another knife in the back of club motorsport ?

Those who were determined to up hold the Morgan tradition this year were our organiser and mentor Peter Sargeant and wife Sara, Andy and Alex Green, Leigh Sebba, Kelvin Laidlaw, James Edgerton with co-driver John Dutton, Paul Burry and yours truly, Liz, his wife. There were also two German Morgans competing; Reiner Vierling who has joined us before in his Plus Eight, and a new face to us, Huberton Carl in a right hand drive Plus Four, very smart. Chris Williams was meant to be competing in his class A plus Eight, but a rather major problem at Snetterton the previous Sunday put a stop to that. However, it didn't put a stop to him, his wife Janice and son Charlie joining us for the weekend

before taking part in a track day at the circuit on the following Monday, booked as compensation. They were driving a very smart BMW M3, which I believe belonged to Janice, so of course she would be getting a drive as well! She had never driven on a race circuit before. Spa is one heck of an introduction !

So it was that only a few of us crossed, on or under, the channel on the very early Friday morning before the weekend of racing. There had been predictably mixed messages regarding the weather. So having packed accordingly and secure in the knowledge that we could survive anything the good Lord chose to chuck at us, we headed off into a rather gloomy 5.30 am morning.

The sun, however, started to peer through the clouds before too long, and things definitely looked promising by the time we arrived in Calais, where, as ordered, the sun was shining brightly. The anticipation of a weekend of racing and good company never fails to excite us, and off we set.

Then we got the phone call. Peter and Sara Sargeant had had an accident. Suddenly the sun wasn't shining quite so brightly. Unusually for Sarge, he had decided to trailer the Morgan down rather than drive all the way which is his normal mode. A tyre on the trailer had burst and set it snaking, which in turn affected the handling of the Discovery tow car. They came to grief into the central reservation, which flipped them onto their side.

Although, miraculously, no one else was involved, the accident closed the Calais/Dunkirk stretch of the motorway for a couple of hours. Damage to the Disco, Morgan and trailer was quite extensive, but most importantly, neither Sara nor Peter were badly hurt.

The miracle of mobile phones enabled us all to keep in touch, during what must have been a very distressing time for Sara and Peter, but it wasn't until later we heard that, in 'true grit' style, they decided to continue down to Spa. At this point, I would like to congratulate Sara for her support of Peter, as quite naturally she just felt like going home. We, quite selfishly, were glad that they decided to join us, as it just wouldn't have been the same without them.

Whilst Sara and Peter were negotiating the road accident system 'en France' the rest of us were heading for the paddock at the circuit. Leigh, having crossed the Channel as a submariner, naturally arrived first. Unlike other years, we found ourselves in the internal paddock with everyone else, and in true colonial fashion Leigh managed to 'annex' a goodly portion as the Morgan Paddock, which was just as well, as the Greens had come prepared with their covered trailer and a natty 'e-z-up' awning, which became Campaign headquarters for the weekend. The only downside to the chosen position became apparent as the weekend unfolded. Radio

Francorchamp was well and truly on air, and our slot in the paddock was directly under one of the large speakers. Why is it that Les Continentals have such an individual taste in music?

One by one we all arrived and cars were either off-loaded from trailers, or unpacked, in the case of Kelvin's, who as usual had driven down. He was also to have been co-driver in Sarge's car for the Enduro race which of course was not now possible, so being ahead of the game he proposed to the organisers that they swap cars, which thankfully everyone agreed to. This meant that Sarge would at least get a drive at what is one of his favourite events.

Three smart Morgans (Leigh had managed to get his 'done' earlier) were set ready for scrutineering which is always a bit of a lottery at Spa, and true to form the wait became, how do you say, long. So long that the call for the drivers meeting came before there was even a sniff of an official, so Alex and I agreed to stay with the cars in case a scrutineer should wander by. We nearly missed him but one was sighted, captured, and after a chat and a joke, we managed to secure the relevant stickers for the cars. Les Pilots returned from the meeting, and after tucking the cars up for the night, we retired to our favourite hotel Le Beau Site (which it is) for a shower, dinner, and a couple of glasses of squash !

One name missing from the usual suspects at this event, was Keith Ahlers. This year is proving to be a very busy one for him, as he is competing in the GT championship with Rob Wells, in the Libra Motive prepared Aero 8, which unfortunately means that he will only be able to fit in about four of the Challenge Series races. However, it was a four hour race at the Nurburgring on the Saturday



l to r: The Plus 8s of Andy Green, Paul Burry, Leigh Sebba and Kelvin Laidlaw

that stopped him from competing at Spa, though it didn't stop him and his wife Sue, from joining us for dinner on the Friday night. Once Peter and Sara arrived later after their gruelling day, we were a full complement around the table.

On arrival at the hotel, we had been warned that the forecast was for high winds during the night. Belgian weathermen aren't like ours. They were right! The hotel is perched high on a hill with magnificent views, and I can report that even after a major storm of winds and lashing rain, it amazingly remains so! What was the 'morrow to bring we all thought.

The Saturday morning sky was a mixed affair with endless weather possibilities. Thoughts were of the day ahead, and one by one we all set off for the circuit and the early Enduro race practice. Team Williams had been in various discussions regarding re-fuelling roles during the Enduro race, and were stoically present among those leaving early, but with the prospect of returning to the cosy hotel after the practice, along with Sarge, to join Sara and Janice for breakfast. Alex put the kettle on in the paddock for the rest of us!

In the Enduro race, the cars can either be single drives, as in the case of Andy, or shared, as with Kelvin and Sarge in Kelvin's car, Leigh and Paul driving Leigh's car, and John and James in James's car. Practice passed without any problems, and before we knew it, everyone was back in their respective paddock positions, and the wait began for the Euro race practice. Alex put the kettle on again.

Now we all know that each driver takes great care, and spends long hours (well Paul does) working on their cars at home, but it doesn't stop the fettling that is always a vital part of paddock life, so naturally wheels were whisked off, and men inspected the

undersides of any car they could find. I even went in search of water, and washed Paul's! The sun was winning the battle with the clouds, and the memories of last year, when we ran the risk of flood and frostbite, faded rapidly.

One thing that Belgium is famed for, is chips with mayo. Now they are really yummy, but this is 2003, and racing drivers don't eat junk food anymore. So Alex and I went in search of wholesome foods in the town. We found some, but bought a sticky tart as well. After all, there is only so much one can do when faced with such temptation! After nourishment, it was time for the Euro practice which resulted in there being a wide spread of Morgans through the field, led predictably by James Edgerton's class A car. There were no great dramas during the practice, other than Paul managing a sub three minute lap; yes, it is a very long circuit, and one can almost be forgiven for missing the cars as they whiz past the pits! Waiting that long between laps can result in some serious chats with mates. The wait for the Enduro race was quite long as well, as it was scheduled to run at 6pm, but endless discussions about fuel, and positioning in the pits, not to mention the sartorial requirements of re-fuellers, filled the otherwise empty void. Oh yes, and Alex put the kettle on!

At last we were nearing the start of the race. We knew this because our loudspeaker would play 'ere we go' every time a race was due, and I mean, every time; and predictably, 'we are the champions' at the end, - every time! There were two parts to the Enduro race. The optional second part was to be run the next morning early, I'm sure that wasn't the only reason why all the Morgans gave it a miss! All the 'teams' seemed set for the off, and with tactics discussed the race proceeded. The refuelling area was out of sight of the pits which was a

little unnerving, but apart from a misunderstanding between Team Green and his crew, where they didn't seem to be functioning in the same time zone, all went well with the usual action packed race to keep us entertained. Of the Morgans Andy triumphed coming eighth in the 'Classic' section of the race, followed by Leigh and Paul, Kelvin and Sarge and Reiner. The boys said that it was great fun as also circulating at the same time in the 'Historic' category were a Lola T70, Chevron B8 and B16s, Elvas, a GT40, E Types etc. etc..

There tends to be a conflict of interests when the races start late in the day as this did. Part of one wants to enjoy the excitement of the race, and the other part wants to get back to the hotel, soak in a hot bath, and get down to the bar (sorry, meant the restaurant).

Saturday evening tends to be the 'official' dinner of the weekend, so once we had been served the delicious meal and before the early start and fresh air took effect, we had a little prize giving. Earlier in the day, Alex and I had seen Leigh entering the impressively stocked model shop in the nearby town, and quite naturally thought he must have been a keen enthusiast. In fact he had been thinking up the theme for the awards that night. Everyone, including Sara and Peter, were highly amused when he awarded them their prize. A replacement tow 'rig' consisting of a Lada (couldn't find a Disco, but surely he could have found something else!) towing a Morgan secured on to the trailer with a rubber band! Someone suggested that the rubber band might have been a valuable addition to the real trailer! Theirs was not the only award. Andy has a hankering for a camper-van, - or is that a motor home I mean! Anyway, he got a VW camper-van. Eat your heart out Craig! I think the 'e-z-up' will have to have a few more outings!

Sunday breakfast was a much more civilised affair, and afterwards we all went off to do different things for an hour or two, in what was now a beautiful sunny morning. The paddock seemed very empty when we arrived, as many of the other drivers had completed their drives and were packing up. It gave the impression that the weekend was over already, but we all felt better as soon as Alex put the kettle on! We were soon joined by Janice, Chris and Charlie, along with Peter and Sara, who was by all accounts steadily turning all shades of blue and magenta, as a result of her coming together with the interior of the Disco.

It wasn't long before we heard 'ere we go', and so we found our favoured viewing spots, and settled down for a good race. The weather was perfect; any yellow flags were fortunately shown for the minimum time; and with Messrs Sebba and Laidlaw having a rather cosy dice (it could have been a Challenge race) everyone had what looked like a great drive. James Edgerton won the top step on the rostrum after the late demise of the RAM Cobra, Paul was sixth after a race long dice with a TVR Griffith and a Lister Jaguar, Andy eighth, Kelvin fifteenth, Leigh half a second behind in sixteenth and our German friends nineteenth and twenty first. With a field of 34 cars this was an extremely strong showing.

This is easily one of the best weekends we spend when racing. The hotel is ideal, with delicious food, good management and a view difficult to match in some of the most beautiful countryside in Europe, and the circuit at Spa is superb. Let's hope that future regulations don't squeeze out the chaps that just want to go racing abroad on the odd occasion. Here's to next year!

Liz Burry, May, 2003
