



The *Unofficial* Race Series Newsletter

CLASSIC ROCK

Rockingham 25th May 2003

The massive Rockingham stands loomed into view framed against the early morning clouds as we turned the corner past the electricity generating station. Not the most picturesque approach to a race circuit in the world... The notice on the tunnel under the track to get to the inner paddock is slightly off-putting too, with its warning about exhaust fume build up. However, the select group of Morgan drivers was gathered in friendly proximity close to the entrance. Also conveniently placed for the greasy spoon trailer, the sweet stall, the loos and the underpass to the main stand – what more could one want?

Those who had tested on Friday or delivered their cars on Saturday had claimed some garages – those who were outside were gazing quizzically at the sky and having some confidence that the weather was set reasonably fair (promises of showers later in the afternoon). There was much conversation about the direction of the wind, whether approaching clouds were rain-bearing or not, with those who had attended last year remembering with horror the long wait in the collecting area in heavy rain. The first casualty of the day was disposed of – Leigh had arrived with a small bird spread-eagled onto his tow-car radiator grill. After some difficulty disentangling it, its final resting place was a paddock rubbish bin.

Everything seemed to be starting very slowly, with no noise of the first practice at the appointed time and then smashed and broken down cars having to be recovered from each of the practices before ours. It gave many of us the chance to welcome race newcomer Richard Plant who had indulged in track days and been tempted into racing. He promised us that his wife and family would join us later as well.

So – they were running over half an hour behind before the 15 Morgans were called to the new collecting area behind race control. The entry had been notified as 14, but a lucky outcome of the change of race day from Saturday to Sunday was that Jack Bellinger was a late entrant – though this was a loss to the Ahlers/Wells Aero team at Silverstone, as he had been going to assist Billy there with refuelling. Lots of people were at Rockingham for the first time and feeling fairly apprehensive about the banked track and the close proximity of the concrete wall. As the previous practice was red-flagged early, there were mobile phone calls from Helen on the roof above the pit straight to Chas in the collecting area warning about an oil drop on the racing line around the approach corner. If you cannot hear the tannoy it helps to have a private information system!

Compared with other entries we had an uneventful practice. No damage to anyone but the reports from the field still sounded fairly lively. Tim Bryan, recovered

from his expired engine at Donington and having a nice new one, found the banking had similarities with Colditz. Andy Green caused most excitement when he took out a post at the chicane, scattering bits of broken bollard over Jack who was alongside him. Andy said that his brakes were a bit soft but he was otherwise happy – debris behind is of no worry... Rick and several others reported a slippery track, not just where Helen had reported it. Simon commented on oil on the first corner and saved his best laps until the end. Leigh knew that the oil wasn't his as he had rerouted from his missing oil catch tank to the windscreen washer bottle. He felt his testing on Friday paid off. Worryingly, Philip Goddard didn't notice any oil at all, but had noticed that Mary had a new bumper and wondered "Why?"

Many people were trying to find their way around by following others:

Paul let James past and then followed him, observing him "twitching" through the infield [Ed: and what about the car...?]. James was following Andy until the incident with the post – he could take the chicane flat out, but hated the hairpin which stuffed his brakes and he thought undrivable. He described the infield as "a go-cart track" – hence the twitching? Chris Dady also found the infield confusing (and the banking terrifying). Jack was learning the circuit following Mary until she lost it on the grass at the hairpin, when her car didn't turn in as Rick

2003 Championship after Round 3

Class A

Rick Lloyd	27
Keith Ahlers	22
Philip McKelvey	10
Tim Bryan	8
Adam Jones	6
Matthew Wurr	6

Class B

James Paterson	27
Peter Horsman	22
Chris Acklam	14
Peter Sargeant	10
Phil Hollins	8
James Bellinger	1

Class C

Paul Burry	33
Simon Orebi Gann	22
Chris Dady	14
Leigh Sebba	12
Andy Green	4

Class D

Phil Goddard	24
Jack Bellinger	22
Mary Lindsay	18
Kelvin Laidlaw	11

Class E

David James	12
Adrian van der Kroft	9

overtook them both. Jack learned how not to go round that corner – he found it generally strange going round the wrong way and suffered from a loss of his transponder signal (analysed in the paddock as a victim of his magnetic personality).

Meanwhile, Philip McElvey was following Jack – and saw more of his side numbers than his registration as Jack slid round. Jack, you have a wonderful profile – "it was a superb sight!" Once he concentrated on his own lines

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Philip was able to produce a reasonable lap time. Richard, on his first outing, followed Leigh to get the lines – he knew that Leigh had tested on Friday. He had a spin on the “bendy bit” and backed off on the oily corner that Mary said made the car skate across, but thoroughly enjoyed himself. Philip Goddard was following Chris Dady – “a smooth driver” but found the concrete wall both concentrated the mind and was distracting at the same time ...

Two other drivers did their own things, with Phil Hollins enjoying the dry weather in contrast to last year and Peter Horsman trying a variety of routes around the chicane until he found the right one for him. He also learned how to be comfortable with the banking by settling the car before putting power down. Settled and unsettled though the cars and drivers were, it was to be 3 hours and a few drops of rain before they were put to the real test.

Race 3 arrived after a shortened lunch time and several car recoveries from Races 1 and 2. We were off! Rick Lloyd was on pole and beat off Peter Horsman’s challenge into the first corner. James followed them into the corner ahead of the rest of the excitement. Behind him Paul and Andy went into the first corner together with Andy on the inside coming out ahead. Simon was held up slightly at the start by Phil Hollins giving Leigh a chance to get away

from him, but Jack had a brilliant start passing Chris Dady, Simon, Leigh and Philip G using the inside line into the hairpin. Simon had got past Leigh again at the same point, then Philip Goddard passed both of them, Jack and Chris, plus Phil Hollins coming out of the hairpin. Tim, Philip McElvey, Mary and Richard were sensibly staying out of all this, maintaining their positions and their dignity.

At the third bend there was the only coming together of the race when Andy appeared to try to kiss James’ behind [Ed: *perhaps you should rephrase this*] and acquired a neat hole in his oil cooler for his efforts. James referred to it as “an exciting nudge from Class C.” Andy spilled oil which was most interesting for him as he went off on it onto the grass and came to rest facing the road he had left, but he also contributed to various learning experiences for others. Paul felt his car go loose and then realised it was Andy’s oil; Simon nearly went off but got back past Jack; Phil H thought he had 2 flat tyres for a couple of laps, then he finally realised it was oil; and Mary visited the grass a couple of times courtesy of the excess grease.

With Andy out and the field spreading there were some lonely races up front but in the second lap Simon caught up with and passed Phil H and Philip G and then the two of them changed position. Chris quickly retook Leigh and Jack and then in Lap 3 he

was past Phil Goddard to regain his grid position. Richard astounded all the spectators (and, I suspect, himself) by overtaking Leigh and Jack at the end of the pit straight on the inside into the corner. Next time round he tried to repeat the trick, getting past Philip G in the same place. But then he lost it on the chicane, span, took out some posts and lifted his bonnet. (He had removed the straps and not put on secondary fastenings!!!) An early, honourable, retirement to assess damage. Chris D passed Phil H on that same fourth lap.

It was about now that Philip McElvey, after his good start, says he decided to have 40 winks (or lose concentration?) Over the next 3 laps he lost 3 places to Simon, Chris and Phil H. Loss of concentration was also a problem for Philip Goddard who got over-excited at the end of the straight going into the hairpin in Lap 5 and destroyed even more bollards as he went off. (Serena, do we get charged for all this damage?) Philip returned to the track but Jack took advantage of the situation – well he would wouldn’t he? And then the next lap, Leigh passed Philip G too, and went racing after Jack. In Lap 9 he caught him and passed him – a rightful end to Leigh’s “honorary Class D clash.”

Positions were then maintained for the remainder of the eventual 13 laps with Mary being heartily relieved to be lapped by Rick before

she had to go round yet again. Rick won and, although he was heard to bemoan the absence of Ahlers, he admitted he was happy to receive the winner’s garland. Peter stayed in 2nd place throughout and won Class B, though his car was not pulling properly under half throttle and James started to catch him towards the end. Paul easily won Class C, making ground on James in Class B before the end, and Jack won Class D. Philip G celebrated the end of the race by watching his son, Jacobee, setting off the fire extinguisher in the foot well of his car – but it soon dried out in the warm dry day. And Tim, who had avoided the Andy fracas and then driven steadily and fast enough to end in the same place he had started, was happy to finish a race for the first time this season – 2nd in Class A.

The sadness about Rockingham is that, in spite of its good facilities and being reasonable to reach from much of the country the following comments were heard at the end of the day: “My least favourite circuit”, “Not impressed with it”, “Go-Kart Track”, “Didn’t like it”. Is this because it tries to be all things to all people and succeeds in none of them? Could it be reconstructed to make it more interesting?

Answers on a postcard please to the Editor...

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

Lap chart

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5			Lap 6		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
2		1:16.408	2		1:19.016	2		1:17.497	2		1:15.726	2		1:16.160	2		1:15.717
54	3.275	1:19.683	54	3.057	1:18.798	54	5.285	1:19.725	54	9.051	1:19.492	54	11.499	1:18.608	54	14.620	1:18.838
21	3.776	1:20.184	21	5.838	1:21.078	21	8.122	1:19.781	21	14.241	1:21.845	21	18.119	1:20.038	21	22.133	1:19.731
50	6.672	1:23.080	50	10.059	1:22.403	50	13.801	1:21.239	50	19.129	1:21.054	50	24.326	1:21.357	50	28.343	1:19.734
56	8.617	1:25.025	56	11.935	1:22.334	56	17.230	1:22.792	56	24.231	1:22.727	56	32.117	1:24.046	56	39.690	1:23.290
55	9.987	1:26.395	55	14.383	1:23.412	55	21.995	1:25.109	55	35.465	1:29.196	39	46.533	1:23.585	39	53.020	1:22.204
49	14.740	1:31.148	39	21.666	1:25.467	39	30.499	1:26.330	39	39.108	1:24.335	55	47.300	1:27.995	53	56.013	1:24.153
69	14.857	1:31.265	69	24.035	1:28.194	69	31.184	1:24.646	53	39.850	1:23.864	53	47.577	1:23.887	55	59.215	1:27.632
39	15.215	1:31.623	49	24.136	1:28.412	53	31.712	1:24.639	69	40.112	1:24.654	69	47.911	1:23.959	69	59.421	1:27.227
53	15.967	1:32.375	53	24.570	1:27.619	49	34.550	1:27.911	49	46.863	1:28.039	49	57.652	1:26.949	17	1:08.233	1:26.268
17	15.997	1:32.405	17	25.070	1:28.089	16	34.691	1:25.998	17	46.953	1:27.609	17	57.682	1:26.889	31	1:10.432	1:28.094
31	16.575	1:32.983	31	25.801	1:28.242	17	35.070	1:27.497	31	47.487	1:27.241	31	58.055	1:26.728	49	1:11.771	1:29.836
16	16.956	1:33.364	16	26.190	1:28.250	31	35.972	1:27.668	7	57.485	1:31.567	7	1:11.854	1:30.529			
7	18.802	1:35.210	7	28.800	1:29.014	7	41.644	1:30.341									

Circuit	Rockingham			Length	1.62 miles			Race 3 Rockingham				
Date	25-May-03			Weather/track	Cloudy/Dry							
PRACTICE				Time	Behind							
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph			
1	2	A	Rick Lloyd	+8	1:15.771	10		123.87	76.97			
2	54	B	Peter Horsman	+8	1:17.473	10	1.702	121.15	75.28			
3	21	B	James Paterson	+8	1:18.794	10	3.023	119.12	74.02			
4	50	C	Paul Burry	+8	1:19.120	10	3.349	118.63	73.71			
5	45	C	Andy Green	+8	1:19.976	10	4.205	117.36	72.92			
6	56	A	Tim Bryan	+8	1:21.556	9	5.785	115.08	71.51			
7	55	A	Philip McKelvey	+8	1:22.374	9	6.603	113.94	70.80			
8	69	B	Phil Hollins	+8	1:22.527	9	6.756	113.73	70.67			
9	31	C	Leigh Sebba	+8	1:22.566	9	6.795	113.68	70.63			
10	39	C	Simon Orebi Gann	+8	1:22.595	9	6.824	113.64	70.61			
11	53	C	Chris Dady	+8	1:24.221	9	8.450	111.44	69.25			
12	49	D	Philip Goddard	+8	1:25.627	9	9.856	109.61	68.11			
13	17	D	Jack Bellinger	+8	1:26.005	9	10.234	109.13	67.81			
14	16	A	Richard Plant	+8	1:26.076	5	10.305	109.04	67.75			
15	7	D	Mary Lindsay	+8	1:30.182	8	14.411	104.08	64.67			
RACE				Race time	Behind					Best		
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph	lap	kph	mph
1	2	A	Rick Lloyd	+8	16:38.938	13		122.14	75.90	1:15.717	123.96	77.02
2	54	B	Peter Horsman	+8	17:15.567	13	36.629	117.82	73.21	1:18.608	119.40	74.19
3	21	B	James Paterson	+8	17:15.902	13	36.964	117.79	73.19	1:18.455	119.63	74.34
4	50	C	Paul Burry	+8	17:28.415	13	49.477	116.38	72.31	1:19.595	117.92	73.27
5	56	A	Tim Bryan	+8	17:57.576	13	18.638	113.23	70.36	1:21.597	115.02	71.47
6	39	C	Simon Orebi Gann	+8	16:51.000	12	1 lap	111.40	69.22	1:22.142	114.26	71.00
7	53	C	Chris Dady	+8	17:02.374	12	1 lap	110.16	68.45	1:22.656	113.55	70.56
8	69	B	Phil Hollins	+8	17:03.474	12	1 lap	110.05	68.38	1:22.045	114.40	71.08
9	55	A	Philip McKelvey	+8	17:15.296	12	1 lap	108.79	67.60	1:23.412	112.52	69.92
10	31	C	Leigh Sebba	+8	17:15.696	12	1 lap	108.75	67.57	1:23.085	112.96	70.19
11	17	D	Jack Bellinger	+8	17:20.957	12	1 lap	108.20	67.23	1:24.710	110.80	68.85
12	49	D	Philip Goddard	+8	17:29.765	12	1 lap	107.29	66.67	1:25.672	109.55	68.07
13	7	D	Mary Lindsay	+8	16:39.298	11	2 laps	103.32	64.20	1:29.014	105.44	65.52
Not classified												
28	A		Richard Plant	+8	4:27.612	3	dnf	105.22	65.38	1:25.998	109.14	67.82
28	A		Andy Green	+8	0:00.000	0	dnf					
Fastest laps				(mins: secs)	kph			mph				
A			Rick Lloyd	+8	1:15.717	6	123.96	77.02	New lap record			
B			James Paterson	+8	1:18.455	12	119.63	74.34	New lap record			
C			Paul Burry	+8	1:19.595	7	117.92	73.27	New lap record			
D			Jack Bellinger	+8	1:24.710	11	110.80	68.85	New lap record			
E			n/a									
Existing Lap Records				(mins: secs)	kph			mph				
25-May-02	A		Keith Ahlers	+8	1:27.043		107.83	67.00				
25-May-02	B		Peter Horsman	+8	1:26.210		108.87	67.65				
25-May-02	C		Paul Burry	+8	1:29.034		105.42	65.50				
25-May-02	D		Rob Wells	+8	1:32.716		101.23	62.90				
25-May-02	E		David James	+4	1:38.849		94.95	59.00				

Lap 7			Lap 8			Lap 9			Lap 10			Lap 11			Lap 12			Lap 13		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
2		1:17.111	2		1:17.939	2		1:16.326	2		1:16.528	2		1:16.085	2		1:17.262	2		1:17.163
7	1 LAP	1:30.683	31	1 LAP	1:24.997	17	1 LAP	1:25.524	69	1 LAP	1:25.426	39	1 LAP	1:23.095	39	1 LAP	1:23.460	7	2 LAPS	1:30.839
54	16.783	1:19.274	49	1 LAP	1:26.224	31	1 LAP	1:23.790	55	1 LAP	1:26.486	53	1 LAP	1:25.658	53	1 LAP	1:24.687	39	1 LAP	1:22.494
21	24.046	1:19.024	54	20.181	1:21.337	49	1 LAP	1:25.740	31	1 LAP	1:24.794	69	1 LAP	1:23.950	69	1 LAP	1:22.519	53	1 LAP	1:25.493
50	30.827	1:19.595	7	1 LAP	1:30.118	54	24.513	1:20.658	17	1 LAP	1:25.710	55	1 LAP	1:25.673	55	1 LAP	1:25.875	69	1 LAP	1:22.045
56	45.638	1:23.059	21	25.271	1:19.164	21	28.551	1:19.606	49	1 LAP	1:25.672	31	1 LAP	1:24.349	31	1 LAP	1:23.725	55	1 LAP	1:25.762
39	58.783	1:22.874	50	33.228	1:20.340	7	1 LAP	1:29.977	54	27.679	1:19.694	17	1 LAP	1:26.330	54	33.791	1:20.286	54	36.629	1:20.001
53	1:01.558	1:22.656	56	50.636	1:22.937	50	36.875	1:19.973	21	30.788	1:18.765	54	30.767	1:19.173	17	1 LAP	1:24.710	31	1 LAP	1:23.085
69	1:07.431	1:25.121	39	1:03.740	1:22.896	56	57.023	1:22.713	50	40.269	1:19.922	49	1 LAP	1:26.422	21	35.508	1:18.455	21	36.964	1:18.619
55	1:09.290	1:27.186	53	1:07.422	1:23.803	39	1:09.556	1:22.142	7	1 LAP	1:30.378	21	34.315	1:19.612	49	1 LAP	1:26.272	17	1 LAP	1:25.167
17	1:15.881	1:24.759	69	1:13.960	1:24.468	53	1:14.636	1:23.540	56	1:02.937	1:22.442	50	43.788	1:19.604	50	46.383	1:19.857	50	49.477	1:20.257
			55	1:15.926	1:24.575							7	1 LAP	1:30.642	56	1:12.968	1:21.597	49	1 LAP	1:27.140
												56	1:08.633	1:21.781				56	1:18.638	1:22.833

Sunny, Timeless, Saturday

Oulton Park 21st June 2003

As Morgan drivers converged on Cheshire on Friday, some for testing, some to deposit their cars for race day the weather was dry and sunny but cool. After all those hot sunny days were we to be deprived of our shorts yet again? Those testing had one or two alarms. Chris Dady reappeared in the paddock very quickly as he had discovered how to go faster – stick your foot and the accelerator pedal to the floor with chewing gum. A little application of a petrol soaked rag and his footwear and car were soon as clean as Singapore. Paul Burry had to resort to a more expensive solution. He had been carefully bedding in his brakes and then went out for some flying laps. More flying than planned, as he finished unexpectedly in a welcoming gravel trap. As he returned to the paddock Liz was moved to reach for the fire extinguisher – smoke was pouring from the rear nearside wheel. When cool enough to touch, the wheel drum revealed charcoal brake pads – a recurring theme for some drivers this weekend. (It was interesting for an impartial observer to listen to Brian Gateson's comments about drivers with heavy right feet as he dealt with the dust from the disintegrated pads. Those of you concerned know to whom he is referring.....)

General advice to all was that Oulton is hard on brakes so try to use them less!

Race day dawned fine and dry, a real contrast with last year when we drove through fog to the circuit and the rain rained all day. A consequence of the clear skies was that Andy Green and son reported a very cold night in a tent in the paddock. Normal chaos as drivers gathered and headed for signing on and scrutineering. Several people were entered in additional races and confusion reigned as races were amalgamated and retimed. Further excitement as it was discovered that the timing system was non-functional and there was no back-up. An emergency phone call to Serena and Mark warned them that a "derived grid" would probably be necessary. This delayed their arrival at the circuit as they were already touring the leafy lanes of Cheshire trying to find a signpost saying Oulton and the extra distraction from map-reading did not help.

Scrutineering provided additional consternation, some of which lasted throughout the morning (and into the afternoon). Philip Goddard was found to have holes in his head (I thought all racing drivers had those?) – or rather the front of his helmet, where rivets were missing –

but they let him proceed to practice. More seriously 3 cars failed the noise test. We all expected that Rick Lloyd would be one of them but he boasted that he was 101.6 before practice and 104.6 afterwards (what he blown out in the 15 minutes allowed?) Simon McDermott, Adam Jones and Tim Bryan were the culprits. Simon had the most serious problem with a score of 117 (105 is the limit) but he was able to solve this with judicious packing. Adam and Tim were only a couple of points over but found it difficult to get below the limit. Tim managed it and was allowed out to practise but Adam, despite carrying bags of what looked to me like roof insulation around the paddock, failed to achieve the required level. He missed it by only 1 dB but was not allowed out into another practice and went home, understandably very fed up.

And so to practice. In Class A, Rick and Simon McD were well ahead and both enjoyed the fine weather, though Simon was losing fuel pressure and cutting out occasionally and Rick enjoyed a sideways view of Old Hall. Their times were very similar so a good race was in prospect. Richard Plant was busy learning the full circuit which he had never driven before, but was revelling in his newly rebuilt rear suspension

2003 Championship after Round 4

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Philip McKelvey	10
Tim Bryan	14
Simon McDermott	8
Adam Jones	6
Matthew Wurr	6
Richard Plant	4

Class B

Peter Horsman	31
James Paterson	27
Chris Acklam	14
Phil Hollins	14
Peter Sargeant	10
James Bellinger	1

Class C

Paul Burry	43
Simon Orebi Gann	30
Chris Dady	18
Leigh Sebba	12
Andy Green	11

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Philip Goddard	32
Jack Bellinger	28
Kelvin Laidlaw	22
Mary Lindsay	18

Class E

David James	21
Adrian van der Kroft	9
Peter Sargeant	6

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time
2		1:59.588	2		1:53.937	2		1:53.553	2		1:53.681	2		1:53.511
6	4.648	2:04.236	6	6.739	1:56.028	6	9.236	1:56.050	6	13.009	1:57.454	6	17.614	1:58.116
54	5.756	2:05.344	54	10.127	1:58.308	54	15.232	1:58.658	54	20.125	1:58.574	54	23.991	1:57.377
50	8.409	2:07.997	50	16.172	2:01.700	50	25.691	2:03.072	50	33.772	2:01.762	50	41.607	2:01.346
39	10.642	2:10.230	39	18.811	2:02.106	39	27.144	2:01.886	45	34.423	2:00.388	39	43.179	2:00.741
45	11.199	2:10.787	45	19.098	2:01.836	45	27.716	2:02.171	39	35.949	2:02.486	45	44.089	2:03.177
56	11.833	2:11.421	56	21.412	2:03.516	56	29.438	2:01.579	56	37.768	2:02.011	56	46.984	2:02.727
69	16.510	2:16.098	53	28.693	2:05.280	53	40.808	2:05.668	53	53.882	2:06.755	53	1:06.088	2:05.717
53	17.350	2:16.938	69	29.893	2:07.320	69	41.948	2:05.608	69	54.521	2:06.254	69	1:06.710	2:05.700
49	18.389	2:17.977	71	35.000	2:10.002	71	51.557	2:10.110	71	1:06.890	2:09.014	71	1:22.542	2:09.163
71	18.935	2:18.523	49	35.294	2:10.842	49	52.373	2:10.632	49	1:08.342	2:09.650	49	1:24.744	2:09.913
17	20.021	2:19.609	17	36.022	2:09.938	17	52.785	2:10.316	17	1:08.782	2:09.678	17	1:25.261	2:09.990
16	20.932	2:20.520	16	36.610	2:09.615	16	53.753	2:10.696	16	1:09.699	2:09.627	16	1:26.329	2:10.141
11	25.494	2:25.082	11	48.205	2:16.648	11	1:13.046	2:18.394	11	1:38.079	2:18.714			
34	29.077	2:28.665	34	53.839	2:18.699	34	1:19.569	2:19.283	34	1:42.666	2:16.778			

(a result of his “off” at Rockingham). Tim enjoyed practice but unfortunately lost the caps off his exhaust on the first lap and was accused of removing them in the pit garage beforehand. He took issue with this, asked to see the Clerk of the Course and, after much debate (about 2 hours in total), was allowed to race and rushed off to rebuild his silencers.

The two drivers in Class B had varied experiences. Phil Hollings had only managed a half day of testing because he broke down on the M6 on the way up – this was his reason (excuse?) for a slowish practice. He was found to be a bit loud but was allowed out to race with 105.1 dB. Peter Horsman on the other hand was fastish. His first off was when he missed the apex at the 2nd chicane and span, and his second off was when he went straight on at Island instead of turning left. Once he discovered the correct route round, he was fine.

Class C had 4 entries. Chris Dady found that without the chewing gum holding his accelerator down he was slower than in testing but had no alarms and kept his brakes intact. Simon Orebi Gann found that his Astralap timer was not working consistently and after his 3rd 4 minute lap nearly missed the first corner by paying more attention to his read-out than where he was going. Andy Green had had a frustrating morning. His Grand Plan No 1 was to enter an earlier race and get

some laps in before the Morgan practice. This plan was stymied when the timing system did not work and they were brought in after only one lap. He adopted Grand Plan No 2 and followed Simon OG around (though not his line round the first corner) and tried not to overcook his brakes. Paul was determined to repeat his success in testing – but he bettered it. He got some fast laps in then noticed that his brake pedal was long again.... This time he had wrecked both back brakes. Soft shoes for the race, but would they last the course?

He was not alone. In Class D Kelvin Laidlaw was relaxed, but in the last couple of laps his brake pedal was reaching the floor and, having nearly gone off at Druids, he span at the chicane. I was there as he took off his brake drums and there were no linings left at all. Philip Goddard was slower than in testing because, having been off at Lodge on Friday, he calmed down – his brakes were OK. Jack Bellinger, of course, was having difficulty adapting to small winding circuits after his excursion at Le Mans. (If you want to know any more about Le Mans, just ask Jack, sit back and listen, and listen, and listen.)

David James had competition at last in Class E. Sadly it was because of Peter Sargeant’s accident on the way to Spa, but it was great to see two 4 cylinder cars out. Where are the rest of you? Peter found practice interesting as he

hadn’t been in the car for a year and it handles rather differently from the Plus 8. He decided that he would follow David around. Pity that David didn’t know the way round himself, though he knew how to conserve his brakes – drive most of it in 3rd!

If you remember, there were no timers. Well, there were of course, because Liz, Nick from BHM and I were on the pit wall, as were the Lloyd crew and various electronic timers. So Serena had lots of clues about the grid order, including “gentlemen’s agreements” in Classes D and E about speed order. Within class it was relatively easy to put people in order but overlapping the classes was more of a challenge. A grid was produced and distributed, with Rick on pole. We were down to 15 as Chris Williams was missing and Adam had been disqualified on noise. Lots more confusion before the Morgan race as announcements came about drivers’ briefings and amalgamation of races. Some of our drivers were in the immediately preceding race and so were being called and called to the collecting area while they were still refuelling (and probably replacing brakes) from the previous race.

At last, **The Start:**

Confused to say the least! Was there a green flag lap or not? Worryingly, Philip G said “Saw red lights so that means GO”. But loads of others didn’t, were surprised, thought they were going round again before the real thing – Boys, we’ve heard some excuses for poor starts in our time, but really.....!

There were mixed fortunes at the off. Rick got away well – but Simon McD applied too many revs and his rear tyres lit

up. Paul Burry and Peter Horsman got ahead of him into the first corner, surprising Rick seeing Peter alongside him. Peter took his proper place ahead of Paul and, at Knickerbrook, Simon McD flew past Peter to take, and then retain, 2nd overall. Andy had been confused about the green flag giving Simon OG and Tim the chance to get ahead of him. Tim was soon passed by Andy and then “had lots of fun on a lovely circuit having overcome the Witches of Cheshire.” (I think he means the noise men). Chris Dady had a normal start but as he backed off at the first corner Philip G got ahead. The 2 Philips had been waiting for green flags and going on red lights or whatever, but had lost places as Kelvin and Jack made headway. Kelvin’s start was good but Jack’s was “demon “ with a better line into the first corner. They both passed Richard Plant who knew he had the power but backed off to preserve his car... Both David and Peter S had poor starts but this did not affect their positions.

By the end of Lap 1 everyone was back in their original positions with the exception of Kelvin and Jack being ahead of Richard. Chris had passed Philip G at the Water Tower and Kelvin overtook Jack braking into Island Bend.

Lap 2 gave us some exciting overtaking. Chris Dady passed Phil H at Cascades but then dived with him for the whole of the rest of the race. Kelvin overtook Philip G at the 2nd chicane where he held the line and accelerated out well and kept ahead from then on. Class C then started a bit of a skirmish with Andy overtaking Simon OG on the inside at the hairpin and sitting on Paul’s bumper. When he tried to get past Paul on the grass at Lodge the next time round Simon OG took the opportunity to get back in front.

Lap 6			Lap 7			Lap 8		
No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time
2		1:53.982	2		1:53.434	2		1:55.094
11	1 Lap	2:18.200	6	26.892	1:58.926	49	1 Lap	2:09.759
34	1 Lap	2:17.886	54	33.551	1:59.381	17	1 Lap	2:10.142
6	21.400	1:57.768	11	1 Lap	2:18.649	16	1 Lap	2:11.228
54	27.604	1:57.595	34	1 Lap	2:22.250	6	30.021	1:58.223
50	49.170	2:01.545	50	56.927	2:01.191	54	35.860	1:57.403
39	50.541	2:01.344	39	58.088	2:00.981	11	1 Lap	2:17.100
45	51.212	2:01.105	45	58.546	2:00.768	50	1:02.685	2:00.852
56	56.113	2:03.111	56	1:06.816	2:04.137	39	1:04.610	2:01.616
53	1:17.658	2:05.552	53	1:30.280	2:06.056	45	1:04.931	2:01.479
69	1:18.166	2:05.438	69	1:30.885	2:06.153	34	1 Lap	2:20.648
71	1:37.797	2:09.237	71	1:54.576	2:10.213	56	1:16.372	2:04.650
49	1:41.114	2:10.352				53	1:39.901	2:04.715
17	1:42.009	2:10.730				69	1:40.454	2:04.663
16	1:42.303	2:09.956				71	2:12.621	2:13.139

<i>Circuit</i>	Oulton Park - Island				<i>Length</i>	2.692 miles		Race 4 Oulton Park - Island				
<i>Date</i>	21-Jun-03				<i>Weather/track</i>	Cloudy/Dry						
QUALIFYING												
<i>Pos</i>	<i>No</i>	<i>Class</i>	<i>Driver</i>	<i>Car</i>	<i>Time</i> (mins: secs)	<i>Laps</i>	<i>Behind</i> (secs)	<i>kph</i>	<i>mph</i>			
Timing fault - no times collected												
RACE					<i>Race time</i>	<i>Behind</i>				<i>Best lap</i>		
<i>Pos</i>	<i>No</i>	<i>Class</i>	<i>Driver</i>	<i>Car</i>	<i>(mins: secs)</i>	<i>Laps</i>	<i>(secs)</i>	<i>kph</i>	<i>mph</i>		<i>kph</i>	<i>mph</i>
1	2	A	Rick Lloyd	+8	15:16.780	8		136.10	84.57	1:53.434	137.49	85.43
2	6	A	Simon McDermott	+8	15:46.801	8	30.021	131.78	81.89	1:56.028	134.42	83.52
3	54	B	Peter Horsman	+8	15:52.640	8	35.860	130.97	81.38	1:57.377	132.88	82.56
4	50	C	Paul Burry	+8	16:19.465	8	1:02.685	127.39	79.16	2:00.852	129.05	80.19
5	39	C	Simon Orebi Gann	+8	16:21.390	8	1:04.610	127.14	79.00	2:00.741	129.17	80.26
6	45	C	Andy Green	+8	16:21.711	8	1:04.931	127.10	78.97	2:00.388	129.55	80.50
7	56	A	Tim Bryan	+8	16:33.152	8	1:16.372	125.63	78.06	2:01.579	128.28	79.71
8	53	C	Chris Dady	+8	16:56.681	8	1:39.901	122.72	76.26	2:04.715	125.06	77.71
9	69	B	Phil Hollins	+8	16:57.234	8	1:40.454	122.66	76.22	2:04.663	125.11	77.74
10	71	D	Kelvin Laidlaw	+8	17:29.401	8	2:12.621	118.90	73.88	2:09.014	120.89	75.12
11	49	D	Phil Goddard	+8	15:19.125	7	1 lap	118.78	73.81	2:09.650	120.30	74.75
12	17	D	Jack Bellinger	+8	15:20.403	7	1 lap	118.62	73.71	2:09.678	120.27	74.73
13	16	A	Richard Plant	+8	15:21.783	7	1 lap	118.44	73.59	2:09.615	120.33	74.77
14	11	E	David James	+4	16:12.787	7	1 lap	112.23	69.74	2:16.648	114.14	70.92
15	34	E	Peter Sargeant	+4	16:24.209	7	1 lap	110.93	68.93	2:16.778	114.03	70.85
Fastest laps					<i>(mins: secs)</i>	<i>on</i>	<i>kph</i>	<i>mph</i>				
	A		Rick Lloyd	+8	1:53.434	7	137.49	85.43	New lap record - circuit change			
	B		Peter Horsman	+8	1:57.377	5	132.88	82.56	New lap record - circuit change			
	C		Simon Orebi Gann	+8	2:00.741	5	129.17	80.26	New lap record - circuit change			
	D		Kelvin Laidlaw	+8	2:09.014	4	120.89	75.12	New lap record - circuit change			
	E		David James	+4	2:16.648	2	114.14	70.92	New lap record - circuit change			

From then on there was no further overtaking. Jan and I taking down the lap charts thought that Serena's grid had been far too good and made a boring race. But it was not boring at all. OK, at the front they got a bit spread out with Rick on his own clocking 1.53, lap after lap; Simon McD happily back in the Morgan fold with a car that works; Peter H finally finding the correct route through the double apex; and Paul conserving his brakes.

We also had Andy and Simon OG within spitting distance of each other and, in the last 2 laps Paul, with any one of the 3 of them the possible winner of Class C. Chris was having his own continuing battle with Phil H who was always with him. AND we had Philip G and Jack providing racing of the first order not only for the off-track spectators but also for Richard who was following them. "Brilliant

show" with Jack sliding all over the place, and very nearly past at Lodge except that Philip kept the right line ("Locked up" said Jack). Lots of grass involved but no change of position.

The gentlemen at the rear in Class E paid each other compliments as usual, though Peter S found this car harder to turn in than his Plus 8. David drove "far too well - perfectly". At the end of the race the red mist appeared in a most unexpected place. Kelvin, who after lap 6 had no brakes, ignored the brightly lit headlights of Rick as they approached the chequered flag and earned himself an extra lap. Just pride.....

Rick was first overall with Simon McD in second. Peter H, Class B winner with a new lap record of 1.57.37, and Phil H second. Paul 1st in Class C, with Simon OG second and Andy with a new

lap record of 2.00.39. Kelvin won Class D, Philip G second and David won Class E with second going to Peter S. As Simon OG collected his second in class cup dressed in his dinner jacket ready for the next social engagement, he called for a better standard of dress from all for the prize-giving. "Waiter, bring me a drink" called Andy. A few moments later, as driver of the day, Simon was able to oblige with champagne in all the cups.

Oulton is a long way for many of us, Mallory is more central. Tony Oliver is organising it on behalf of the Morgan Motor Company Challenge.

So can we have a few more entrants there for the 13th please?

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

MOG 2003

There's a Track Day at Croft on August 2 and also a special competition car class in the Concours on August 3 - both as part of MOG 2003.

Details from Tony Oliver at tonyoliver@east-moor.freemove.co.uk

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.

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

See <http://www.mogsport.net> and <http://www.brakehorsepower.net> for the latest news

Morgan Wins on the TOCA Tour

It was yet another great weekend for the Morgan marque as the TOCA Tour visited Silverstone's International circuit. Peter Horsman and James Paterson brought their Morgan +8 to a well deserved class win in the gruelling 75 minute Heritage Grand Touring Car race.

After the series opener at Thruxton, the Heritage GTs moved onto Silverstone where the field was as large and varied as ever. 29 'muscle' cars lined up for the rolling start with Aston Martins and Chevrolet Camaros to the fore. A tiny Mini Cooper S had sprung a surprise and plonked itself 6th on the grid courtesy of a wet qualifying session. With the likes of Jackie Oliver, Tiff Needell, Gerry Marshall and Andy Rouse all champing at the bit, this was only ever going to be a great race.

Peter started the race from the 6th row of the grid and immediately lost out at the start. By the time the pack had reached the complex Peter was down in 15th place but at least the mini was under threat!!

We shouldn't have worried, as Peter rapidly took charge moving rapidly through the field. By lap 2, he was back up to 11th and putting 3 rapid Astons under threat. At the front, Oliver (Aston), Rouse (Camaro) and Marshall were having a great scrap. A Cortina Mk II, I kid you not, was not unsurprisingly at the



back of the field.

By lap 3, Peter was 9th having outbraked one of the Astons at Priory and another at Brooklands. By lap 4, he was 8th and right up behind a DB4 and AM Zagato and by lap 5 he was 6th. Again, Priory being a favourite place to out brake and overtake.

Lap 10 saw Peter settled into 4th place somewhat behind the leaders but driving immaculately. Oliver and Rouse were still at the front having dropped Gerry Marshall with Peter running in space behind Marshall.

What I forgot to mention, was that each car had to do a compulsory fuel stop of 4 minutes and a compulsory driver change. Each stop had to be made within a specific time window.

On lap 14, Peter was up to 3rd as Marshall had gone into refuel but some 53 seconds behind the leader. Then on lap 16, a TVR gave up the

ghost coming out of Copse requiring the Safety Car to take to the track.

As we were now in the refuelling window, the pack began to stream into the refuelling area. Peter frantically waved to his pit crew and they frantically waved back. Lap 15, 16 and 17 went by behind the Safety Car with both Peter and crew waving to each other. What was going on??

Finally, on lap 18 Peter came into refuel but so unfortunately did the safety car. It had lifted the Morgan into 1st place although this was never going to last.

Returning to the fray, Peter put in some super quick laps overhauling a TR5, Aston and E-type. After 1 hour, Peter was back up to 2nd and it was time to hand over to James.

The driver change should have been a formality but lady luck was not with them. The Morgan refused to restart and

the team resorted to muscle power of a different sort to get the car down the pit lane. This malady had lost the Morgan a couple of minutes track time and more than a lap.

In his out lap, James was unlucky to catch the Cortina at the complex, sensibly biding his time before taking it around the outside of Woodcote. By the following lap, James was right up to speed passing the BMW2002, again round the outside at Woodcote.

With the time ticking away, James was really trying, despatching the MGB through Bridge, getting the car sideways at Brooklands before passing the Sunbeam Tiger at Copse.

On his last lap, James skillfully disposed of a DB4 and the TR5 to bring the car home 9th overall and to a well deserved class win. The race was won by Andy Rouse in the rapid Camaro with the Oliver car 3rd and the Marshall car 4th – cream always rising to the top!!

It was a great finish to a wonderful race. On the following day, Peter and James finished 6th overall and 2nd in class. The race honours being taken by the Rouse Camaro again, but this time, just 0.2 seconds ahead of the Needell DB4. Enough said about cream!!!

I-Spy



The Mother of all Parties: Nürburgring 24hrs

After two years at LM my friends and I decided it was time for a change, so for our annual Boys' Roadtrip we headed east from Calais and made tracks for the Nürburgring.

The track facilities are excellent. There's open seating on all grandstands, a big monitor in the stadium arena gives you a good view of what else is going on the rest of the circuit. The set-up is a lot less commercial than Le Mans (and admission considerably cheaper, too). Bring enough film: I did not find a single film vendor at the circuit! Along with our entry tickets we also bought tickets for the corporate hospitality of the Dunlop lounge, which had fantastic views over the pits and part of the stadium area of the track. It was nice to have a base where we could retire for lunch, dinner, and breakfast, with excellent food and drink all included.

On Saturday morning prior to the race we met up with eMoggers Roderich Schwarz and Peter Lang. Later we stopped by the pits for a chat with Keith Ahlers who was co-driving the Bock brothers' +8 (race number 88). The team had run into a bit of trouble during qualifying when a valve broke before a time had been set. Back at the team's base in Cologne a new valve was quickly manufactured and the engine put back together in time for Keith to set an competitive qualifying time in the last session of Friday evening, just before the 10pm deadline. For the first 18 hours the car ran really well, until it lost compression in one of the cylinders and limped back to base. The team then drove one last lap just before the 3pm finish and was counted as a finisher, placing 135th out of 155 finishers which were left from the 256 starters (over 1000 drivers!) 24 hours earlier. This facilitates eligibility for next year's race. The winner, an Opel Astra V8, completed 143 laps (about 3,700km), the Abt Audi TT-R was second with 138 laps, a privately entered Porsche 996 was third. Full results at [\[rennen.de/\]\(http://adac.24h-\).](http://adac.24h-</p></div><div data-bbox=)

The Bock +8 will certainly be back next year. It generated an absolutely amazing amount of goodwill and cheer around the track, with lots of flag-waving every time it went past. The atmosphere around the Ring is, if anything, even better than at LM. Imagine a 26km circuit with 192 corners where you have 200,000 people camping out for a week (plus another 50,000 or so day-trippers) huge bonfires, BBQs cooking dinner, motorhomes, campers and tents clustered around every available flat space at the hilly track, celebrating one huge non-stop seven-day party. Out in the woods satellite TV and couches are de rigueur, and some of the PA sound systems were state-of-the-art not in volume only, but also in terms of sound quality! At times the smoke wafting across the track was so thick that the need for the high-powered fog lights on the race cars became very obvious.

If you fancy a change from Le Mans' commercial approach, check out the Ring's more down-to-earth race. The racing is exciting, with lots of private competitors (one car racing looked suspiciously like a 1987 BMW 325i with just a roll-cage bolted in and some slicks stuck on. Without the slicks, on road-legal tyres, it is probably used this morning to ferry the kids to school. (Yes, it DID finish, too.)

The range of cars participating is a wide cross-section of interesting and mundane cars. The fastest cars here are the slowest ones racing at LM. The list includes a Dodge Viper, 911s in various stages of development, about 10% of all 3-series BMWs ever produced (just kidding), a Nissan Skyline GT-R (what a sight those over-run exhaust flames were at night), some very special DTM-derived Astra Coupes and Audi TTs, Diesel-powered Golfs and New Beetles.

The pre-race pitlane walk-about was a bit chaotic on account of the number of spectators but the side-shows put on by some of the teams

made up for it. If gorgeous girls wearing a G-string and a painted tiger on their torsos and nothing else are your thing, then the Ring is the right place for you ...

Our B&B was a real find. HUUUUUGE rooms with ensuite bathrooms, massive, delicious breakfast, and a restaurant nearby that served a fabulous dinner. Much nicer than what we had in LM at about two thirds of the price. The local beer is among the best in Germany.

On the way back we stopped for lunch at Spa and watched a Superbike race. The famous Eau Rouge at full throttle is a concept too scary to contemplate for this driver. Hats off to Jacques Villeneuve!

The Mog performed flawlessly. It was filled up with 98 octane fuel at regular intervals and that was it. No kingpin maintenance, no oil added. Nothing fell off. It got more thumbs-up than the DB7 Vantage travelling with us. The recently installed heatshield cut the heat soak to bearable levels, despite outside temperatures of 30C and considerably higher average speeds than during our LM trip last year. The air-scoop and fan-over-ride switch worked hard, judging by the water temp gauge: after two hours travelling through

Belgium at a steady 170 clicks, it stayed pegged at 119C (my friend has a US license and hard currency...).

I'll install a blanking plate behind the grill to further improve the airflow through the radiator and anti-tramp bars to eliminate the wheel-spin we encountered a couple of times on 2-3 shifts. (You see, we had places to go, Shuttles to catch, and Dutch caravans to pass...) Fuel consumption for that leg of the trip worked out at 22mpg. The 996 that accompanied us averaged 25mpg over the same leg: That's the express surcharge levied by the Morgan barn-door aerodynamics for slightly-higher-than-normal average speeds!

The beautiful countryside in the Eifel and Ardennes regions is perfect for a Morgan: lots of windy, hilly roads through forests and fields. Lots of small villages with amazing food available at the local eateries. Eat out under some centuries old oak trees on a sunny day, and you won't want to leave! We had a great time. Was it "better" than LeMans? No, just "different": back to the roots of motorsport, which to my mind is a VERY good thing.

Achim Gloger

