May 1997

Garland scoops to conquer

Round 4 of the Morgan Motor Company Challenge took place at Mallory Park on Sunday 18 May. The weather was dry, but cloudy and humid. Eighteen cars were out for a late morning practice in which Peter Garland once again set up fastest time. Grahame Walker had a fairly big spin during the session but nevertheless managed to record second fastest to be on the front row of the grid. The hairpin at Shaws caught James Paterson

out when over-exuberance put him into a spin on the exit. He controlled it well though, escaped intact and later in the session recorded best time for a Class D car and found himself on the third row of the grid! Far more heartstopping was the moment, on the same corner, when Simon Orebi Gann failed to make it at all and went straight through the exit gates scattering marshalls and our resident film maker in the process. Fortunately he came to rest just before the second set of gates (you can't escape that easily Simon!) and the damage to the car was repaired by Team Brands Hatch Morgans in time for the race.

Just 17 cars made the grid for the 10 lap race as Mike Fellows lost oil pressure in the assembly area and was unable to start. It was Peter Garland who got away first when the lights went green, while further back Chris Springall left the line sideways and briefly made contact with the Class E car of Peter Horsman. At the end of lap 1, Peter was leading from Craig Jones and Simon McDermott. The sole runner in Class B, Grahame Walker, was lying 4th in front of James Paterson, who was leading Class D ahead of Martin Kurrein, Simon Orebi Gann and Chris Acklam.

Class E was being led by Peter Horsman followed by Jack Bellinger. Chris Springall was 11th ahead of Colin Treble, David James, Mary Lindsay, Chris Phillips, John Clarke and Barry Sumner. The solitary Class C car driven by Peter Sargeant completed the field. Although Peter was leading the race Craig was keeping with him, while a real battle was developing in Class D where James was having his work cut out to keep in front of Martin. Chris Springall had moved up a place and was splitting the first two Class E cars and Chris Phillips had taken both Mary and David and was lying 13th at the end of the second lap. Simon Orebi Gann and Chris Acklam were behind Martin and James, although all four were so close that any one of them could have exited the hairpin in front. For the first three laps James remained ahead but Martin - looking more focused than we've seen him for a while! - was alongside James on the third lap and crossed the line in front on the fourth. By now Chris Springall had moved up to add his weight to the battle and Chris Acklam's 8th place was coming under pressure. By the 5th lap Simon OG had passed James to become the new

> threat to Martin. Peter Horsman dominating Class E, while Colin and Chris Phillips were having their own dice just ahead of the equally close battle of the +4s between John, Barry and David.

No 5

In 5th place Martin was succeeding in keeping Simon behind him, but on the 9th lap he had a fright as Simon passed him at the Esses only to be retaken again before the line. Chris Springall made the most of the situation and passed Simon and then went on to catch and almost pass Martin too. Martin was still in front at the flag to take a really well-deserved Class win after an excellently fought race-long battle. Grahame took Class B and Peter Sargeant Class C. Peter Horsman won Class E after a superbly spirited drive and Peter Garland safely extended his lead on the Championship after another excellent

Perhaps a 'slow news day' had left officials with little to do at Mallory but for whatever reason they made their presence felt throughout the day and unfortunately after our race as well. It was apparent that drivers from all championships were being randomly selected for alcohol and drugs tests and the Morgan Motor Company Challenge was no exception to this. A minor irritation in comparison to the fate which awaited Craig Jones following the race. Having passed the mandatory sound test prior to the race, council officials tested the car from the side of the track during the race and concluded that the level was in excess of that permitted and he was therefore excluded from the results. Similar tests on a Westfield in an earlier race resulted in a black flag and the leading driver's exclusion from that race too.

On to Donington on June 8 and the biggest grid this year - 25 at the last count, including a greatly increased number of cars in Class A!

© Serena Aston, Race Series Co-ordinator Round 4, Mallory Park, 18 May 1997

Championship standings after 4 rounds

Class A										
Peter Garland	44									
Simon McDermott	22									
Keith Ahlers	10									
James Edgerton	8									
Mike Fellows										
Class B										
Grahame Walker	31									
Malcolm Paul	25									
Tony Howard	6									
Class C										
Peter Sargeant	21									
Stephen Lockett	15									
Class D										
Martin Kurrein	41									
James Paterson	26									
Chris Acklam	20									
Simon Orebi Gann	18									
Chris Springall	17									
Class E										
Peter Horsman	34									
Jack Rollinger	20									

Class E	
Peter Horsman	34
Jack Bellinger	29
Mary Lindsay	24
Colin Treble	18
John Clarke	11
Barry Sumner	6
David James	5
Chris Phillips	5
Rick Bourne	1
Doug Taylerson	1

From the Competition Secretary

LUCAS HOSPITALITY BOX: Donington, 8th June & Bentley Driver's, Silverstone 9th August

We are fortunate once again to enjoy the facility of the Lucas box at Donington (the number of which escapes me! However you'll know that it's located upstairs overlooking Redgate). We intend to offer a "cash donations bar" and would welcome pledges to help.

We also anticipate the use of the Lucas Box (Box 19) at Silverstone for the Bentley Drivers' Meeting but not, sadly, on 31st August.

THE CLUB SPRINT: Curborough - Sunday 29 June

Come along and support this marvellous club event preferably as a competitor (show the 'speed merchants' how it's done) or as an official or helper or as a mere spectator.

The event is 'classic listed' for the Club championship and you'll see that the date neatly slots into a 7 week gap between races in the Series.

Please note that you'll need a timing strut for the front of your car. Entry fee is £55 and the class structure is similar to our own race series. Regulations will be available at Donington or earlier if requested.

Curborough is a purpose-built sprint circuit conveniently situated in the Midlands near Lichfield, some 15 miles north of Birmingham. The event will be a 'double lapper'

Hope to see you there.

For further information, contact Peter Sargeant on

■ 01531 650760

Circui Date	it			ory Pa ay-97	ırk							
LAP CHART												
Laps>												.
Pos	1	2	3	4	5	6	7	8	9	10		Qual
1	8	8	8	8	8	8	8	8	8	8		1
2	15	15	15	15	15	15	15	15	15	15		3
3	20	20	20	20	20	20	20	20	20	20		4
4	14	14	14	14	14	14	14	14	14	14		2
5	21	21	21	1	1	1	1	1	1	1		9
6	1	1	1	21	39	39	39	39	39	35		10
7	39	39	39	39	21	21	21	35	35	39		7
8	13	13	13	13	13	13	35	21	21	21		6
9	54	54	35	35	35	35	13	13	13	13		8
10	17	35	54	54	54	54	54	54	54			11
11	35	17	17	17	17	17	17	17	17			12
12	25	25	25	25	25	25	25	25	25			14
13	11	33	33	33	33	33	33	33	33			13
14	7	11	7	7	7	7	7	7	7			15
15	33	7	18	18	18	18	18	18	18			17
16	18	18	11	11	11	22	22	22	22			18
17	22	22	22	22	22	11	11	11	11			16
18	34	34	34	34	34	34	34	34				19

WAR at Mallory

10.20am Sign-on and scrutineering – an extra hour lay-in, nice and easy I thought. 7.30am I drove the car out of the garage. Three yards later it stops and won't restart, the fuel pump was rattling like mad and making funny noises. Oh no! Not a broken fuel pump. Don't panic. A quick phone call to Serena (which probably made her get up) to see if I can race my other car in a different class, so Serena tried to phone the circuit to see if everything would be OK (thanks Serena). Then wake up Sally to make the tea – OK I'm organised now. Meanwhile I start to take the car to bits to get at the fuel pump. I eventually got it out, then Jason turns up. "What're you doing?" he asks. "Fuel pump's gone wrong" I reply. "Have you checked there's enough petrol?" he says. "The fuel gauge is reading nearly ¼ full" I retort. "So?" he says and blows down the pipe into the tank, "I can't hear any bubbles, you're out of petrol."

Now being 25 years older, more experienced and a far better mechanic "No, I'm not" I reply, starting to strip down the pump. But, just as a precaution, he went to the petrol station and got some fuel. He puts the petrol in the tank and blows down the pipe. "It's bubbling now. You were out of petrol d***head" he said, but little did he know that the Flugal valve which operates the overspeed relay which makes the actuating solenoid work had been stuck with a bit of old flannel – thus stopping it working and which I had managed to clear while he wasn't there. I replaced the pump and it started to work properly straight away – great. Tell Sally to phone Serena and tell her everything is OK – off we go.

Got to scrutineering just in time. He looks around the car, gets to the engine bay and rattles the fuel feed pump to the carbs – it's loose. "Tighten that" he says. Now, when you've got a son who's always skint and a car in the garage with petrol in its tank, it's called fair game (he must get it from his mother's side – he with my petrol tank, she with my pockets!).

Anyway down to practice. We went round so many times we got dizzy. I had done sixteen laps before the exhaust snapped in half. Second in class behind Peter again – still, both on the same row of the grid – not bad. The cafe gave me a beans can to mend the exhaust with – thanks boys.

On comes the green light and off we go. Everybody says they got a great start and they nearly overtook me, but by the first corner I was 100 yards in front of Class E (pure skill). By about the third corner, Peter came flying past me and left me in the dust. I even tried left foot braking going into Gerards (funny, your left foot has a mind of its own – either too hard or not enough) and went into Gerards the fastest I'd ever been – came out a bit slower and lighter though! A bit of a convoy race after that but finished second in class.

Well done Peter, who was first in Class E – still a Moss box out in front (John C). Colin says he nearly got me on the start (yeah, yeah). I'd spent all week training with the shopping trolley down the aisles at Sainsbury's which just gave me the edge on Mary – again! J Bollinger (ret'd)

Pssstt, you wanna some ferry cheap crossings?

Your Competition Secretary was approached by a couple of characters in the Paddock at Castle Combe who pressed him to take a plain brown envelope full of, er, samples. He seemed slightly disappointed to find that they were application forms for cheap ferry crossings for motorsport competitors. If anyone wants a quote for car and trailer, motorhome, etc for Dover/Calais or any other ports, try calling Myriad Sports Travel, 1a Streatham Place, London SW2 4PY. Tel/fax: 0181 671 4552. They promise a quote within 24 hours.

Peter Horsman was in a class of his own at Mallory Park, repeating another awesome performance. Refusing to be unsettled by a sideswipe from a Class D car at the start, Peter went on to record a breath-taking lap record and class win by a country mile.

Practice was to prove ominous for the 9 strong field as Peter set pole position by over a second from his nearest rival – Jack Bellinger. Jack had just set his own personal speed record from Potters Bar to Hinckley after setting off late due to having misdiagnosed an empty petrol tank as a faulty fuel pump [suggestions as to what this makes Jack on a postcard please]. Once on the track, the old WARhorse then went on to shed her exhaust in practice (probably in protest at the M1 dash) and then a plug lead in the race rounding off rather a dogged day for the red car.

Behind Jack, Chris Phillips qualified just ahead of Colin Treble, followed by Mary Lindsay, David James, John Clarke, Barry Sumner and the 'honourable' Peter Sargeant.

When the lights went green, Jack and David got away particularly well with Jack rounding Gerards into the lead. Chris and John appeared wary of the sideswiping Class D car as, after a good start, both seemed to falter. For once, Mary did not storm past the field and was lying behind David going into Gerards. Barry kept ahead of Sarge, whose hectic social life meant fitting in a party between practice and the race!

As the field approached the Esses for the first time Peter was right on Jack's tail and, as Jack braked, Peter shot up the inside – never to be seen again. The next time the field caught sight of him he was collecting his well-deserved cup, so dominating was his victory.

Jack's race was somewhat solitary with the best battle raging in his mirror. Colin and Chris were having a real humdinger. Never more than a hair's breadth apart, the silver and green cars swapped places more time than can be recounted, with Colin finally edging out Chris to come out on top.

In the meantime Mary had got by David and was trying hard to keep in touch with the battling cars ahead. However, it was not going to be Mary's day and she was to maintain station to the finish. John finally got past David at the hairpin where David's high gearing appeared to be causing him all kinds of trouble. John also had a go at Mary at the same place ... and did well to come away with his car intact!.

As the class was being lapped David finally succumbed to the battling Barry and Sarge followed on behind them both. And there the race ended.

With season half over, Peter has now won 3 of the 4 races and, in current form, must be odds-on to take the championship. A review of lap times for Brands and Mallory shows that the top 6 cars have all now beaten the previous year's fastest lap – a sure sign of how far the class has moved on.

So on to Donington Park for Round 5. Colin is looking better and better with each race and Chris is now showing his true mettle as he gets to grips with the inferior handling of the class E cars. Jack is hanging on in there and remember, Mary showed tremendous speed at Donington last year only to be pipped at the post by John. But if it's a winner you want to look no further than the charging white knight – Horsman by a canter [groan].

A tale of 'fish nets'

Over 100 cars (including our party of 12) went to Nürburgring for 2 exclusive days in April. Doug and Caroline Taylerson were in their wonderful +4, I was in my +4 Fiat TC and Keith Ahlers, having had some axle difficulties, swopped his +8 for a Lotus Elan (very quick).

Thanks go to the French fisherman's blockade of Calais protesting about the size of their 'fish nets' (why don't they wear jeans like everyone else?).

8:00 Volvo tow car did not start at first and we rushed a little too quickly to Dover to catch the 9:00 ferry to Belgium. Suddenly, at 85 mph, the trailer got a little bit out of line ... it's OK using both lanes ... racing's not scary at all!

Doug managed to get on board by guiding us in by mobile phone. We tried to 'pre-book' with Stena but the helpful lady told us that no ferry at 9:00 existed. Matt said, "look out of the window" but she relied that she was in Ashford! Anyway we arrived at 8:52 and missed it so we bought another ticket for the 10:30 P&O ferry. 5 hours later in Belgium we counted 8 miles of trucks waiting to get into the UK.

Arrived at 21:30 at the Guest House where others of our party were already sinking beers and 'wurst' to come. there was no sign of Doug and Caroline!

23:30 they arrived (to the relief of their son Matt, we had to wake him up again!) having spent 11 hours on the

Stena ferry waiting to dock. Phew! Glad we missed that boat.

Next day, sunshine at Nürburgring which is quite famous for gathering mist (have I spelt that correctly?). I part remember some bends (been twice before). Straight 1½ miles off the clock!! After 30 laps remember a few more bends.

What a circuit! Nearly 5 miles, 10 minute laps, 78 bends (I was told, I didn't count them!). Covered 440 track miles, a whole year's 'normal' motor sport in 2 days with wonderful sunshine, german beer and the car ran perfectly. Absolute motoring heaven.

The +4 must know she is to be sold; having second thoughts now – what a car, what an engine, handles like a go-kart. Too late, I've already bought a '78 +8 from Rick. Well, not quite. Bought a chassis, body and boxes and boxes of bits. Interesting history, 10 years on the road and 10 years as a coffee table at BHM.

Rick was very helpful, assuring me all bits were there. Waiting for the Airfix instructions now, Rick. delivery was by smart BHM transporter and Lockett's wheelbarrow (for the bits!).

Hopefully ready for Bentley Drivers' at Silverstone, but more likely Zandvoort will be its debut in Class D.

Next year I'd like to see more Morgans at the Nürburgring. Try it, you'll be hooked (oh no, not 'fish nets' again)

Stephen Lockett

Zandvoort, British Race Festival, 6 & 7 Sept

According to the Circuit, the programme for the Morgan race (billed as a non-championship round of the Series) is likely to be as follows.

Friday: 2 untimed practice sessions of 40 minutes each for Morgans at a cost of 80 guilders (approx £ ??) per session.

Saturday: 2 official timed practice sessions of 30 minutes each. (*The best time of either session counts for the grid position.*)

Sunday: 20 lap (50 km) race.

Entry forms will be available in about 4 weeks time.

Morgan Motor Company Challenge

Circuit Date			Mallory Park 18-May-97		Length Weather/track	k S	1.35 miles Sunny/dry			Qualifying				
QUALII	FYIN	G			Time		Behind			8	S	Ra	ce	
Pos	No	Class	Driver	Car		Lap	(secs)	kph	mph				-	
1	8	Α	Peter Garland	+8	50.42	7		155.13	96.39					
2	14	В	Grahame Walker	+8	52.20	20	1.78	149.84	93.10	R	0	sul	tc	
3	15	Α	Craig Jones	+8	52.26	14	1.84	149.66	93.00		. C	3 G I	13	
4	20	Α	Simon McDermott	+8	52.58	6	2.16	148.75	92.43					
5	2	Α	Mike Fellows	+8	52.83	6	2.41	148.05	91.99					
6	21	D	James Paterson	+8	55.50	7	5.08	140.93	87.57					
7	39	D	Simon Orebi Gann	+8	55.89	9	5.47	139.94	86.96					
8	13	D	Chris Acklam	+8	55.90	17	5.48	139.92	86.94					
9	1	D	Martin Kurrein	+8	55.99	3	5.57	139.69	86.80					
10	35	D	Chris Springall	+8	56.12	18	5.70	139.37	86.60					
11	54	Ε	Peter Horsman	+8	56.86	16	6.44	137.56	85.47					
12	17	Ε	Jack Bellinger	+8	57.62	16	7.20	135.74	84.35					
13	33	Ε	Chris Phillips	+8	57.77	16	7.35	135.39	84.13					
14	25	E	Colin Treble	+8	57.80	12	7.38	135.32	84.08					
15	7	<u>E</u>	Mary Lindsay	+8	58.42	16	8.00	133.88	83.19					
16	11	E	David James	+4	58.95	5	8.53	132.68	82.44					
17	18	E	John Clarke	+4	59.05	12	8.63	132.45	82.30					
18	22	E	Barry Sumner	+4	59.34	4	8.92	131.81	81.90					
19	34	С	Peter Sargeant	+4	1:03.46	8	13.04	123.25	76.58					
RACE -	- PRC	VISI	ONAL RESULTS		Race time		Behind			Best				
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph	lap	on	kph	mpl	
1	8	Α	Peter Garland	+8	8:37.96	10		151.00	93.83	50.01	4	156.40	97.18	
2	20	Α	Simon McDermott	+8	8:53.26	10	15.30	146.67	91.14	52.35	3	149.41	92.84	
3	14	В	Grahame Walker	+8	8:54.84	10	16.88	146.24	90.87	52.22	3	149.78	93.07	
4	1	D	Martin Kurrein	+8	9:30.02	10	52.06	137.21	85.26	55.91	9	139.89	86.93	
5	35	D	Chris Springall	+8	9:30.50	10	52.54	137.10	85.19	55.49	3	140.95	87.58	
6	39	D	Simon Orebi Gann	+8	9:30.81	10	52.85	137.02	85.14	55.81	5	140.14	87.08	
7	21	D	James Paterson	+8	9:31.01	10	53.05	136.98	85.11	55.88	9	139.97	86.97	
8	13	D	Chris Acklam	+8	9:31.58	10	53.62	136.84	85.03	55.74	10	140.32	87.19	
9	54	Ε	Peter Horsman	+8	8:40.09	9	1 lap	135.35	84.10	56.43	5	138.60	86.12	
10	17	Ε	Jack Bellinger	+8	8:47.13	9	1 lap	133.54	82.98	57.13	3	136.91	85.07	
11	25	Ε	Colin Treble	+8	8:54.58	9	1 lap	131.68	81.82	57.95	6	134.97	83.87	
12	33	Ε	Chris Phillips	+8	8:55.04	9	1 lap	131.57	81.75	57.75	7	135.44	84.16	
13	7	Ε	Mary Lindsay	+8	8:56.76	9	1 lap	131.14	81.49	57.82	7	135.27	84.05	
14	18	Ε	John Clarke	+4	8:58.90	9	1 lap	130.62	81.17	58.48	8	133.75	83.11	
15	22	Ε	Barry Sumner	+4	9:04.98	9	1 lap	129.17	80.26	59.11	3	132.32	82.22	
16	11	Ε	David James	+4	9:06.29	9	1 lap	128.86	80.07	59.28	9	131.94	81.98	
17	34	С	Peter Sargeant	+4	8:53.25	8	2 laps	117.34	72.91	1:05.02	3	120.29	74.75	
Not cla	assifi 15	e d A	Craig Jones	+8										
Fastes	t lan	s			(mins: secs)	on	kph	mph						
	P	A	Peter Garland	+8	50.01	4	156.40	97.18	1	New lap recor	d			
		В	Grahame Walker	+8	52.22	3	149.78	93.07		,				
		С	Peter Sargeant	+4	1:05.02	3	120.29	74.75						
		D	Chris Springall	+8	55.49	3	140.95	87.58	1	New lap recor	d			
		Ε	Peter Horsman	+8	56.43	5	138.60	86.12		New lap recor				
Existin	a L a	n Do	cords		(secs)		kph	mph						
28/04/	-	ρ κ ει Α	Matthew Wurr	+8	50.36		155.31	96.51						
28/04/		В	Malcolm Paul	+8	52.11		150.09	93.26						
20/04/	10	С	Alan Wickenden	+0	54.81		142.70	93.20 88.67						
		D	Mark Longmore	+4	55.85		140.04	87.02						
		E	Rick Bourne	+0	57.84		135.22	84.02						
		L	MICK DOUITE	T4	37.04		133.22	U4.UZ						

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: chrisack@cix.compulink.co.uk Compuserve: 100021,3206

Tombola prize

If anyone uses Peter Best Insurance Services I have a (rather coffee-stained) £25 discount voucher here for which I have no use.

NEXT RACE Donington Sunday 8 June



Date for last entries

Too late again. It was 18 May 1997

Testing:

Cost is £300 full day or £200 half day. Must book and pay in advance. Tel: 01332 810048

Petrol:

Unleaded only available at the circuit. [Ed: Thanks Peter.]

Circuit length

1.9573 miles

Lap records

Class A 1:19.34

Matthew Wurr

Class B 1:20.73

Chas Windridge

Class C 1:26.88

Alan Wickenden

Class D 1:28.73

Chris Phillips

Class E 1:30.37

Rick Bourne

Programme

British F3000 (25 laps), Tomcat Turbo Cup/216 GTi, Formula 3, BRSCC Global Lights, Formula 600, Slick 50 Road Saloon, Westfield, TR Register.

Spare Tickets

Any spare tickets that you don't want, please send to me and I will distribute them.