

James Paterson clinches Championship

13 on the list – was this an omen? Then we realised that Chas had only had a vague thought about coming and had not paid and we would be a round dozen. (We all rather hoped that Chas was busy mending Simon McDermott’s car so that he can be back to beef up Class A.) Where were all the rest of you? Mauritius, Spain, Middle East, Kenya, France – sunny places, but with nothing to compete with the windblown barbecue of Saturday evening (thanks to chefs Simon OG, Philip McK, David and James) or the waterlogged track and muddy paddock of Sunday. It was WET – not as wet as Oulton (bad luck, Simon OG) but then what do you expect in England in mid-August. The fashion statement of the day was an umbrella to match the car – and drivers who normally take their helmets off to reverse seemed perfectly skilled at reversing with an umbrella up.

The Practice

Not enough of us on the grid



to go it alone so there were 4 Triumph TR7s lumped in with us. And because it was so wet, everyone was extremely circumspect during practice. Remarks were heard such as: *“Rubbish”*; *“Fantastic, smooth, couple of wheels on the grass is just a racing technique”*; *“Wet”*; *“Very scenic. No trouble if you don’t do more than 30mph”*; *“Outbraked but recovered”*; *“Going so slow it was fine”* Keith was delighted with his car’s performance, going well after thrashing over from Roadsports at Oulton where he had started 4th on the grid but won by 49 seconds, beating the two Porsche 911s and a Ferrari ahead of him. Poor David James was back in the paddock after one lap with funny noises from under the bonnet, but a bit of grease in the fuel pump and he was able to qualify, showing Cobras, Jaguars and fake Lotuses how to do it properly.

At the end of practice Keith and Rick were summoned to the scrutineering bay for sounding rather noisy (purely subjective – no measurements taken). Keith went straight there and we all assumed that Rick had gone there too, until his car was returned to the paddock on the back of a truck and there was no sign of the driver. The car was in a sorry state and, when Rick emerged from the

Medical Centre, we discovered that after the chequered flag for the end of practice he was going too fast to slow on the straight, eased off as he went round Coppice and as he lifted his foot the car right-angled left into the bank. He turned over twice ending upside down. He was trapped by his legs and his advice to you all is “removable steering wheel – everyone should have one”. Having released his, and keeping his hand near the fire extinguisher as petrol was leaking from the ruptured fuel tank, he managed to crawl out before the marshals arrived. He is also willing to give the design for his rollbar to anyone who wants it as it saved him from serious injury – bruises but nothing broken.

All suggestions of possible causes of the incident to ‘Ask Jack’ at www.brakehorsepower.net

With much manhandling the wrecked car was put on Rick’s trailer and delivered to Chas (bet he wishes he had been with us after all). Chas said that he has seen some bent Morgans in his time but “never one like this”. However, he is pleased to report that the aero screen and the mirror are undamaged. (Happily, so are the engine and gearbox so Rick will not have to test another 4 to destruction at the beginning of next season!)

The Race

Would it or wouldn’t it start

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2001 Championship Class standings after 7 rounds

Class A

Keith Ahlers	68
Matthew Wurr	30
Rick Lloyd	20
Christopher Williams	18

Class B

Chris Acklam	65
Peter Horsman	45
Philip McKelvey	36
Phil Hollins	36
Peter Sargeant	12
Grahame Walker	8
Phil Brown	4
Bill Bellinger	3

Class C

James Paterson	76
Simon Orebi Gann	47
Paul Burry	24
Daniel Ward	18
Andy Green	18
Paul Chauveau	14
Leigh Sebba	10
Robin Pearce	2

Class D

Kelvin Laidlaw	48
Jack Bellinger	47
Mary Lindsay	27
Phil Goddard	20
James Bellinger	6
Ian Hepburn	6

Class E

Alan Wickenden	58
David James	46
Stephen Wheatley	33
Adrian and der Kroft	16
John Clarke	10

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raining again? And if not raining, how wet would the track be? Time for endless debate as the morning practice sessions over-ran and the marshals and officials insisted on a break for refreshment. Our own Phil Brown who was earning a signature as a marshal was seen wandering through the paddock at 1.20 with a takeaway in his hand, saying that he had to be near the

the Class C battle. He soon speeded up as the TRs were fast approaching and it wasn't until the next lap that he let them through to get on with their own private ding-dong.

Further back Jack made a stonking start and then went along the straight allowing the TRs and Phil Hollins past him. (He told us later that it was part of his plan.) It certainly gave us spectators entertainment as



Jack hassling Phil Hollins

Gooseneck by 1.30. There were many more marshals and recovery people in the café.... No-one can grudge them their 45 minutes after such a wet and miserable morning. Well done Phil for joining their ranks for the day.

So, we were about 30 minutes late starting the Morgan and TR race (though only 2 of the TRs turned up). A dignified procession around the track for the green flag lap and then they were off. On the front row James was ahead of Keith into the first corner, but was easily passed there. Behind them was Simon who sat looking at the green light before realising that it meant that he could go now... Chris was easily past him but then kindly let Simon through to try to catch up with James for

he diced with Phil up The Mountain and passed him through the woodland section. After that Phil said he had a boring Sunday afternoon drive. Jack then set off after Chris and spent the rest of the race harrying him in the woodlands where he was much quicker, and being lost by him on the straights. Chris said he was being given a lesson in lines around the corners – perhaps Jack was quicker because you were looking in your mirror rather than where you were going, Chris? This was Jack's grand plan come to fruition – Bellinger bullying the bigger 'B' boys by bovver-boy tactics, and winning Class D. He never managed to get past Chris though who once again won Class B.



Stephen Wheatley keeping ahead of Leigh



Simon OG keeping the TRs in their place

Further back at the start, Ian Hepburn was surprised to find a (temporarily) stationary Stephen Wheatley in front of him. Same problem as Simon, Stephen? When Ian was able to get away he found that both Leigh and David were ahead of him and they stayed there throughout the race. He was able to watch from behind the tussle that Philip McElvey saw in his mirror. Philip had a lonely race, which gave him the chance to perfect his line up the Mountain and watch David James and Stephen Wheatley scrapping.

David, who started from the back of the grid because he

had no times in qualifying, overtook Ian at the start. Stephen, having got away eventually, dived past Leigh at The Mountain on lap 2. David and Leigh participated in a couple of overtaking manoeuvres, with David taking 2 or 3 laps before getting ahead again at the left-hander at Hall. By this time Stephen, his rival in Class E, was well away. David eventually caught up and the dicing began. They had a fantastic race for 3 or 4 laps with some very close calls. Stephen commented that although they were only 2 feet apart at times he had absolute confidence in David's driving



David, Leigh and Ian

Circuit		Cadwell Park									
Date		12-Aug-01									
		Laps -->									
Start		1	2	3	4	5	6	7	8	9	10
29		29	29	29	29	29	29	29	29	29	29
21		21	21	21	21	21	21	21	21	21	21
39		39	39	39	39	39	39	39	39	86	86
13		13	13	86	86	98	98	86	86	39	39
17		98	98	98	98	86	86	98	98	98	98
98		86	86	13	13	13	13	13	13	13	13
86		69	17	17	17	17	17	17	17	17	17
69		17	69	69	69	69	69	69	69	69	69
55		55	55	55	55	55	55	55	55	55	55
44		31	44	44	44	44	44	44	44	44	
31		44	31	31	11	11	11	11	11	11	
52		11	11	11	31	31	31	31	31	31	
11		52	52	52	52	52	52	52	52	52	

(supplied by Jan Jones)

(86 and 98 were TR7s)



Keith on the Mountain

ability – the Driver of the Day certainly deserved his bottle of champagne! (A unanimously well-received decision.)

So Stephen got his first Class E win – and David was looking for a 12 lap race. Leigh made the gracious comment that he was happy to be beaten by 2 proper Morgans.

Meanwhile, back at the front (if you know what I mean) Keith was beating himself in the race for Class A and driving in a higher gear than usual to keep from getting too far ahead. (Thanks Keith from the slower boys for ensuring that most of them got the full 10 laps). James drove a faultless race and got faster as he saw Keith, the Class C win and the Championship in his sights. Simon meanwhile, from lap 4 onwards was keeping very closely to the racing line to hold the 2 TRs at bay. They exchanged position with each other a couple of times and by lap 8 Colin Pendle in the yellow car was ready to have a

go at Simon at Mansfield. (The OGs now have a car with a back bumper with a rather stylish twist to it...) Colin failed to get past that time but as they caught up with the Class E struggle at the beginning of the last lap he overtook on the start/finish straight. After an over eventful practice, an impeccably driven race – at least by the Morgan drivers.

By this time the rain was falling faster and wetter than ever – it had been dry-ish at the start of the race – and rather than wait for the official results, we all foregathered in the scrutineering bay as soon as Ian Hepburn had finished his Northern Championship race (during which he did a rather pretty triple spin at Chris Curve) – and took Serena's and Mark's word for it as to who had won!

Let's see rather more of you all at Mallory, suntans and all...

Kate Orebi Gann

Bentley Drivers

Many of you will have noticed from the Entry Forms that the Morris Stapleton race will not be taking place. Unfortunately the tight schedule and possible appearance of the Le Mans Bentley did not allow time for a second all Morgan race this year. Simon Towle sent his apologies to you all and reminded you that you can enter the scratch and handicap races.

BDC is the last round of the Championship and so as usual I will arrange the end of season nibbles and drinks. This will take place in the paddock, as Lucas, who kindly lent us their suite for many years, no longer have it.

Questionnaire

Following the last round of the Championship I will be sending a questionnaire about the race series to all registered drivers. The response will determine the number of rounds for the 2002 season and the circuits likely to attract the greatest support. Based on that I will try to get races at those circuits, as we cannot allow grid numbers to fall. I'd appreciate it if you could return the form as soon as possible after receiving it.

Rollbars/cages

I do understand that you all need to know sooner rather than later about the use of rollbars for the 2002 season. I have not forgotten believe me! Could I ask you to please be patient for a few more weeks until this season has been completed. I hope to speak to the MSA after that and advise you of the situation at the end of September.

Ahead of whatever the decision of the MSA for the 2002 season it is worth remembering that the approved MSA rollbar is a minimum requirement. Anything fitted which exceeds that, up to and including a full rollcage is, at present, at the discretion of each individual competitor.

Thankfully Rick walked away from a severely damaged car demonstrating that in those particular circumstances that specific rollbar did its job. None of us should ever become complacent though where safety is concerned.

Serena

Championship 2001

Following the results from Cadwell, the Championship has been won by James Paterson. His score of 76 from 7 rounds cannot now be beaten.

There are also clear winners in Class A, Keith Ahlers on 68, and E, Alan Wickenden on 58.

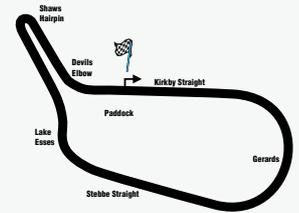
Class B can be won either by Chris Acklam or Peter Horsman, with Peter having to win and get fastest lap on both remaining races. Class D is wide open, with Jack Bellinger and Kelvin Laidlaw on virtually equal points and with Mary also not out of the running.



Circuit	Cadwell Park		Length	2.170 miles								
Date	6-Aug-00		Weather/track	Rain / wet								
QUALIFYING												
Pos	No	Class	Driver	Car	Time (mins: secs)	Laps	Behind (secs)	kph	mph			
1	29	A	Keith Ahlers	+8	1:53.115	9		111.14	69.06			
2	21	C	James Paterson	+8	1:55.878	8	2.76	108.49	67.41			
3	2	A	Rick Lloyd	+8	1:57.183	9	4.07	107.28	66.66			
4	39	C	Simon Orebi Gann	+8	2:00.042	8	6.93	104.73	65.07			
5	13	B	Chris Acklam	+8	2:03.186	8	10.07	102.05	63.41			
6	17	D	Jack Bellinger	+8	2:04.233	8	11.12	101.19	62.88			
7	98	G	Alan Price	TR7	2:04.250	8	11.13	101.18	62.87			
8	86	G	Colin Pendle	TR7	2:05.395	8	12.28	100.26	62.30			
9	69	B	Phil Hollins	+8	2:07.203	8	14.09	98.83	61.41			
10	3	G	Jon Wolfe	TR7	2:11.729	8	18.61	95.44	59.30			
11	55	B	Philip McKelvey	+8	2:15.123	7	22.01	93.04	57.81			
12	44	E	Stephen Wheatley	4/4	2:15.157	7	22.04	93.01	57.80			
13	31	C	Leigh Sebba	+8	2:16.281	7	23.17	92.25	57.32			
14	52	D	Ian Hepburn	+8	2:19.836	7	26.72	89.90	55.86			
15	11	E	David James	+4	3:49.128	1	56.01	54.87	34.09			
RACE												
Pos	No	Class	Driver	Car	Race time (mins: secs)	Laps	Behind (secs)	kph	mph	Best lap	kph	mph
1	29	A	Keith Ahlers	+8	19:02.629	10		110.02	68.37	1:52.088	112.16	69.69
2	21	C	James Paterson	+8	19:03.233	10	0.60	109.97	68.33	1:51.717	112.53	69.92
3	86	G	Colin Pendle	TR7	19:05.768	10	3.14	109.72	68.18	1:51.834	112.41	69.85
4	39	C	Simon Orebi Gann	+8	19:10.395	10	7.77	109.28	67.90	1:52.038	112.21	69.72
5	98	G	Alan Price	TR7	19:10.969	10	8.34	109.23	67.87	1:52.632	111.62	69.36
6	13	B	Chris Acklam	+8	19:34.183	10	31.55	107.07	66.53	1:54.109	110.17	68.46
7	17	D	Jack Bellinger	+8	19:35.148	10	32.52	106.98	66.47	1:54.392	109.90	68.29
8	69	B	Phil Hollins	+8	20:23.975	10	1:21.35	102.71	63.82	1:59.396	105.29	65.43
9	55	B	Philip McKelvey	+8	20:56.555	10	1:53.93	100.05	62.17	2:01.677	103.32	64.20
10	44	E	Stephen Wheatley	4/4	19:09.282	9	1 lap	98.45	61.17	2:04.022	101.37	62.99
11	11	E	David James	+4	19:10.455	9	1 lap	98.35	61.11	2:04.324	101.12	62.83
12	31	C	Leigh Sebba	+8	19:12.123	9	1 lap	98.21	61.02	2:04.754	100.77	62.62
13	52	D	Ian Hepburn	+8	19:15.180	9	1 lap	97.95	60.86	2:05.195	100.42	62.40
Not classified												
Fastest laps												
					(mins: secs)	on		kph	mph			
A	Keith Ahlers	+8	1:52.088	7	112.16	69.69						
B	Chris Acklam	+8	1:54.109	9	110.17	68.46						
C	James Paterson	+8	1:51.717	7	112.53	69.92						
D	Jack Bellinger	+8	1:54.392	8	109.90	68.29						
E	Stephen Wheatley	4/4	2:04.022	6	101.37	62.99						
Lap Records												
					(mins: secs)			kph	mph			
17-Sep-96	A	Klaus Nesbach	+8	1:38.53	127.59	79.28						
	B	Grahame Walker	+8	1:45.90	118.71	73.76						
08-Sep-96	C	Jack Bellinger	4/4	1:47.38	117.08	72.75						
02-Aug-98	D	James Paterson	+8	1:45.38	119.30	74.13						
02-Aug-98	E	Peter Horsman	4/4	1:48.64	115.72	71.90						

Qualifying & Race Results: Race 7

NEXT RACE
Mallory Park
Sunday 9 September



Testing:

Every Wednesday morning. Cost is £75 (half day only). Tel: 01455 842931

Noise:

Strict on noise levels here (and prepared to black flag cars over the limit). We have also had drivers tested for drugs and drink ...!

Petrol:

Available

Circuit length

1.35 miles

Lap records

Morgans

Class A	50.01
Peter Garland	
Class B	52.92
Chris Acklam	
Class C	52.86
James Paterson	
Class D	56.24
Jack Bellinger	
Class E	56.59
Alan Wickenden	

Programme

Morgan Motor Company Challenge
Sign-on 10.00,
Scrutineering 10.20,
Practice 11.30-11.45,
Race 7, approx 15.15

Aston Martin Championship,
Formula Junior Championship, Anglo-American Thoroughbred Championship, Pre-War Aston Martins, Intermarque Championship, TR Register, Lotus Road Sports Series, Sports Cars & Saloons, Historic Racing Saloon Register.

Bentley Drivers'

After the gloom and despond of having just 12 at Cadwell, it looks as though there could well be a full grid of 34 for the Bentley Drivers' meeting race.

Currently 31 are confirmed and there are still three more who are threatening. If you are undecided, get your entry in quickly as 34 is the maximum allowed.

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 also www.mogsport.net and

www.brakehorsepower.net for the latest opinions

Technical Committee

It's rumoured that the Technical Committee may be convened in some luxurious watering-hole before the end of the Season.

If anyone has any suggestions of a technical or sporting nature that you would wish them to consider, please email or fax any one of them (see www.mogsport.net/contacts) or fax Mark on 01989 770643.