

An Eye Witness Account of Morgan Doings at Donington on 22nd May

By one who was there (Aka Bob Bull)

I am not an 'officially appointed' reporter for this event, having been reduced to merely providing photos, however, knowing how tardy some of our scribes are (I will name no names but he knows who he is) I felt it judicious to keep the aficionados of Morgan racing apprised of events at Donington on Sunday May 22nd.

Firstly it must be made clear that despite gloomy prognostications weather wise the MSCC laid on wall-to-wall sunshine for the day, a fact much appreciated by one-and-all.

Qualifying for the first Aero Challenge races saw Tim Ayres place his white Class 'C' Plus 8 on pole with Tim Parsons Supersport (Class 'R') alongside him, while Phil Tisdall and Steve McDonald lurked just behind. Further back Henry Williams, and Jack Bellinger lead Class 'D' with the inimitable Michele Bailey holding Class 'D' honours amongst a better class of people.

From 'lights out' Tim shot off into an early lead with a scrapping mob behind him, and looking like he was going to have an easy time of it, this, however, proved to be a false impression as the impressive Steve McDonald refused to play along with the scenario, and closed on the leader and tried everything to snatch the lead, while Phillip Tiswas also fancied a bit of the pie, as did Simon Scott and indeed Henry Williams. Sadly the pressure began to tell as Simon visited a gravel bed, and Phillip did three natty pirouettes at the Kramer Curves after finding second instead of third gear, while Steve also made a faux par on the last lap to allow 'our 'enry' to snatch second place at the end of affairs.

Steve recovered to third ahead of Bellinger the Elder, Clive Glass, Alex Laidlaw, Brett Syndercombe, Kathy Sherry. Oh! You can find the full result on the BHP site, but one must mention Michele's Class 'E' winning drive.

The 'R' Class went to Alex Laidlaw, although once again the MSCC shows scant regard for the alphabet in its classifications.

This leaves Mr Ayres leading not just Class 'C' but also the whole shebang overall.

Race 2.

Need I tell you that Keith Ahlers was fastest in qualifying, no because, surprise, surprise he was not, having been upstaged by another Phillip, Goddard by name. Guest driver Shane Kelly showed well in third spot driving the bolide more normally seen in the hands of Tony Hirst with Patterson the Elder next up and Roger Whiteside and Patterson the Younger filling row three.

Phil G's moment of glory lasted less than a lap as the mighty machine of Mr Ahlers sped off into the distance to the tune of more than 24 seconds at the finish. Russell Patterson came home a lonely third some distance ahead of Shane Kelly and Elliot P. just ahead of Roger W. Who had Andy Green breathing down his neck. Closest racing was down the field where Greg Parnell, James Carter, and Craig Hamilton-Smith were separated by less than three seconds as the chequered table cloth was waved.

Only non-finisher was the unlucky Bumble who's rear brakes started not braking properly causing Stuart to come into the pits to investigate the problem. This was something to do with loose bit at the back, I was given an explanation although it was all well over my head, however, the team were full of praise for the guys at Aero who repaired the car in time to get back on track but too far behind to be classified. Mark Evans modestly claimed it was all down to Ian for doing the job he simply had to sign the bills.

Billy Bellinger won Class 'I', but what that consisted of I have no idea, I surely need to go back to school and learn the modern alphabet.