

My ramblings from deepest Norfolkshire, ooh argh.

A report by Peter Rafter from the driver's seat on the final round of the Morgan Challenge at Snetterton on 5th October

It was most enjoyable to catch up with some of the usual suspects at the last race of the season at Snetterton. Mrs. Orebi Gann, fresh from Monza and in one of those impressive newfangled electric vehicles, deputised for pneumonia affected Mrs Thompson. More to the point there was no end of term nosebag for entrants and supporters, so some went hungry for the long trek home. There was disappointingly a somewhat depleted entry list despite the prospect of an additional pit stop race to conclude the series. In retrospect however there are still a few damaged cars from previous excursions and incidents in the season. To add to the complement Mr. Hamilton-Smith unaccountably rearranged the shape of the factory Club Sport in a difficult and miserably wet testing session on Friday. Mr Milbank didn't appear, although I hope he did not enter the wrong Snetterton coordinates into the SATNAG as did one famous snooker player. Nevertheless we were blessed with both the retiring and incoming Chair of the series. Long live the King.

Early morning qualifying was challenging on a damp and, in lots of places, a slippery track which troubled the more powerful cars. Caution prevailed over ambition, although Mr Plant pirouetted on the Bentley strait to embrace the armco (big hammer time for Chas) and someone decided to plough the entry to Murrays and leave a trail of bollards and rich brown fertile Norfolk earth to add to the excitement. New boy Mr. Gilbert was reliant on the good offices of the timekeepers to record a time without a transponder.

I spotted an old codger in the paddock scribbling away in one of those former pre pad and notebook era Pitman shorthand books later to be deciphered and extemporised and embellished into the format otherwise known as the race report, including relevant rumour, scandal and gossip, the absence of which may be rectified with some creative thinking. I even waved to him as I tootled by on the circuit as he hid behind the barriers sneakily snapping away obviously in the hope of displaying his wares on that bane of modern life, the Internet. My family much enjoys the paddock pics over to the side, front and rear views of the various cars. Our resident Scrutineer shuffled between the assembly area and the paddock.

A dry track mercifully welcomed the most important race of the day, and all away

safely, some even 3 abreast into Riches to inevitably concertina and compress at the entry to the Wilson hairpin, and then unwind through the inner circuit complexity of the 300 circuit. The official race report will explain the race drama as it unfolded, that is if he can read his jottings. I needed a telescope to see some of the cars, although I graciously allowed a blue 4/ 4 (Mr. Bellinger senior) to re-enter the tarmac strip circuit between Oggies and Williams after it appeared to be nudged off line.

I believe that the retiring Chairman set a personal best or lap record.

However, poor Mr. Orebi Gann retired after only 4 laps (I presume the car is still under warranty) which led to its withdrawal from the pit stop race and thereby relieving Mr Emberson (Co driver) resplendent in his winter shorts, of the obligation to bring home the lovely coloured AR V6 to victory.

All entrants appeared content and satisfied with their efforts at the traditional prize ceremony, held as usual in completion with needless interruptions from the race loudspeaker.

Felicitations to Mr Hirst and Mr. Thompson and to the other class winners.

The pit stop race was restricted to 6 cars but enjoyed the early autumn sunshine strategically placed to blind drivers as they blast along the Senna Straight. Two imported drivers from the MG series triumphed on the day in a grey ARV6 on loan from Mr Thompson (no details given of consideration paid). followed by Messrs Hirst and Thomas who led the van for the Morgan Fraternity. Mr Thompson returned to his roots in partnering Mr. Gilbert in a well-known Roadster. Messrs Cole, Richards family and Thorne/ Rafter completed the set. The pretty red car looked and sounded the pick of the bunch.

My regards to all and good luck for those unhinged drivers entering the Birkett and the Anglesey night race in November.