

The *Unofficial* Race Series Newsletter

Wurr wins; Bellinger posts 4th fastest lap in 1700cc 4/4

Cadwell Park is almost unique in this country for providing a challenging and exciting circuit for competitors with unparalleled viewing for spectators and it was there on Sunday 8th September that Round 6 of the Morgan Motor Company Challenge took place.

Seventeen cars went out for practice in dry and bright conditions and among those was Jack Bellinger who, in the absence of his closest rivals in Class E, had sportingly entered his Class C 4/4 for this event. His presence in Class C though added pressure to the only other entrant in the Class, Stephen Lockett, who was visiting the circuit for the first time. Craig Jones was also suffering, but from a lack of power following a slight oversight by his team in the plug lead department!

The only casualty during practice was the Class D leader Martin Kurrein who went off near the Barn causing some body damage and a bent frame front – the latter being corrected later by the use of his Range Rover! The session ended with Matthew Wurr on pole in a time of 1:38.31 and alongside him on the front row was Peter Garland.

The talk was all of tyres before the start of the race at 2.30pm as the promised showers had left the circuit damp and the clouds were threatening. Most opted for wets but significant among those who didn't was Jack; significant among those who did was Peter Garland. When the lights turned green it was Peter who stormed into the lead followed by Matthew. Simon McDermott, Grahame Walker and Chris Acklam all made good starts, but as the field appeared from the Gooseneck for the first time, it was the red car of Matthew which was clearly in the lead. Simon was 3rd, Grahame 4th and leading Class B, followed by Malcolm Paul, Craig and Jack Bellinger. Martin was 8th and first of the Class D cars, with James Paterson and Chris Acklam completing the top ten. Colin Treble was ahead of Simon Orebi Gann, followed by Peter Sargeant, Stephen Lockett, David James and Jan Bulinski. Sadly the Class D car of Chris Springall had failed to complete even one lap and was stationary in the pits with a broken axle

Crossing the line for the second time, the first three positions remained the same, but a badly misfiring car meant that Grahame had lost his fourth place and was down in seventh. Malcolm was up to fourth but this was short lived because by the end of the third lap Craig had replaced him and to the amazement of everyone, including the

commentator, the little 4/4 was all over the back of him. Malcolm was therefore in sixth, but a missed gear change from Jack let Malcolm past again to be up to fifth by the end of the fourth lap. As if this was not entertainment enough an enormous battle was taking place for Class E, being led by Colin, but with barely a whisker between his car and that of David James. Jan was close behind while Stephen Lockett was keeping just ahead of the trio.

Simon Orebi Gann was putting his extensive testing at the track to good use by out braking and passing Chris Acklam to put himself up to tenth. By the halfway stage, Matthew was starting to lap the tail enders and opening a small gap between himself and Peter. While Jack continued to pressure Malcolm, Craig was getting away from them both and reeling in Simon McDermott. Further back, Jan's decision to lead class E, by taking both David and Colin, ended in a spin, returning him to the track with all but his pride intact.

Meanwhile the battle for the lead was being decided for Peter as the weather remained dry and his choice of tyres was starting to tell. With Matthew pulling away from him he found himself dropping back into the clutches of third place Simon, who himself was being closely chased by Craig. With barely two laps left the two came down from the Gooseneck upon the battling Class E cars and a mistake from Craig had his wheel on the grass and a heart stopping moment for us all. Simon seized the opportunity and put in his fastest lap of the race and finished just over half a second ahead of Craig.

Simon Orebi-Gann meanwhile, was spinning at the bottom of the mountain and handing his hard earned tenth place back to Chris Acklam. Jan did his best to help Peter catch Matthew by spinning in front of him, also at the bottom of the mountain, but Matthew was unimpressed and stormed on to victory to keep his championship hopes alive. Malcolm kept the ever present Jack at bay to win class B and maintain his lead in the championship, but Jack's hugely spirited drive was rewarded with Class C victory. Martin Kurrein was the comfortable winner of Class D and, after their wonderful race long duel, Class E honours went to Colin who finished marginally ahead of David.

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Round 6, Cadwell Park, 8 September 1996

Championship standings after 6 rounds

Class A

Peter Garland	56
Matthew Wurr	48
Craig Jones	24
Mike Fellows	12
Simon McDermott	10
James Edgerton	8

Class B

Malcolm Paul	58
Grahame Walker	52
Mark Baldwin	24
Chris Phillips	10
David Rushton	6
Rob Wells	6
Tony Howard	4
Maurice Standish	4
Alan Biggar	1
Christian Bock	1
Manfred Klingler	1

Class C

Stephen Lockett	27
Jack Bellinger	9

Class D

Martin Kurrein	55
Chris Springall	37
Chris Acklam	34
Simon Orebi Gann	26
James Paterson	25
Peter Sargeant	10

Class E

Jack Bellinger	41
John Clarke	38
Mary Lindsay	32
David James	20
Peter Horsman	16
Jan Bulinski	14
Colin Treble	14
Jim Deacon	3

BPR International. Brands Hatch 6/7/8 Sep

Whilst Morgan Challengers were preparing to do battle at Cadwell Park on the weekend of 8th Sep, two other Morgans were at Brands Hatch – the “works” Morgan, taking part in a round of the BPR Endurance GT World Sports Car Championship and XOV 555, which was entered in the BPR Historic GT Endurance – her second of that series, having already come 6th at the round at Silverstone earlier this year.

An International meeting is always very special. In the Historic GT race there were only 5 British amongst 30 entrants – wonderful continental names such as Fabri, Bentz, Raimondi, Trichet, Hafner – Chris and Rick

decided they should change their names to Phillippe and Bournetti! There was a strong German contingent, as the race was also a round of the Porsche 356 cup.

Friday morning scheduled free practice for all who wished it, followed by FIA scrutineering and official signing-on, before 2 timed qualifying sessions in the afternoon. As before, the race would be run over one hour with 1 or 2 drivers and a mandatory 60 second pit-stop to be taken between 15 min. and 45 min.

Slight hiccup in the proceedings when Chris realised we'd left the vital FIA papers at home in Cheshire in the rush to get away on Thursday

night (having a morning meeting in London, flying back to Manchester at lunch time, doing a week's work in the afternoon was insufficient excuse for the race officials!) – without these papers, technically, they would be unable to race. Having persuaded the “powers that be” to let them practise, we initiated “plan B” which was to get a neighbour (who was, incidentally, just leaving to go on holiday) to gain entry to our home to find the papers and leave them in the capable hands of another near neighbour Mandy McDermott (Simon was testing at Cadwell at the time!) who would organise an overnight courier to get them to Brands for the following

Coys – it was decided to cross fingers and hope for the best.

We all then went for a walk and watched the “big” cars playing on the far side of the GP circuit. It's amazing how blasé one becomes about watching 25 Lamborghinis whizzing round! The GT cars were impressive and the “works” Morgan seemed to be doing well.

After a drivers meeting, we practised the all-important driver change and at 5.20 pm the cars assembled for the race.

Chris was doing the first stint and XOV looked great amongst the E-types, Elites, Porsches, Ferrari etc as they came round to take the rolling start. Red lights turned to green and they got cleanly away. Chris had a very nasty moment round Druids bend when he was squeezed by an accident between a Lotus Elite and a Porsche 356, narrowly escaping incident himself. Unfortunately, a few places were lost, but he set about keeping in touch with leaders and consoled himself that an hour's a long time in motor-racing!

On they went – previous lap times were reduced and racing was fast and furious. The 2 leaders – E-type and Elite were well ahead of the rest of the field. Chris was gaining on and passing another E-type and at lap 14 came in to hand over to Rick. Rick stormed out and proceeded to reel in more cars. Towards the end of the race XOV was starting to overheat and Rick was willing her to last the race. Last the race she most certainly did, finishing an amazing 4th overall and 2nd in the GTP class. Jubilation in the pit lane and we watched proudly as Chris and Rick were invited to take their place on the podium to receive their trophies.

On Saturday morning (the FIA papers having duly arrived – thanks a million Mandy!) there was a little gentle fettling done and some concern over an apparent recurrence of XOV's engine problem which had caused such traumas at

Circuit	Brands Hatch GP		Length	2.6002 miles									
Date	07-Sep-96		Weather/track	Bright/dry									
PRACTICE - HISTORIC BPR GT													
Pos	No	Class	Driver	Car	Time (1)	Lap	Time (2)	Lap	Time	Lap	kph	mph	
1	18	S	Bentz/Trichet	Jaguar EType	1:51.42	14	1:53.35	11	1:51.42	25	135.21	84.01	
2	9	S	Raymond/Bompiani	Lotus Elite	1:54.76	14	1:52.29	12	1:52.29	26	134.16	83.36	
3	12	P	Phillippe/Bourne	Morgan-4	2:01.40	14	1:54.75	7	1:54.75	21	131.28	81.57	
4	19	P	Pickup/Lucas	Porsche 356A	1:55.38	10	1:55.38	10	1:55.38	10	130.57	81.13	
5	3	P	König	Porsche 904GT	1:56.99	14	1:55.47	10	1:55.47	24	130.46	81.07	
6	1	S	Richardson	Porsche Roadster	1:58.50	9	1:56.47	8	1:56.47	17	129.34	80.37	
7	30	S	Knebel	Porsche 356 Roadster	1:57.65	14	1:57.18	12	1:57.18	26	128.56	79.88	
8	8	S	Bizozoch/Raimondi	Lotus Elite S1	2:01.65	13	1:57.28	13	1:57.28	26	128.45	79.82	
9	23	S	Oehme	Porsche 356B	1:58.53	14	1:57.40	3	1:57.40	17	128.32	79.73	
10	10	T	Marcals	Jaguar EType	1:58.40	14	1:57.42	6	1:57.42	20	128.30	79.72	
11	45	S	Hafner	Porsche 356C	2:00.29	12	1:57.82	9	1:57.82	21	127.86	79.45	
12	44	S	Scholz	Porsche 356B	2:02.15	14	1:58.13	12	1:58.13	26	126.46	78.58	
13	22	S	Köhn	Porsche 356B	1:59.23	14	1:59.27	13	1:59.27	27	126.35	78.51	
14	7	S	Fabri	Aston Martin DB4	1:59.58	13	2:02.28	8	1:59.58	21	125.98	78.28	
15	15	P	Schmitt	Porsche 356A	2:02.42	6	2:00.22	6	2:00.22	12	125.31	77.86	
16	48	T	Thom	Porsche 356SC	2:00.41	13	2:00.51	12	2:00.41	25	125.11	77.74	
17	17	S	Starkey	Ferrari	2:00.64	10	2:00.64	10	2:00.64	10	124.87	77.59	
18	42	T	Dahlmann	Porsche 356B	2:03.80	12	2:01.46	12	2:01.46	24	124.03	77.07	
19	52	S	Schroder	Porsche 356C	2:02.50	14	2:02.39	10	2:02.39	24	123.09	76.48	
20	14	P	Szolowski	Porsche 356A	1:59.23	2	2:02.52	13	2:02.52	15	122.96	76.40	
21	11	P	Scholz/Hell	Porsche 356A	2:03.53	14	2:08.45	4	2:03.53	18	121.95	75.78	
22	40	T	Bender	Porsche 356	2:04.01	14	2:04.29	8	2:04.01	22	121.48	75.48	
23	5	T	Quignard	Triumph TR4	2:10.70	14	2:08.18	11	2:08.18	25	116.62	72.46	
24	4	T	Maechler	Porsche 356B Roadster	2:09.93	14	2:08.41	11	2:08.41	25	116.41	72.33	
25	49	S	Scharf	Porsche 356C	2:12.01	13	2:13.74	11	2:12.01	24	114.12	70.91	
26	16	S	Roux	Aston Martin DB4	2:16.84	4	2:12.44	6	2:12.44	10	113.75	70.68	
27	43	S	Frigge	Porsche 356SC	2:15.64	13	2:25.55	9	2:15.64	22	111.06	69.01	
28	25	T	Quevaullier/Junne	Porsche 356B	2:21.85	4	2:16.96	10	2:16.96	14	109.99	68.35	
RACE - HISTORIC BPR GT													
Pos	No	Class	Driver	Car	Race time	Laps	Behind	kph	Best lap	on	kph	mph	
1	18	S	Bentz/Trichet	Jaguar EType	1:00:05.23	31		129.53	80.49	1:51.69	17	134.88	83.81
2	9	S	Raymond/Bompiani	Lotus Elite	1:00:54.95	31	40.72	127.77	79.39	1:52.72	9	133.05	83.04
3	3	P	König	Porsche 904GT	1:02:11.43	31	2:06.20	125.15	77.77	1:55.14	6	130.84	81.30
4	12	P	Phillippe/Bourne	Morgan-4	1:02:25.49	30	1 lap	124.65	77.46	1:55.18	22	130.79	81.27
5	1	S	Richardson	Porsche Roadster	1:00:28.83	30	1 lap	124.54	77.39	1:55.88	28	130.00	80.78
6	30	S	Knebel	Porsche 356 Roadster	1:00:29.85	30	1 lap	124.51	77.36	1:55.40	27	130.54	81.12
7	22	S	Köhn	Porsche 356A	1:01:07.49	30	1 lap	123.23	76.57	1:57.66	9	128.04	79.56
8	19	P	Pickup/Lucas	Porsche 356A	1:01:20.12	30	1 lap	122.81	76.31	1:55.75	15	130.15	80.87
9	10	T	Marcals	Jaguar EType	1:01:29.72	30	1 lap	122.49	76.11	1:58.38	8	127.26	79.07
10	7	S	Fabri	Aston Martin DB4	1:01:32.45	30	1 lap	122.40	76.05	1:57.53	28	128.18	79.65
11	17	S	Starkey	Ferrari	1:01:35.04	30	1 lap	122.31	76.00	1:57.66	24	128.04	79.56
12	45	S	Hafner	Porsche 356C	1:01:54.44	30	1 lap	121.67	75.60	1:58.79	15	126.82	78.80
13	40	T	Bender	Porsche 356	1:00:34.17	29	2 laps	120.21	74.70	1:59.60	24	125.96	78.27
14	14	P	Szolowski	Porsche 356A	1:00:37.61	29	2 laps	120.10	74.63	2:00.40	16	125.12	77.75
15	48	T	Thom	Porsche 356SC	1:01:05.65	29	2 laps	119.18	74.06	1:58.40	20	127.23	79.06
16	52	S	Schroder	Porsche 356C	1:01:36.59	29	2 laps	118.18	73.44	2:01.22	21	124.28	77.22
17	8	S	Bizozoch/Raimondi	Lotus Elite S1	0:56:25.95	28	dnf	124.58	74.41	1:55.11	25	130.87	81.32
18	11	P	Scholz/Hell	Porsche 356A	1:00:50.58	28	3 laps	115.55	71.80	2:03.11	3	122.37	76.04
19	5	T	Quignard	Triumph TR4	1:01:39.00	28	3 laps	114.03	70.86	2:06.48	26	119.11	74.01
20	4	T	Maechler	Porsche 356B Roadster	1:01:44.88	28	3 laps	113.85	70.74	2:06.49	15	119.10	74.00
21	49	S	Scharf	Porsche 356SC	1:00:52.96	27	4 laps	111.35	69.19	2:06.96	26	118.66	73.05
22	25	T	Quevaullier/Junne	Porsche 356B	1:01:44.29	27	4 laps	109.80	68.23	2:08.14	20	117.56	73.73
23	23	S	Oehme	Porsche 356B	1:01:54.68	27	4 laps	109.50	68.04	1:58.47	4	127.16	79.01
24	42	T	Dahlmann	Porsche 356B	0:52:27.56	25	dnf	119.65	74.35	2:00.80	19	124.71	77.49
25	43	S	Frigge	Porsche 356SC	1:01:11.38	25	6 laps	102.58	63.74	2:16.81	3	110.11	68.42
Not classified													
44	S	Scholz		Porsche 356B	0:08:18.61	4	dnf	120.85	75.09	2:01.30	4	124.19	77.17
15	P	Schmitt		Porsche 356A	0:04:14.67	2	dnf	118.31	73.51	2:05.02	3	120.50	74.87



XOV on its way at Brands

BPR Gulf Oil Global GT Challenge, Brands Hatch

The factory GT, driven by Wykeham, Wykeham and Lawrence, was at Brands at the same meeting as XOV and finished a creditable 18th. There were 19 finishers and 23 non-finishers.

The first car home was a Class 1 Porsche 911 GT1 driven by Stuck and Boutsen which completed 166 laps of the GP

circuit at an average speed of 107.59mph (fastest lap 112.53mph).

The Morgan covered 132 laps at an average speed of 85.09mph and had a fastest lap of 98.08mph. The fastest Class 2 lap time was the Marcos (7th overall) which put up a best lap of 108.46mph.

Cadwell postscript

Congratulations to:

Peter Garland for winning the Sportscar race (finishing 22 secs ahead of the next car).

Stephen Lockett for winning class B (up to 2000cc) in the 100 mile race (fastest lap 1:54.0).

James Paterson and **Chris Springall** for winning class D (3001-4500cc) in the 100 mile race (fastest lap 1:53.8)

Circuit		Cadwell Park										
Date		08-Sep-96										
LAP CHART												
Pos	Laps →										Qual	
	1	2	3	4	5	6	7	8	9	10		
1	99	99	99	99	99	99	99	99	99	99	1	
2	8	8	8	8	8	8	8	8	8	8	2	
3	20	20	20	20	20	20	20	20	20	20	5	
4	14	16	15	15	15	15	15	15	15	15	7	
5	16	15	17	16	16	16	16	16	16	16	4	
6	15	17	16	17	17	17	17	17	17	17	6	
7	17	14	14	14	14	14	14	14	14	14	3	
8	36	36	36	36	36	36	36	36	36	36	8	
9	21	21	21	21	21	21	21	21	21	21	10	
10	13	13	13	39	39	39	39	39	13	13	12	
11	25	39	39	13	13	13	13	13	39		11	
12	39	25	34	34	34	34	34	34	34		16	
13	34	34	27	27	27	27	27	27	27		17	
14	27	27	25	25	25	25	25	25	25		14	
15	11	11	11	11	11	11	11	11	11		13	
16	12	12	12	12	12	12	12	12	12		15	

1996 Morgan Motor Company Challenge																						Best								
No.	Car	Dir	Modif	RACE 1 MALLORY PARK 28-Apr-96			RACE 2 BRANDS HATCH 06-May-96			RACE 3 DONINGTON 02-Jun-96			RACE 4 SNETTERTON 20-Jul-96			RACE 5 SILVERSTONE 10-Aug-96			RACE 6 CADWELL PARK 08-Sep-96			RACE 7 OULTON PARK 05-Oct-96			RACE 8 THRUXTON 13-Oct-96			TOTAL	7	
				Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points						
3	A	James Edgerton	+8	2	05122	8																					8	8		
2	A	Mike Fellows	+8	7	05390	2	4	05479	6																			12	12	
8	A	Peter Garland	+8	1	05064	10	1	05150	10	3	1:19.35	7	1	1:19.80	11	4	1:06.87	10	2	1:44.77	8							56	56	
15	A	Craig Jones	+8	3	05254	6				2	1:21.19	8	dnf	1:22.42		3	1:07.67	6	4	1:46.95	4							24	24	
20	A	Simon McDermott	+8	5	05286	4				dnf	1:22.42					dnf	1:10.58		3	1:47.49	6							10	10	
1	A	Klaus Nesbach	+8																									0	0	
99	A	Matthew Wurr	+8	dnf	05036	1	2	05136	9	1	1:21.50	10	2	1:20.09	8	2	1:06.18	9	1	1:43.42	11							48	48	
50	B	Mark Baldwin	+8	8	05444	6	6	05575	6	dnf			5	1:28.23	6	7	1:12.90	6										24	24	
30	B	Alan Biggar	+8							19	1:35.47	1																1	1	
60	B	Christian Book	+8							8	1:29.94	4				20	1:21.26	1										1	1	
66	B	Tony Howard	+8													dnf	1:17.31											4	4	
70	B	Manfred Klingler	+8													21	1:20.28	1										1	1	
16	B	Malcolm Paul	+8	4	05211	11	3	05388	11	5	1:23.98	8	3	1:22.67	11	6	1:09.82	9	5	1:48.20	8							58	58	
33	B	Chris Phillips	+8	9	05481	4							6	1:28.34	4	10	1:14.89	2										10	10	
38	B	David Rushton	+8							9	1:29.94	2				8	1:15.36	4										6	6	
28	B	Maurice Standish	+8	11	05735	2							16	1:34.82	2													4	4	
14	B	Grahame Walker	+8	6	05268	8	5	05471	8	4	1:23.72	11	4	1:28.23	8	5	1:10.30	10	7	1:47.75	7							52	52	
88	B	Rob Wells	+8							6	1:28.06	6																6	6	
17	C	Jack Bellinger	+4																6	1:47.38	9							9	9	
27	C	Stephen Lockett	+4	15	05856	7				11	1:32.33	7				16	1:17.19	7	13	2:00.64	6							27	27	
13	D	Chris Acklam	+8	12	05781	8	8	05892	8	12	1:33.58	6	12	1:32.40	2	17	1:19.30	4	10	1:53.20	6							34	34	
36	D	Martin Kurrein	+8	10	05699	11	7	05795	11	7	1:29.94	11	7	1:28.59	11	dnf	1:14.88		8	1:52.54	11							55	55	
32	D	Kelvin Laidlaw	+8																										0	0
39	D	Simon Orebti Gann	+8	16	05835	4	12	05926	6	18	1:32.60	2	10	1:31.72	4	15	1:18.81	6	11	1:53.91	4							26	26	
21	D	James Paterson	+8	19	1:00.90	1	15	1:03.11	2				9	1:31.71	6	11	1:17.23	8	9	1:54.06	8							25	25	
34	D	Peter Sargeant	+8	17	1:00.46	2				16	1:35.99	4				18	1:18.40	2	12	1:59.97	2							10	10	
35	D	Chris Springall	+8	13	05834	6	14	05996	4	10	1:30.88	8	8	1:31.45	8	9	1:14.69	11	dnf									37	37	
17	E	Jack Bellinger	+8	14	05852	10	9	05874	11				11	1:33.03	10	12	1:18.20	10										41	41	
12	E	Jan Bulinski	+4	21	1:02.37	4				20	1:40.71	2				23	1:24.31	1	16	2:00.42	7							14	14	
5	E	Rick Bourne	4/4																										0	0
18	E	John Clarke	+4SS	dnf	05835	1	10	05992	8	13	1:32.58	11	13	1:32.81	9	13	1:17.51	9										38	38	
10	E	Jim Deacon	+4SS							21	1:42.68	1				22	1:20.00	2										3	3	
54	E	Peter Horsman	+8							11	05975	6	15	1:34.10	6	15	1:33.99	4										16	16	
11	E	David James	+4	20	1:01.76	6	dnf	1:01.51	-	17	1:35.43	4	17	1:35.08	2	dnf	1:19.89		15	2:00.91	8							20	20	
7	E	Mary Lindsay	+8	18	1:01.78	8	13	1:01.08	4	14	1:33.97	8	14	1:33.25	6	14	1:18.82	6										32	32	
33	E	Chris Phillips	+4																										0	0
25	E	Colin Treble	+8														19	1:21.00	4	14	2:00.88	10						14	14	

Zandvoort - British Race Festival

Catching a 2.45am ferry from Dover to Calais wasn't a great start - in fact I've decided that doing anything at 2.45 am isn't a great idea any more.

I met up with the others at the elegant surroundings of the Shell petrol station in Dover. There was Rick Bourne in his very smart (some might say flash) transporter, Roger Horton, and son, driving Rick's +8, and Stephen Lockett and friends trailing his +4. Our tickets were waiting at the terminal, we were loaded on to the ferry immediately and then we were off, seemingly ahead of time. A surprisingly quick and uneventful crossing and we disembarked into the dank Calais night.

A mind-numbingly boring four and a half hour drive up the motorways of Belgium and Holland through the drizzle got us to Zandvoort mid-morning where we could hear the unmistakable sounds of Klaus' 5 litre +8 on track. Martin Kurrein had also been out testing in the morning's practice session and reported that it was very slippery in the wet. Luckily it dried out for the afternoon session so I was able to introduce myself to the remarkably twisty circuit in a comparatively relaxed way.

With the large awning up, the Brands Hatch Morgan transporter was the focus of attention in the Morgan area of the Paddock (Christian Bock and Matthias Te Neues had taken up an alternative site behind the

Pits) and with a glowing barbecue and "Mad Dog" Horton as Chef we were soon living pretty well. A tented village then sprung up between the Armco and the perimeter fence with the arrival of Peter Sargeant and son, David James and Stephen Lockett's party - though the gale force winds raised some doubts in the minds of those of us not having to stay under canvas. In the end it wasn't the wind but the Healeys practising their starts in the Paddock until midnight and the ingeniously designed loose metal on metal covers over the drains that provided the noises that jerked one awake. (I draw a discreet veil over the night-time noises issuing from Mad Dog which prompted a lively discussion over his excellent breakfast the next morning.)

Saturday dawned overcast, windy and showery. There was much discussion about tyre choice (surprise) and then we were let loose on the track for our practice and qualifying. Still learning the track I don't remember much about this except for seeing Craig sweep past me at the beginning of the straight with Rick apparently attached to his bumper. The large electronic leader board showed a grid order of Klaus, Craig, Rick, Martin and me (and I have to admit to getting pretty excited at seeing my car number up there in lights!).

Peter Sargeant ended practice early with a worrying vibration coming from the wheels. As laid back as ever he didn't bother to check it out until the next day when he discovered that it wasn't the additional slick rubber that the tyres had picked up from the circuit, but one of the rear tyres has seemingly broken inside and become seriously deformed. Perhaps you ought to change your tyres more often than every decade Peter?

Back to the Paddock for the normal fettling of brakes etc and then

we were organised into a parade through the town of Zandvoort in full race trim (cobble streets and tyres at race pressure aren't a great mix by the way). We negotiated the wandering brass band confusingly dressed as English policemen (and this was before the free beer) and went off to find our barbecue courtesy of the nice people of Zandvoort.

Machiel Kalf had organised things so successfully that as well as the entertainment he had laden us with sponsors' decals, umbrellas, caps and even the race fee - which was very welcome. Perhaps our Competitions Secretary could do the same over here?

Another blustery night and then the day of the race. And what an attendance! People poured in all day. There were 200 cars in the Concours competition and more Healey 3000s than I've seen since the 60s.

In the morning there were demonstration runs and we were able to take friends, pit crew, chefs, etc., for a quick blast round the track.

Then the race at 13.30 hours. We drove to Parc Fermé through roads lined two or three deep with people - a stunning contrast to some of our club meetings where there seem to be more people in the paddock than watching. Lined up behind the pits there was a long

wait in the sun, in front of the crowds on the pit garage roof, where we were easy prey for the wandering TV cameraman filming closeups of cars and drivers. I just managed to relax after he had filmed the inside of my car when I glanced in the mirror and found that he'd crept around the back and was filming through the mirror - disconcerting.

There had been some discussion beforehand about the grid procedure. It consisted of going to Parc Fermé as usual, then out on to the pit lane in grid order, follow the pace car round, line up on the grid, 5 second board, lights and away! No time for getting bored with that! In fact it was plainly far too exciting for Rick - when the lights went red his car did a splendid kangaroo hop forward and stalled! I remember seeing the starter up on the bridge waving his finger at Rick, then the lights went green and there wasn't time for any more sight-seeing.

Craig got away ahead of Klaus I believe, both followed by Matthias in his distinctive bright yellow +8. I followed Martin into Tarzanboch with my mirrors full of Christian who was all over the back of my car - and then up the inside at what seemed like twice our speed and overtaking everyone up to Matthias came Rick who



was suddenly very keen.

Round the banking of the first hairpin at the end of the straight, Tarzanboch, you are then accelerating hard uphill. Through a slight left hand bend then up and over a right hander on the brow (Gerlachbocht) with the car going very light and drifting wide to the left hand edge of the track as you go steeply downhill into the next hairpin (Hugenholzbocht) on the wrong side. Heavy brake and turn, then accelerate hard uphill, over the crest to find a kink right then a long right hander. Braking at the kink, the car again goes light with the back stepping out before the power comes back on and holds the car in a drift through Toyota-bocht. Downhill again to the least enjoyable corners of Nissanbocht; a very sharp right hander with the first apex protected by a tall pile of tyres (now where have I seen that recently?) then another hairpin left, with the car understeering madly all the way through to the first short straight. Then two quick corners; Mitsubishi-bocht with the speed building all the time before the final very fast Bos Uit (where the outside of the track is covered in marbles of slick rubber) taking the car on to the long straight through the grandstand, pit area and past the electronic leader board – which is situated at a point where if you can read your lap time you have just missed your braking point for Tarzanbocht

Klaus soon moved ahead of Craig and stretched out a comfortable lead by the end, lapping everyone except Craig. Rick and Matthias had a very closely contested battle with Rick finally outraking him into Tarzan. Martin was running a comfortable 5th but then discovered his throttle had stuck open when entering Tarzan. He pulled into the pits on the next lap and freed it but lost several positions by the time he was able to return. I managed to fend off Christian until about lap 14 when he got past at the end of the straight and kept ahead till the end.

Stephen Lockett (+4), Peter Merschroth (4/4) and Manfred Breyer (4/4) had an interesting battle too, which Stephen won by half a second. David James

was particularly unlucky, being speared in the rear wing by a clumsy Triumph Spitfire, which caused him to spin off on lap 3. As he was unable to get it started again he was forced to sit at the side of the track and spectate (for 15 more laps!). It was no consolation for him to learn that the Spitfire didn't finish the race. Peter Sargeant, now with round tyres, finished 13th and Pieter Van Hest in his 4/4 4

seater finished 20th (before going on to race his Healey in a later race).

Class winners were deemed to be Klaus, Rick and Stephen and each received flowers and a handsome Sekonda watch.

Back to the Paddock with much handshaking and telling of tales before packing the cars, trailers and transporters for the long drive back.

It had been a good weekend. My first race abroad and one I will be eager to repeat. The enthusiasm was infectious and Machiel Kalf got all our thanks for not only arranging the race and all the sponsorship but for making it all so enjoyable.

Thanks Machiel, hope to see you there next year.

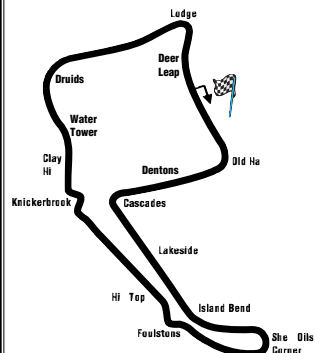
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Circuit	Zandvoort	Length	1.565 miles										
Date	01-Sep-96	Weather/track	Dry, sunny										
PRACTICE													
Pos	No	Class	Driver	Car	Time (mins:secs)	Lap	Behind (secs)	kph	mph				
1	77		Klaus Nesbach	-8	1:14.336	2		121.982	75.80				
2	15		Craig Jones	-8	1:15.945	23	1.609	119.408	74.20				
3	5		Rick Bourne	-8	1:19.336	16	5.000	114.304	71.03				
4	501		Matthias Te Neues	-8	1:20.765	15	6.429	112.281	69.77				
5	36		Martin Kurein	-8	1:21.242	12	6.906	111.622	69.36				
6	13		Chris Acklam	-8	1:22.206	15	7.870	110.313	68.55				
7	10		Ron Verzijlbergen	Abarth 1000	1:23.455	7	9.119	108.662	67.52				
8	55		Christian Book	-8	1:23.466	15	9.130	108.648	67.51				
9	203		Manfred Breyer	4/4	1:24.224	3	9.888	107.670	66.90				
10	38		Arthur Denzler	Spitfire	1:24.287	3	9.951	107.590	66.85				
11	208		Peter Merschroth	4/4	1:25.220	13	10.884	106.412	66.12				
12	8		Theo Van Bree	Alpine A110	1:25.898	10	11.562	105.572	65.60				
13	34		Peter Sargeant	-8	1:26.139	13	11.803	105.276	65.42				
14	27		Stephen Lockett	+4	1:26.179	20	11.843	105.228	65.39				
15	6		Boudewij Bijlvelde	Anglia	1:26.283	11	11.947	105.101	65.31				
16	28		Robert Slop Jr	Alfa Giulietta	1:26.582	10	12.246	104.738	65.08				
17	17		Wim Maarleveld	Alfa Giulietta	1:27.142	11	12.806	104.065	64.66				
18	1		John Hanneman	Cooper S	1:27.148	17	12.812	104.058	64.66				
19	11		David James	+4	1:27.563	3	13.227	103.564	64.35				
20	12		Marcel Sontrop	Alfa Giulietta	1:28.179	12	13.843	102.841	63.90				
21	98		Jasper Izaks	Abarth 1000	1:28.564	11	14.228	102.394	63.62				
22	60		Henk Izaks	Abarth 1000	1:28.880	3	14.544	102.030	63.40				
23	3		Pieter Van Hest	4/4	1:28.963	6	14.627	101.935	63.34				
24	9		Randall Thiel	Cooper S	1:29.587	12	15.251	101.225	62.90				
25	16		Mike Van Thiel	Cooper S	1:30.101	10	15.765	100.647	62.54				
26	20		Albert Stermerding	Honda S800	1:30.881	10	16.545	99.783	62.00				
27	32		Pim VD Werd	Alfa Giulietta	1:35.883	6	21.547	94.578	58.77				
28	7		Ad Vermeulen	Alpine A108	1:39.507	10	25.171	91.133	56.63				
RACE - PROVISIONAL RESULTS													
Pos	No	Class	Driver	Car	Race time (mins:secs)	Laps	Behind (secs)	kph	mph	Best lap	on	kph	mph
1	77		Klaus Nesbach	-8	23:02.231	18		118.038	73.38	1:15.494	2	120.121	74.64
2	15		Craig Jones	-8	23:34.547	18	32.316	115.395	71.70	1:17.331	3	117.267	72.87
3	5		Rick Bourne	-8	23:14.035	17	1 lap	110.588	68.72	1:20.588	7	112.528	69.92
4	501		Matthias Te Neues	-8	23:28.366	17	1 lap	108.463	68.02	1:21.257	4	111.802	69.35
5	55		Christian Book	-8	23:50.750	17	1 lap	107.750	66.95	1:22.086	16	110.461	68.64
6	13		Chris Acklam	-8	23:53.943	17	1 lap	107.510	66.80	1:22.566	2	109.806	68.23
7	27		Stephen Lockett	+4	24:03.690	17	1 lap	106.784	66.35	1:22.773	7	109.558	68.08
8	208		Peter Merschroth	4/4	24:04.199	17	1 lap	106.746	66.33	1:23.404	7	108.729	67.56
9	203		Manfred Breyer	4/4	24:17.417	17	1 lap	105.778	65.73	1:23.319	6	108.840	67.63
10	10		Ron Verzijlbergen	Abarth 1000	23:10.270	16	2 laps	104.364	64.85	1:25.020	8	106.662	66.28
11	36		Martin Kurein	-8	23:18.837	16	2 laps	103.725	64.45	1:21.993	2	111.415	69.23
12	60		Henk Izaks	Abarth 1000	23:23.727	16	2 laps	103.364	64.23	1:25.797	15	105.696	65.68
13	34		Peter Sargeant	-8	23:34.406	16	2 laps	102.583	63.74	1:25.951	2	105.507	65.56
14	6		Boudewij Bijlvelde	Anglia	23:34.821	16	2 laps	102.553	63.72	1:26.135	6	105.281	65.42
15	28		Robert Slop Jr	Alfa Giulietta	23:41.001	16	2 laps	102.107	63.45	1:26.430	6	104.922	65.20
16	2		Fred Corporaal	Alfa Giulietta	23:45.108	16	2 laps	101.813	63.26	1:26.524	2	104.808	65.12
17	8		Theo Van Bree	Alpine A110	23:45.625	16	2 laps	101.776	63.24	1:27.000	3	104.235	64.77
18	98		Jasper Izaks	Abarth 1000	23:45.897	16	2 laps	101.757	63.23	1:26.934	15	104.314	64.82
19	12		Marcel Sontrop	Alfa Giulietta	23:53.752	16	2 laps	101.199	62.88	1:27.955	10	103.103	64.07
20	3		Pieter Van Hest	4/4	23:54.269	16	2 laps	101.163	62.86	1:27.046	15	104.179	64.73
21	17		Wim Maarleveld	Alfa Giulietta	23:56.900	16	2 laps	100.977	62.74	1:27.988	5	103.064	64.04
22	16		Mike Van Thiel	Cooper S	24:08.166	16	2 laps	100.192	62.26	1:28.505	7	102.462	63.67
23	9		Randall Thiel	Cooper S	24:26.264	16	2 laps	98.955	61.49	1:29.069	7	101.813	63.26
24	20		Albert Stermerding	Honda S800	23:10.431	15	3 laps	97.830	60.79	1:30.760	7	99.916	62.09
25	32		Pim VD Werd	Alfa Giulietta	24:19.322	15	3 laps	93.212	57.92	1:34.300	2	96.165	59.75
Not classified													
38			Arthur Denzler	Spitfire	13:18.021	9	dnf	102.273	63.55	1:24.175	6	107.733	66.94
1			John Hanneman	Cooper S	10:27.156	7	dnf	101.217	62.89	1:25.221	6	106.410	66.12
11			David James	+4	4:35.194	3	dnf	93.858	61.43	1:27.490	2	103.651	64.41

Morgan Motor Company Challenge

Circuit		Cadwell Park		Length		2.17 miles					
Date		08-Sep-96		Weather/track		Cloudy / drying					
Qualifying & Race Results											
PRACTICE				Time		Behind					
Pos	No	Class	Driver	Car	(mins:secs)	Lap	(secs)				
kph mph											
1	99	A	Matthew Wurr	+8	1:38.31	4					
2	8	A	Peter Garland	+8	1:39.39	6	1.08				
3	14	B	Grahame Walker	+8	1:43.60	7	5.29				
4	16	B	Malcolm Paul	+8	1:44.84	7	6.53				
5	20	A	Simon McDermott	+8	1:44.93	6	6.62				
6	17	C	Jack Bellinger	4/4	1:48.49	4	10.18				
7	15	A	Craig Jones	+8	1:48.61	5	10.30				
8	36	D	Martin Kurrein	+8	1:50.04	4	11.73				
9	35	D	Chris Springall	+8	1:52.50	6	14.19				
10	21	D	James Paterson	+8	1:53.79	4	15.48				
11	39	D	Simon Orebi Gann	+8	1:54.27	7	15.96				
12	13	D	Chris Acklam	+8	1:55.09	7	16.78				
13	11	E	David James	+4	1:57.21	7	18.90				
14	25	E	Colin Treble	+8	1:58.18	7	19.87				
15	12	E	Jan Bulinski	+4	1:59.30	7	20.99				
16	34	D	Peter Sargeant	+8	1:59.73	7	21.42				
17	27	C	Stephen Lockett	+4	2:08.42	6	30.11				
RACE - PROVISIONAL RESULTS											
Pos	No	Class	Driver	Car	Race time (mins:secs)	Laps	Behind (secs)	Best			
kph mph								lap	on	kph	mph
1	99	A	Matthew Wurr	+8	17:47.82	10	26.70	1:43.42	5	121.56	75.53
2	8	A	Peter Garland	+8	18:14.52	10	30.16	1:44.77	4	119.99	74.56
3	20	A	Simon McDermott	+8	18:17.98	10	30.55	1:47.49	10	116.96	72.67
4	15	A	Craig Jones	+8	18:18.37	10	37.25	1:46.95	5	117.55	73.04
5	16	B	Malcolm Paul	+8	18:25.07	10	44.45	1:48.20	5	116.19	72.20
6	17	C	Jack Bellinger	4/4	18:25.54	10	40.89	1:47.38	8	117.08	72.75
7	14	B	Grahame Walker	+8	18:28.71	10	25.87	1:47.75	8	116.67	72.50
8	36	D	Martin Kurrein	+8	19:13.69	10	34.84	1:52.54	2	111.71	69.41
9	21	D	James Paterson	+8	19:22.66	10	44.45	1:54.06	2	110.22	68.49
10	13	D	Chris Acklam	+8	19:32.27	10	105.71	1:53.20	8	111.06	69.01
11	39	D	Simon Orebi Gann	+8	17:50.34	9	1 lap	1:53.91	8	110.36	68.58
12	34	D	Peter Sargeant	+8	18:24.91	9	1 lap	1:59.97	5	104.79	65.11
13	27	C	Stephen Lockett	+4	18:32.97	9	1 lap	2:00.64	4	104.21	64.75
14	25	E	Colin Treble	+8	18:33.23	9	1 lap	2:00.88	4	104.00	64.62
15	11	E	David James	+4	18:33.74	9	1 lap	2:00.91	4	103.97	64.61
16	12	E	Jan Bulinski	+4	18:44.98	9	1 lap	2:00.42	4	104.40	64.87
Not classified				n/a							
35	D		Chris Springall	+8	0:00.00	0					
Fastest laps				(mins:secs)		on		kph		mph	
A	Matthew Wurr	+8	1:43.42	5	121.56	75.53	New lap record				
B	Grahame Walker	+8	1:47.75	8	116.67	72.50					
C	Jack Bellinger	+8	1:47.38	8	117.08	72.75					
D	Martin Kurrein	+8	1:52.54	2	111.71	69.41					
E	Jan Bulinski	+8	2:00.42	4	104.40	64.87					
Existing Lap Records				(mins:secs)		kph		mph			
17-Sep-95	A	Klaus Nesbach	+8	1:38.53	2	127.59	79.28				
	B	Grahame Walker	+8	1:45.90		118.71	73.76				
	C	Alan Wickenden	+4	1:48.80		115.55	71.80				
	D	Chris Phillips	+8	1:51.70		112.55	69.93				
17-Sep-95	E	Jack Bellinger	+8	1:55.27	6	109.06	67.77				

NEXT RACE
Oulton Park
Saturday 5 October



Testing:

Testing available on the International circuit on the Friday before (4 October). Cost is £140 for the full day, £80 for half day (1.30 – 5pm). Normally run in sessions. Garage £25. ☎ 01829 760301

Petrol:

Available.

Circuit length

2.775 miles (International)

Lap records

Outright: 1:25.53
P Cox (Reynard 91D)

Morgans

- Class A* 1:54.30
Matthew Wurr
- Class B* 1:59.03
James Egerton
- Class C* 2:08.33
Alan Wickenden
- Class D* 2:07.94
Chris Phillips
- Class E* 2:16.67
Richard Somerset

Programme

Sports / Saloon Championship; Classic Formula Ford 2000; Classic Formula Ford 1600; Westfield Sports Car Championship, National 2CV Championship

Scrutineering starts 8am;
Practice starts 9am;
1st race 2.00pm

Morgan Motor Company Challenge

Any information, stories, photos or anything remotely interesting to participants in the race series to Chris Acklam at
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Technical Committee

The Technical Committee are meeting soon, so if anyone has any comments or suggestions that they wish the committee to consider please send them to a committee member or Mark Aston as soon as possible.