

Overall championship standings 1997		
1	Peter Garland	66
2	Peter Horsman	59
3	Martin Kurrein	55
4	James Paterson	54
5	Malcolm Paul	52
6	Peter Sargeant	48
7	Chris Acklam	41
8	Mary Lindsay	40
9=	Jack Bellinger	39
9=	Grahame Walker	39
11	Colin Treble	38
12	Simon Orebi Gann	30
13	Simon McDermott	26
14	Chris Springall	25
15	James Edgerton	22
16	John Clarke	21
17	Mike Fellows	18
18	Stephen Lockett	15
19=	Keith Ahlers	14
19=	Craig Jones	14
19=	Tony Howard	14

1997 Series result

The final round of the Morgan Motor Company Challenge at the Silverstone Summerfest was on Saturday and Sunday 30/31st August. Highly publicised as the 'Party in the Pits', attractions included live bands, ballooning, an attempt on the lap record by Ricardo Zonta in the 1998 F1 Jordan and a Kart marathon. The whole event was to raise money for the Lord's Taverners and over 30,000 people were expected to attend.

In four days, and with the generous support of Peter Morgan, the Morgan Motor Company and Mark Baldwin in particular had assembled some 23 drivers to form a Morgan team for the 6 hour Kart marathon – the first session to be driven by a celebrity.

Qualifying for the Challenge race was on Saturday afternoon and once again it was Peter Garland who set fastest lap. He needed just 5 points from the last race to secure the 1997 Championship from Peter Horsman who would have to win his class and see Peter Garland fail to score the required points in order to take the title. So with 24 entrants, including Matthew Wurr who would start from the back of the grid after racing his Tuscan at Oulton Park on Saturday, the stage was set for an interesting final round of the championship.

By 8.30 on Sunday morning most people in the Paddock were aware of the tragic events which had taken place in Paris during the early hours and, approximately one hour later, we learned that the entire Silverstone event had been cancelled as a mark of respect to Diana, Princess of Wales.

During the following week attempts were made by the BRDC to find us a replacement for the final round of our Championship before the end of the season, but this proved impossible. The Championship standings after the Bentley Drivers' meeting on the 9th August have therefore determined the final results.

I would like to thank all our drivers and their teams who made such tremendous efforts to be at the Silverstone SummerFest and produce an excellent grid so late in the season.

Thank you too to the Kart team, most of whom were turned away at the gates, and to Kate Orebi Gann for supplying the hospitality.

And so, after a near-perfect season and some brilliant driving, congratulations to the Champion of 1997 – Peter Garland. Second place, and Class E, goes to Peter Horsman – an excellent result in only his second season of racing. And, after their season-long battle, Class D goes to 1996 Champion Martin Kurrein just 1 point ahead of James Paterson. Class B was won by Malcolm Paul and Class C by Peter Sargeant.

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Best 6 results (total in brackets)	
Class A	
Peter Garland	66 (67)
Simon McDermott	26
James Edgerton	22
Mike Fellows	18
Keith Ahlers	14
Craig Jones	14
Matthew Wurr	10
Chas Windridge	8
Class B	
Malcolm Paul	52
Grahame Walker	39
Christian Bock	8
Alan Biggar	6
Tony Howard	6
Class C	
Peter Sargeant	48
Stephen Lockett	15
Doug Taylerson	12
Tony Howard	8
Brian Jenkins	4
Class D	
Martin Kurrein	55
James Paterson	54 (58)
Chris Acklam	41 (43)
Simon Orebi Gann	30
Chris Springall	25 (27)
Kelvin Laidlaw	1
Class E	
Peter Horsman	59 (61)
Mary Lindsay	40
Jack Bellinger	39 (40)
Colin Treble	38 (40)
John Clarke	21
Chris Phillips	11
Barry Sumner	10
David James	5
Rick Bourne	2
Jim Deacon	1
Doug Taylerson	1

Once again we were delighted to be invited to compete at this very popular Festival at Zandvoort.

It's a great thing to see so many enthusiasts of British sports cars, both new and old, coming to such an entertaining meeting where there is racing, track displays, concours and, above all, a lot of interesting cars.

Arriving on Friday we found that the 'free' practice which had been scheduled from the outset had been removed. This left just the afternoon session in which to learn the circuit or revive fading memories from last year. But any disappointment was swiftly overcome by a terrific barbecue put on by Machiel Kalf and the Morgan Club of Holland. With seemingly unlimited quantities of beer and excellent food (enough even to halt Mike Fellows, temporarily), it proved a great way to start such a friendly weekend and Simon Orebi Gann displayed previously unknown abilities as a chef (perhaps he's at his best when close to the metal-work).

By the end of the evening the Paddock was filling up and overnight it was full of traditional sounds – the plaintive song of an engine being revved to 14000 in interminable bursts; Healeys practising their racing starts; drunken shouting and laughter (often in the adjoining motor home); thunder, lightning, gale force winds and a zillion volt high intensity spotlight shining on the opaque roof of the truck.

Saturday morning and we were all looking forward to a good night's sleep.

Qualifying was a luxury of two half hour sessions which meant that most benefitted from the lessons learnt in the morning and posted quicker times in the second session.

Immediately afterwards there was the chance to take part in

the race car parade through the town which is notable for its cobbled streets and, on this occasion, its traffic jams.

Then off to a bar for free beer and a meal (we could get used to this!) with some then moving on to further refreshment and our roving camera crew going to Amsterdam for an educational night out.

By this time the wind was getting up and Adrian and Martin's Eze-Ups were on the point of becoming Eze-Up, Up and Aways before several of us struggled to take down the canvas. The uprights bent into a banana shape testified to the strength of the winds.

A pile of GT wheels prompted a radical piece of car design when it was remembered that they used the same size splines as the +4. And so it was that John Clarke's Supersports was the real headturner in the Paddock next morning wearing wheels that projected about 2 feet out from the bodywork. It stopped people dead in their tracks and that there was much muttering and pointing by spectators.

Race day meant hundreds of sports cars pouring into the circuit to see and be seen. Displays of Morgans, MGs, TVRs and other English cars everywhere and a large and interesting concours competition.

The race itself was eventful. Before we had even lined up on the grid, Chris Dady's car burst into flames and was promptly covered in fire extinguisher powder. The start was interesting as Peter Garland was on the back row because he missed qualifying the day before (some excuse about missing the ferry, puncture, that sort of thing). Barry looked in his mirrors just after the lights went green to see Garland's car behind, seemingly stationary but vibrating like something out of a road-runner cartoon – and within a

couple of seconds it had blasted past him (and in fact PG went from last to 4th by the first corner). Perhaps more surprisingly after a couple of corners we came across the GT car going slowly down the back straight and further on we caught up with one of its wheels, apparently heading back to the pits on its own.

A lap or two later Rick pulled out after experiencing a dramatic drop in his oil pressure and on lap 13 James, perhaps regretting his tyre choice, decided to take it easy as he felt he wasn't competitive. Unfortunately his brain forgot to tell his right foot and he went into Hugenholtzbocht too fast, straight into the barrier. The yellow flags came out (but no green flags which was a mite confusing).

Mike Fellows was having a problem with his car which, until the penultimate lap when he pulled off, meant that he was misfiring round the corners – causing Martin to climb all over the back of him on the twisty bits and then fall back on the straights.

Being unable to gain ground on Martin after half-way I lost concentration until a rather flashy yellow car appeared in the mirrors in the last few laps. It caught a tow coming out of Bos Uit and just before Tarzan he switched his lights on. Seeing that the driver was wearing glasses and being worried that perhaps the light wasn't good enough for him to see clearly, I generously moved over and

waved him through (it was the slowing down lap after all). You could have knocked me down with a feather when he said that he hadn't realised the race had finished. (I don't know, some people just don't see the flags ... !!)

All credit to Peter Garland for coming to Zandvoort, winning from the back of the grid and posting fastest lap with just 3 or 4 familiarisation laps. A remarkable achievement.

So, once again, a lovely weekend. The rate of attrition was quite high in terms of broken (rather than damaged) cars and the tyre wear was phenomenal, but the hospitality and the welcome made it a weekend that we hope will become a permanent fixture in our race calendar.

Chris Acklam

Zandvoort Qualifyin									
Circuit		Zandvoort			Length				
Date		07-Sep-97			Weather/track				
PRACTICE					1st session		2nd ses		
Pos	No	Class	Driver	Car	(mins: secs)	Lap	(mins		
1	15	A	Craig Jones	+8	1:14.171	4	1:17.016		
2	6	A	Chas Windridge	+8	1:15.604	11	1:17.016		
3	73	A	Adrian van der Kroft	+8	1:17.016	6	1:17.016		
4	112	A	Mike Fellows	+8	1:17.531	12	1:17.016		
5	1	B	Martin Kurrein	+8	1:17.947	5	1:17.016		
6	13	B	Chris Acklam	+8	1:19.060	16	1:17.016		
7	21	B	James Paterson	+8	1:18.433	21	1:17.016		
8	82	B	Rob Wells	+8	1:19.698	5	1:17.016		
9	51	B	Rick Bourne	+8	1:21.320	4	1:17.016		
10	39	B	Simon Orebi Gann	+8	1:20.127	19	1:17.016		
11	60	B	Christian Bock	+8	1:21.798	12	1:17.016		
12	54	B	Peter Horsman	+8	1:22.538	16	1:17.016		
13	18	C	John Clarke	+4SS	1:24.077	17	1:17.016		
14	22	C	Barry Sumner	+4	1:24.662	5	1:17.016		
15	19	C	Chris Dady	4/4	1:27.010	6	1:17.016		
RACE					Race time		B		
Pos	No	Class	Driver	Car	(mins: secs)	Laps			
1	8	A	Peter Garland	+8	22:49.286	18			
2	15	A	Craig Jones	+8	22:53.999	18			
3	6	A	Chas Windridge	+8	23:39.824	18			
4	1	B	Martin Kurrein	+8	24:04.048	18			
5	13	B	Chris Acklam	+8	22:53.279	17			
6	82	B	Rob Wells	+8	22:54.197	17			
7	39	B	Simon Orebi Gann	+8	23:12.146	17			
8	54	B	Peter Horsman	+8	24:03.017	17			
9	112	A	Mike Fellows *	+8	21:24.183	16			
10	18	C	John Clarke	+4SS	23:10.844	16			
11	34	C	Peter Sargeant	+4	23:10.501	15			
12	21	B	James Paterson *	+8	17:56.205	13			
(* stopped before end but classified as a finisher)									
Not classified									
73	A	Adrian van der Kroft	+8GT	0:00.000	0				
51	B	Rick Bourne	+8	4:13.017	3				
22	C	Barry Sumner	+4	6:17.929	4				

I would be grateful if you would publish a note of my thanks to all in Holland for support and assistance – very much appreciated.

Got back from Harwich after a long wait for a recovery truck. Repairs well in hand subject to how much damage the powder has done to internals of carbs, starter motor, etc..

Should catch up with you at the Birkett, if not, next year!



The +4s returned to Zandvoort in greater numbers this year to give a display to wow the crowd. The contenders included Chris ‘Fireblade’ Dady in his 4/4 +4 4 seater (you should see the size of the badge on the cowl), Barry ‘Waterblade’ Sumner in his flat rad +4, John ‘Rubberblade’ Clarke in the +4 Supersports and, fresh from Spa, Peter ‘Electroblade’ Sargeant in the evergreen +4.

Fireblade Dady set the scene by leaving a trail of fire and smoke though the nether regions of France and Belgium. The sheer torque of the Fiat twincam set fire to the petrol pump whilst Chris merrily hummed the theme tune to Blazing Saddles.

Waterblade Sumner had the big bus out and arrived at

money (YES MONEY IS GIVEN TO YOU!!) a teeshirt, key ring and a commemorative tile, the track, staff and format are very +4 friendly. So whilst the story of the Bladerunners has been interrupted (and you probably saw the film anyway), let me take you for a quick(ish) tour of the track – from the start you have a very long straight (loads of revs in 4th) terminating in a sweeping banked right hand bend. Miss the bend and you go over a sand dune and into the North Sea!! Caterpauling out of the bend you are thrown into a quick left right S bend and then, travelling down hill, it’s hard on the brakes for a nicely banked hairpin. The hairpin is a 2nd gear job but with lots of revs the car slews sideways as it climbs over the next dune. Snatching 3rd going over the hill you are faced with a wicked off-camber right-hand bend that dives down towards a very tight right hander. This corner I found was best taken sideways (I’m a bit of a showoff at heart) as it then sets the car up nicely for a gently opening left hander and onto the back straight. You are now right in front of a very full grandstand and it’s a good time to show your prowess at drifting the +4 with just touches of correction (dream on!). At the bottom of the straight you dab the brakes before entering a fast right hander which, just when you think it’s all over, continues on and on in a Gerards-like fashion. After snatching 4th in mid corner or watching the revs disappear down your trousers you sling shot onto the start finish straight and begin the long haul up to the dunes. So there you have it. If it sounds a bit twisty, a bit up and down and a bit tricky then you’ve got it – it’s just like that. Anyway, back to the story

out dry and sunny. Rubberblade Clarke fools the crowd by an overnight change of footwear - GT2 factory tyres really do fit a 1967 +4 – betting on Rubberblade falls from 1000-1 to 3-2 on favourite.

As the cars assemble on the grid, Fireblade shows his mettle and promptly bursts into flames. The crowd OOO and gasp, whilst the petty minded marshalls, not understanding how a Fireblade works, cover the car in powder and robs Fireblade of the race.

At the off, Rubberblade and Waterblade are neck and neck but then Waterblade starts to strut his stuff. Waterblade begins by producing an extra fine mist, leaving the crowd slightly mystified (got it? ... ho,ho!!). Next, Waterblade gives short blasts of water from the top of his radiator which sets the crowd off roaring. Then, just when they think it can’t get any better, Waterblade brings the house down with a dramatic gush of water through his louvres and disappears in his own cloud burst. What a show.

Meanwhile Electroblade has stopped charging and has on the eternal red light. Whilst the crowd are on tenterhooks watching the Fireblade and Waterblade show, the Sarge is nervously chewing his fingernails wondering whether he will make it to the next corner. (I know how it feels Peter – get rid of that dynamo). So, it’s all down to Rubberblade to leave his marks on the track and carry off the grand trophy.

So there we have it – sun, drama, spectacle, fun and money. It’s all waiting for you at Zandvoort. Now where shall I cement that tile?

Tjee Vát a Hoot

ng and Race Results

1.565 miles
Dry, sunny

d session	Behind					
(mins: secs)	Lap	(secs)	kph	mph		
1:14.073	6		122.425	75.97		
1:15.013	10	0.940	120.891	74.53		
1:17.294	18	2.943	117.747	73.16		
1:17.131	16	3.058	117.571	72.68		
1:18.817	3	3.874	116.341	72.29		
1:18.266	15	4.193	115.866	71.27		
1:20.229	10	4.360	115.620	71.84		
1:19.012	6	4.939	114.773	70.70		
1:19.509	5	5.436	114.055	69.29		
1:19.937	19	5.864	113.444	70.32		
1:21.507	6	7.434	111.259	68.89		
1:22.357	6	8.284	110.111	68.27		
1:24.132	8	10.004	107.858	67.02		
1:25.577	3	10.589	107.113	66.56		
1:26.344	11	12.271	105.026	64.76		

Behind			Best			
(secs)	kph	mph	lap	on	kph	mph
	119.209	74.07	1:13.244	4	123.811	76.93
04.713	118.800	73.82	1:13.931	8	122.660	76.22
50.538	114.966	71.44	1:16.513	2	118.521	73.65
14.762	113.037	70.24	1:18.986	10	114.810	71.34
1 lap	112.259	69.75	1:18.570	3	115.418	71.72
1 lap	112.184	69.71	1:19.065	13	114.696	71.27
1 lap	110.738	68.81	1:19.350	8	114.284	71.01
1 lap	106.834	66.38	1:22.663	2	109.703	68.17
2 laps	112.986	70.21	1:30.435	2	100.275	62.31
2 laps	104.321	64.82	1:24.806	2	106.931	66.44
3 laps	97.825	60.79	1:30.435	2	100.275	62.31
5 laps	109.542	68.07	1:20.858	3	112.152	69.69

dnf	0.000	0.00	0:00.000	0	0.000	0.00
dnf	107.523	66.81	1:20.675	3	112.407	69.85
dnf	95.980	59.64	1:24.939	2	106.764	66.34

Zandvoort in good time to get extra portions at the barbecue (Fireblade just lobbed a few steaks onto to his back seat and was well happy), Rubberblade Clarke arrived with Swedish ensemble, did a quick recce of the paddock and, finding nothing to feed his fetish, drove off to the nearest hostelry. Electroblade Sargeant was still in Spa, missing practice at Zandvoort but arrived in the nick of time for the race'

For those of you that haven't raced at Zandvoort before, let me tell you that it is brilliant. Putting aside that you actually receive

The day of the race turned

Morgan Motor Company Challenge

Qualifying Results

Circuit **Silverstone International** Length 2.252 miles
Date 30/31 Aug 97 Weather/track Cloudy/dry practice

PRACTICE					Time	Behind			
Pos	No	Class	Driver	Car	(mins: secs)	Lap	(secs)	kph	mph
1	8	A	Peter Garland	+8	1:32.34	10		141.30	87.80
2	20	A	Simon McDermott	+8	1:36.58	4	4.24	135.09	83.94
3	16	B	Malcolm Paul	+8	1:37.41	4	5.07	133.94	83.23
4	15	A	Craig Jones	+8	1:37.58	5	5.24	133.71	83.08
5	29	A	Keith Ahlers	+8	1:37.73	5	5.39	133.50	82.96
6	2	A	Mike Fellows	+8	1:38.70	4	6.36	132.19	82.14
7	21	D	James Paterson	+8	1:41.46	5	9.12	128.60	79.91
8	1	D	Martin Kurrein	+8	1:42.26	3	9.92	127.59	79.28
9	37	B	Rick Lloyd	+8	1:43.73	9	11.39	125.78	78.16
10	39	D	Simon Orebi Gann	+8	1:44.23	7	11.89	125.18	77.78
11	13	D	Chris Acklam	+8	1:45.01	5	12.67	124.25	77.20
12	35	D	Chris Springall	+8	1:45.79	4	13.45	123.33	76.63
13	25	E	Colin Treble	+8	1:46.96	5	14.62	121.98	75.80
14	22	E	Barry Sumner	+4	1:47.00	5	14.66	121.94	75.77
15	54	E	Peter Horsman	+8	1:47.70	5	15.36	121.14	75.28
16	33	E	Chris Phillips	+8	1:48.62	9	16.28	120.12	74.64
17	7	E	Mary Lindsay	+8	1:51.22	5	18.88	117.31	72.89
18	66	B	Tony Howard	SLR	1:52.34	5	20.00	116.14	72.17
19	34	C	Peter Sargeant	+4	1:53.14	4	20.80	115.32	71.66
20	23	E	Doug Taylerson	+4	1:54.77	4	22.43	113.68	70.64
21	19	C	Chris Dady	4/4	1:59.65	3	27.31	109.05	67.76
22	26	C	Brian Jenkins	+4	2:01.61	5	29.27	107.29	66.67

Remaining dates in 1997

Club Production Car Trial – Sun 19 Oct

See details below

The Birkett 6 hour relay: Snetterton – Sat 25 Oct

Two teams of Morgans taking part; +8s and +4s. Race starts at 10am and finishes at 4pm.

Drivers' Meeting & Dinner – Sat 8 Nov

The Foley Lodge, our venue for the last 2 years, is being refurbished and is therefore unavailable. So the Drivers' Meeting and Dinner will be held on Saturday 8 November at The Glebe at Barford (south west of Warwick and just off Junction 15 of the M40). Serena will be sending out forms shortly.

Return of the Right Trousers

Now listen up. The +4s are again taking on the might of Snetterton and those damn +8s on Saturday the 25 October in the Birkett 6 hour relay.

After last year's heroic attempt, the team is being renamed the Right Trousers but the backbone of the team remains the same. Peter Mountain and Steve Boakes are 'the management' with Brian Gateson of Techniques fame providing technical support.

The drivers are still being ratified [Ed: spelt rat-arsed?] but will be announced soon.

If anyone thinks that they would fit in the Tight Trousers in any capacity [Ed: Hmm, these +4 chaps are very friendly], please give Peter a call on 01494 772264 or John Clarke on 01494 837605 for details.



Footnote

At 1.25pm on Sunday at Silverstone, after a dry morning and without warning, the heavens opened and there was a 15 minute downpour which left the track awash.

Our race was scheduled for 1.25pm ...

For sale and wanted

Don't forget to post your ads here first.

As recommended by Sarge in his unending search for worn tyres!

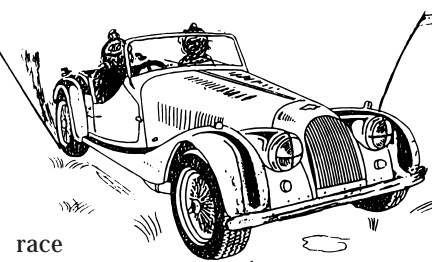
Club Production Car Trial – Sun 19 October

At Lintridge Farm, near Ledbury (close to Junction 2 of the M50, signed thereafter, 10 miles south of Malvern).

Commencing 10am following scrutineering and drivers' briefing at 9.45am — to conclude at tea time with prize giving.

It's not too late to enter!

A standard car from the race championship would be ideal (although the modified classes would struggle!). But why not come along and help marshall? Let me know if you are able to assist. For further details phone Peter Sargeant on 01531-650760.



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.
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