



The *Unofficial* Race Series Newsletter

Class D rules. OK?

For the third round of the challenge the Morgan Motor Company roadshow moved over to South Wales for its only visit to the Country within the eight races of the Challenge. This race was noted by the absence of current Class A leader Peter Garland owing to damage incurred at the famous Prescott hill-climb by Mr A. N. Other upon Peter very kindly loaning his car, oops ! We all very much look forward to your return Peter, bringing the exciting racing that you display. At this event we give a big welcome back to Rob Wells owner of Libra Motive, running in Class B having his first race of this season. Rob's return adds a little more competition than of late to Class B giving our existing runners, Malcolm Paul and Grahame Walker, something other than each other to think about.

Another change but this time being only in Class was to be Chris Springall who has moved to Class A, formally being of Class D. With Chris moving to A we now have a large contingent of eight cars available to race.

We also looked forward to seeing Barry Sumner in his Flat Rad +4 again appearing in his first race of this season. We had the potential for another good race with another superb attendance of nineteen cars booked in to race, unfortunately Class E runners John Clarke, Barry Sumner and Class A runners Chas Windridge and Chris Springall had to withdraw prior to the meeting We missed you all and look forward to seeing you all again soon – best wishes to Chas and a speedy recovery.

At this meeting we were again guests of the Jaguar Car Club. On arrival at the circuit on Sunday morning the weather was slightly overcast and damp although by the time of our practice (9.51am) things had brightened up. The race proper was to be the first after lunch at 1.45pm. Practice started promptly as is the way at such events when the organisers are trying to squeeze as much racing into one day as possible.

Everything was going fairly smoothly, Tony Howard in the SLR and Leigh Sebba in plus Eight ran a little off-line at Hatchets Hairpin slowing both of them for the odd lap, Class A drivers Simon McDermott and Keith Ahlers both had the same problem of being unable to select 3rd gear although Simon overcame the problem to gain pole position, with Keith get-

ting third. Class D runner Rick Lloyd suffered some loss of traction but despite this achieved a super time of 1:07.80 placing himself in fourth place, on the second row of the grid.

Class E runner Peter Horsman suffered a braking – or lack of it – problem, after using the brakes excessively when slowing down on approaching Hatchets Hairpin. His brakes did not come back into full effect until just before the Esses which of course had a further downside of making his times 0.38s slower than the times achieved in Saturday's practice session. Peter assured me that a minor detail such as this would not stop him from competing! Class D runner Simon Orebi Gann was praying to the rain gods as he could achieve a faster time in the wet practice of Saturday as he could on the dry circuit on Sunday.

On lap three things turned sour for two of our Class B runners, Malcolm Paul and Grahame Walker, in an incident that provoked much controversy in the paddock afterwards. Malcolm had spun coming out of Diben Bind finishing up with his car on the grass verge at the side of the track just before the Esses. He had climbed out of the car and attained safety on the tyre wall. The yellow flags were waved with lots of observers thinking that imminently the red flags would appear to stop the session. A stationary yellow flag was clearly displayed opposite the car for all drivers to see although the flags before and after were withdrawn. The marshals advised the Clerk of the Course that the session should be stopped in order to remove Malcolm's car but that was overruled by the Clerk who deemed this unnecessary. This decision proved to be disastrous for Grahame as on his fourth lap, slowing as the yellow flags indicated also spun off at the very same spot slewing into Malcolm's car. Everybody's primary concern was as always the well being of the drivers, both of whom thankfully escaped injury. The result of this accident is that two of the series hardest fighting contenders' cars were very seriously damaged probably finishing both of them for this season. The eagerness of the organisers to save time and keep to schedule went seriously wrong on this occasion. The clear up operation took considerably longer than any red flagging and car removal would have. The accident was partic-

Championship standings after 3 rounds

Class A

Keith Ahlers	20
Simon McDermott	20
Peter Garland	9
Chas Windridge	6

Class B

Grahame Walker	18
Malcolm Paul	16
Phil Brown	6
Rob Wells	6

Class C

Tony Howard	25
Peter Sargeant	21
Rick Bourne	11
Doug Taylerson	11
Chris Dady	10
Tony Dillon	8

Class D

Rick Lloyd	28
James Paterson	27
Chris Acklam	20
Simon Orebi Gann	10
Leigh Sebba	4
Graham White	4
David Sherman	2
Chris Springall	2
Stephen Lockett	1

Class E

Peter Horsman	31
Jack Bellinger	22
John Clarke	12
Mary Lindsay	8
Jeremy Holden	4
David James	2
Adrian van der Kroft	1

Class D rules. OK? *Pembrey race report continued*

ularly unkind to Grahame as on crossing the line at the end of previous lap he achieved second place on the grid with 1:06.28 being only 0.56s off pole position. Both drivers had the "that's racing" attitude which, under the circumstances, must be considered very honourable.

The cost to our friends, both financially and through loss of fun is obviously immense and so unnecessary. We all wish Malcolm and Grahame a speedy return to the Series. Owing to the incident in the morning we now had a contingent of only thirteen cars.

The lights went out at precisely 14:06pm with Simon McDermott holding the lead. Simon Orebi Gann made a disappointing start dropping a place. This was soon recovered owing to Simon McDermott having a big spin after putting two wheels on to the grass after exiting Diben Bend. Simon managed to get started again although now running with a three hundred yard deficit at the back of the grid. Chris Acklam and James Paterson both made good starts gaining a place each off the line. Keith Ahlers took the lead with Rick Lloyd in close pursuit followed closely by Class B runner Rob Wells and Class D runner James Paterson. By the end of lap one Simon McDermott had managed to

overtake Class C runners Doug Taylerson and Tony Howard and was hard in pursuit of Peter Sargeant.

Keith Ahlers, Rick Lloyd, Rob Wells, James Paterson and Chris Acklam continued their monumental battle with Peter Horsman, Simon Orebi Gann and Jack Bellinger hot on each other's heels.

Leigh Sebba was running one hundred and fifty yards off Jack's bumper at this time with Simon McDermott being a further three hundred yards back but in front of Peter Sargeant who was in close competition with our other Class C contenders, Tony Howard and Doug Taylerson.

At the third Keith was coming in for some stiff opposition from Rick who was riding very close behind, obviously the gear box problems of practice were coming to a head. Rob was also experiencing some pressure being exerted on him by Class D driver James Paterson who was close enough to count the stitches on Rob's tonneau cover.

The following four runners had dropped back seventy five yards with Simon McDermott passing Leigh Sebba to pick up another place. Keith had survived the onslaught from Rick pulling out fifty yards on him with both racers pulling an addi-

tional two hundred over James, Rob and Chris. The field was separating out in to three battles. Simon Orebi Gann, Peter Horsman and a hard driving Jack Bellinger. Leigh Sebba was trying to keep in touch, with Simon McDermott taking another place from Jack. Battle number three was that of our Class C runners, a hard charging Peter Sargeant, Tony H in the SLR and Doug Taylerson in his Plus 4. Simon managed a further place in the fifth by taking Peter Horsman.

On the sixth Rob Wells outbraked himself at the end of the startling straight, ran wide and lost position. Peter Sargeant was pulling out a good two hundred yards over Tony and Doug although dropping away from the back of Leigh Sebba.

By the seventh lap Keith had succumbed to the pressure from Rick and we had a new race leader with James, Chris and Rob behind. Simon McDermott passed Simon Orebi Gann regaining yet another place. Doug Taylerson was enjoying a spurt, closing down Tony Howard to seventy five yards. Jack Bellinger continued to drive his pants off giving the impression that he was really enjoying himself whilst trying to catch Peter Horsman. At the twelfth things took a turn

for the worse for Keith Ahlers. Keith was giving Rick a hard time when a small puff of smoke appeared from his exhaust pipe at the Esses. The inevitable was about to happen and it did, his engine let go in a spectacular way when all of a sudden great plumes of smoke could be seen. Keith withdrew at Brooklands Hairpin, eventually driving slowly back to the finish line being classified tenth, terribly bad luck.

James Paterson closed up to second with Chris Acklam in third. James made a bid for the lead but only achieved a temporary excursion on to the grass rejoining to hold his position. Simon McDermott finished fifth after running out of laps before being able to regain the lead, commenting after the race on his inability to select any gear due to a broken gearbox,

Our congratulations go to Class D, particularly Rick Lloyd for a fine win, James Paterson for second place and Chris Acklam for taking third – an unusual result but not undeserved. We also congratulate Rob Wells for winning Class B, Simon McDermott for Class A, Peter Horsman for Class E and Peter Sargeant for Class C.

Jon Hopkins

The SLR driven by Tony Howard at Brands Hatch (photos by John Clarke)



Open Letter To Class C and E from *I-Spy*

Another sparkling performance by Peter Horsman at Pembrey saw pole position, fastest lap and a 10 second win over Jack Bellinger. But Peter was denied maximum points as the rest of Class E stayed away. A fine performance by The Sarge in Class C saw off the SLR of Tony Howard (the star of Brands Hatch according to Classic & Sportscar July edition) who finished comfortably ahead of Doug Taylerson.

So not a lot to report really, so thoughts turn to the proposed restructuring of Class C and E for 1999.

As a reminder, the Technical Committee tabled the motion that a new Class D will be established for moss box +8s and a new Class E for period modified TR +4s, road modified 4/4s and standard 'modern' +4s.

Lets take the new Class D first. Unfortunately this year, the anticipated growth in moss box +8s entering the championship has not materialised. There are currently four 'regulars' – Peter Horsman, Jack Bellinger, Mary Lindsay and Jeremy Holden. The Colin Treble +8 has been sold to Adrian Van der Kroft and is competing in Europe, Chris Phillips is concentrating on competing with the Chevron and the plans for the Libra Motive car are uncertain. Moss box +8s have become more desirable of late pushing the costs of ownership sky high. Therefore it is less likely that many more moss box +8s will come out racing. So what about expanding the class to include standard 4 and 5 speed Rover 3.5's? These are the least expensive +8s to buy and the times set by Leigh Sebba show no appreciable advantage over the moss box +8s – well not yet anyway!

While we're on the topic, the new class D participants may take the opportunity to clarify the technical regulations for the class. It is noticeable that a two tier structure has come into being; division 1 comprising the cars of Peter, Libra Motive and what was the ex Colin Treble car; division 2 comprising Mary, Jack and Jeremy. Why – who knows but its a good time to revisit all aspects of moss box +8 regulations.

Unlike the +8s, there has been a resurgence of +4s out on the track in classes C and E. These include Tony Howard (TR), Doug Taylerson (TR), Peter Sargeant (TR), Chris Dady (Fiat), John Clarke (TR), Barry Sumner (TR), Jim Deacon (TR), David James (TR), Brian Jenkins (TR), Tony Dillon (TR), Adrian van der Kroft (TR) and not forgetting Jan Bulinski (TR). There may be others and apologies for missing anyone out. The omens for the new class E look good. But what about the rules?

To my knowledge all the TR boys are running 89mm pistons in steel engines (not sure about Brian and Jim) with various cams and either 45 or 42 Webers. The rules therefore tend to write themselves but do we want to standardise on a certain cam? Most run or should run alternators (I can destroy a dynamo in a single race!) so are both acceptable? Suspension has become similarly standard – panhard rods and adjustable dampers seem de rigeur but should we all revert to the rear 'period' damper bracket or allow the later factory hoop setup? Wheels to-day are either the early 5.60" type or the later cobra 6" type with Tony H using at times wider wheel sizes. The rules currently allow for all these wheel sizes – shall we leave as is? Tyres are the biggest conundrum. Should we have a single 'control' tyre and if so what should it be? – any suggestions? Modern +4 and 4/4 rules would appear fine and as yet are not an issue as only Chris competes with a non TR engine.

Finally, while we're on the subject, Darryl Uprichard of Racetorations has offered to sponsor the class and entertain deals on bulk items. Is this something the class (and the race series) wish to pursue? Are any other suppliers interested?

So what do we do. First drop the Newsletter or Mark Aston a note on your thoughts. Second, let's have a chat over some beer before/after/during one of the race meetings (Silverstone 22/23 August is a possible) and finally collar any potential new Class D and E entrants and get their views on what would make the series even more attractive to enter next year.

I-Spy

A cautionary tale

Keith's engine was down to four cylinders when he pulled off at Pembrey following a spectacular blow up on lap 12.

Subsequent inspection by John Eales found that overnight rain had shorted out some fuel injectors causing it to grossly overfuel the left hand bank. This caused the piston rings to score the bores and put oil into the compression chambers. Ouch!

Moral of the story may be to check that your engine is protected from extreme overnight rain seeping through the bonnet louvres.

Apology

The well-respected firm of Sue, Gabbit and Runne, acting for C. Jones & family, has pointed out that the Spa report inaccurately links the said Mr Jones with a Miss Che Vron and this has caused extreme psychological and emotional distress to him and members of his family.

This was an error on our reporter's part for which we unreservedly apologise and which we are happy to correct by stating that Mr Jones is in fact in a stable relationship with the much more well-endowed, internationally acclaimed supermodel, Miss Lola T Seventy. Mrs Stephanie Jones and Miss Lola are said to have 'an understanding'.

For Sale

The famous ROB 8R, sadly disfigured after Pembrey. Twice Championship winner.

Rebuild for you as winning Class A car (it has all the right bits) or sell as is circa £10,000. Contact Rob Wells on 0181 205 4488 or Malcolm Paul 0181 573 8326.

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@aw.cix.co.uk

Donington Hospitality Box

We would still like a volunteer to take control of the bar in the hospitality box at Donington. Peter Sargeant can arrange for the drinks, etc. to get there but it does need someone to organise it during the day. Without a volunteer it is unlikely that we can have a bar, which would be a shame.

If you can offer any help, please call Peter on tel/fax 01531 650760.

Morgan Motor Company Challenge

Qualifying & Race Results: Race 3

Circuit Date	Practice Date	Length	1.456 miles						
	14-Jun-88	Weather/track	Brightness						
PRACTICE									
Pos	No	Class	Driver	Car	Time (min:sec)	Laps	Behind (secs)	kph	gph
1	20	A	Simon McDermott	+8	1:05.72	4		128.36	78.76
2	14	B	Grahame Walker	+8	1:06.28	4	0.56	127.27	78.08
3	28	A	Keith Ahlers	+8	1:06.58	7	0.86	126.70	78.73
4	37	D	Richard Lloyd	+8	1:07.80	7	2.08	124.42	77.31
5	88	B	Rob Welle	+8	1:07.93	7	2.21	124.18	77.16
6	16	B	Malcolm Paul	+8	1:08.36	3	2.64	123.40	76.68
7	21	D	James Paterson	+8	1:09.44	5	3.72	121.48	75.48
8	38	D	Simon Orebi Gann	+8	1:09.71	5	3.99	121.01	75.18
9	13	D	Chris Acklam	+8	1:10.15	5	4.43	120.25	74.72
10	54	E	Peter Howman	+8	1:10.88	5	5.16	119.01	73.85
11	17	E	Jack Bellinger	+8	1:12.18	5	6.46	116.87	72.62
12	31	D	Leigh Sebba	+8	1:15.43	5	9.71	111.83	68.48
13	34	C	Peter Saugeant	+4	1:22.05	5	16.33	102.81	63.88
14	66	C	Tony Howard	SLR	1:23.36	3	17.64	101.18	62.88
15	23	C	Doug Taylorson	+4	1:23.55	3	18.23	100.48	62.44

Pos	No	Class	Driver	Car	Race time (min:sec)	Laps	Behind (secs)	kph	gph	Best lap	on	kph	gph
1	37	D	Richard Lloyd	+8	14:57.41	13		122.20	75.83	1:07.95	13	124.14	77.14
2	21	D	James Paterson	+8	15:00.43	13	03.02	121.78	75.68	1:07.68	10	124.64	77.45
3	13	D	Chris Acklam	+8	15:04.36	13	06.95	121.26	75.35	1:08.06	4	123.94	77.01
4	88	B	Rob Welle	+8	15:04.56	13	07.15	121.23	75.33	1:08.05	4	123.86	77.03
5	20	A	Simon McDermott	+8	15:11.23	13	13.82	120.36	74.78	1:07.53	4	124.82	77.62
6	38	D	Simon Orebi Gann	+8	15:23.31	13	25.90	118.77	73.80	1:09.35	10	121.64	75.58
7	54	E	Peter Howman	+8	15:30.68	13	33.27	117.83	73.22	1:10.15	8	120.25	74.72
8	17	E	Jack Bellinger	+8	15:40.10	13	42.69	116.65	72.48	1:11.11	8	118.63	73.71
9	31	D	Leigh Sebba	+8	15:01.36	12	1 lap	112.30	68.78	1:12.60	2	116.18	72.20
10	28	A	Keith Ahlers	+8	15:13.11	12	1 lap	110.86	68.88	1:07.72	8	124.56	77.40
11	34	C	Peter Saugeant	+4	15:20.04	12	1 lap	110.02	68.37	1:13.90	5	114.15	70.83
12	66	C	Tony Howard	SLR	15:31.82	12	1 lap	108.63	67.50	1:15.50	5	111.73	68.43
13	23	C	Doug Taylorson	+4	15:35.73	12	1 lap	108.06	67.14	1:16.14	11	110.78	68.84

Not classified

Pos	Class	Driver	Car	Time (min:sec)	Laps	kph	gph
A		Simon McDermott	+8	1:07.53	4	124.82	77.62
B		Rob Welle	+8	1:08.05	4	123.86	77.03
D		Peter Saugeant	+4	1:13.90	5	114.15	70.83
D		James Paterson	+8	1:07.68	10	124.64	77.45
E		Peter Howman	+8	1:10.15	8	120.25	74.72

New lap record
New lap record

Pos	Class	Driver	Car	Time (min:sec)	kph	gph
Jul87	A	Peter Garland	+8	1:03.68	132.47	82.31
Jul87	B	Grahame Walker	+8	1:05.14	127.54	78.25
	C	Alan Wickenden	+4	1:11.00	118.81	73.83
Jul87	D	Chris Acklam	+8	1:09.21	121.88	75.73
Jul87	E	Colin Treble	+8	1:11.28	118.34	73.54

Circuit Date	Practice Date	LAP CHART												
	14-Jun-88	Laps →												
Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	Qual
1	28	28	28	28	28	28	37	37	37	37	28	37	37	4
2	37	37	37	37	37	37	28	28	28	28	37	21	21	7
3	88	88	21	21	21	21	21	21	21	21	21	13	13	9
4	21	21	88	88	13	13	13	13	13	13	13	88	88	5
5	13	13	13	13	88	88	88	88	88	88	88	20	20	1
6	54	38	38	38	38	38	20	20	20	20	20	38	38	5
7	38	54	54	54	20	20	38	38	38	38	38	54	54	11
8	17	17	17	20	54	54	54	54	54	54	54	17	17	11
9	31	31	20	17	17	17	17	17	17	17	17	31		12
10	34	20	31	31	31	31	31	31	31	31	31	34		13
11	20	34	34	34	34	34	34	34	34	34	34	66		14
12	66	66	66	66	66	66	66	66	66	66	66	23		15
13	23	23	23	23	23	23	23	23	23	23	23	23		16

21 entries for Donington

Class A: Keith Ahlers, Peter Garland, Craig Jones, Simon McDermott, Chris Springall, Chas Windridge

Class B: Phil Brown, Malcolm Paul

Class C: Chris Dady, Tony Dillon, Tony Howard

Class D: Chris Acklam, Rick Lloyd, Simon Orebi Gann, James Paterson, Leigh Sebba

Class E: Jack Bellinger, John Clarke, Jeremy Holden, Peter Horsman, Mary Lindsay

NEXT RACE Donington Saturday 27 June



Testing:

Cost is £300 full day or £200 half day. Must book and pay in advance. Tel: 01332 810048

Petrol:

Unleaded only available at the circuit.

Circuit length

1.9573 miles

Lap records

Class A 1:19.34

Matthew Wurr

Class B 1:20.73

Chas Windridge

Class C 1:26.88

Alan Wickenden

Class D 1:28.34

James Paterson

Class E 1:30.37

Rick Bourne

Programme

2 day meeting with the Morgan practice and race on the Saturday

Saturday: Jaguar XK Saloon Challenge (A & B); Cox & Buckles TR Championship; Phoenix MG Championship; Sports Racing & GT Championship; Jaguar Challenge; Sportscar Race; MG BCV8 Championship; Centurion Challenge (100 mile race)

Sunday: Jag XK120/140/150 race; AMOC Inter-Marque Championship; Original Sports Racing Cars race; Anglo American Challenge; Saloon Car race; E Type race; Original Jaguar Sportscars race.