

## The *Unofficial* Race Series Newsletter

### Chas shifts into gear

The Fourth Round of the Challenge was held at Donington Park race circuit in the East Midlands on Saturday 27th of June. The weather conditions early on in the day were absolutely awful being very wet. On arrival at the circuit the conditions had improved slightly with the rain having stopped falling.

Scrutineering was an event in itself. A complete lack of organisation was the order of the day with cars of all classes and marques descending on the area at the same time, although despite this everything went reasonably well for our competitors with all cars passing.

Our turn for practice was set at 9.45 am being fourth in turn. The weather conditions at this time had picked up considerably, being sunny with a dry track although rain clouds were beginning to bank on the horizon.

We were to have fielded twenty one cars – another wonderful attendance although Class A runner Craig Jones missed his first outing of the season together with another regular, Class A contender Simon McDermott. Class C runner Chris Dady was also absent along with Class E runner Jeremy Holden. We missed you all and very much look forward to watching you all race again soon. A big welcome back to Class B runner Malcolm Paul driving Rob Wells car (number 88) following the disaster at Pembrey two weeks ago, We are also pleased to see Class A runner Chas Windridge back in the driving seat, now I understand feeling much better than pre-Pembrey. We also welcome Chris Springall, two weeks later than planned, entering for the first time in Class A with his new race car. Chris's car took three years to construct and was eventually completed at three o'clock on Saturday morning, in a joint effort with his mechanic! Chris was very pleased with his performance in practice as only having covered ten miles in the car prior to this event, qualifying eleventh with a 1.32.44. Class A driver Peter Garland returned after his one race absence qualifying second with a 1.23.16 – his car suffering slight oversteer and being a little twitchy on cornering. Fellow Class A runner Chas Windridge won Pole position with 1.22.89. Class E runners Peter Horsman and John Clarke both suffered a similar problem – lack of stopping power

when the brakes got very hot. John complained of his inability to achieve the correct line going in to Redgate corner however hard he tried. Class B runner Malcolm Paul got slightly out of shape at Goddards with a steering problem, taking a short but spectacular excursion across the grass with the additional requirement of needing some assistance to get back to the paddock – oops. Class E runner, Mary Lindsay was in front of Jack Bellinger and Tony Howard between McLaren and Coppice corners when she spun off with Jack in tow, both cars doing a little “grass cutting” before both rejoined. Tony had to “back off” while this incident took place in turn forgoing a fast lap.

Drivers are required to cover a minimum of three laps to qualify. Practice was a bit of a non event for some drivers who only managed to cover three laps in total. Our cars were obviously not held as a group in the pit lane before joining the circuit as some cars had completed a full lap when other cars were still exiting the pit lane. Rick Lloyd was the only driver to complete six laps.

Our race proper was to have been the fifth but owing to some rescheduling of the program was the fourth. By race time the weather was sunny with the track being dry although the sky behind Redgate corner was telling an altogether different story being very black with heavy rain falling.

Our cars completed their warm up lap without incident and formed up on the grid for the start. The roar of everyone's engines was awesome, the lights changed to green signalling the race start. Driving like a demon Peter Garland made a super start overtaking Chas Windridge before Redgate Corner. Simon Orebi Gann passed Malcolm Paul with Tony Howard in the SLR making most gains at the end of the first lap after passing Mary Lindsay, Tony Dillon and Leigh Sebba.

At the second Peter was already starting to dominate pulling out one hundred yards over Chas. James Paterson ran a little wide at Redgate but held position followed by Chris Acklam on the same line. Chris Springall's race sadly ended at this point when his car came to a halt at Hollywood corner with steam pouring

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### Championship standings after 4 rounds

#### Class A

Keith Ahlers	20
Simon McDermott	20
Chas Windridge	16
Peter Garland	10

#### Class B

Malcolm Paul	22
Grahame Walker	18
Phil Brown	6
Rob Wells	6

#### Class C

Tony Howard	33
Peter Sargeant	21
Rick Bourne	11
Doug Taylerson	11
Chris Dady	10
Tony Dillon	9

#### Class D

Rick Lloyd	39
James Paterson	35
Chris Acklam	26
Simon Orebi Gann	14
Leigh Sebba	6
Graham White	4
David Sherman	2
Chris Springall	2
Stephen Lockett	1

#### Class E

Peter Horsman	32
Jack Bellinger	32
John Clarke	20
Mary Lindsay	14
Jeremy Holden	4
David James	2
Adrian van der Kroft	1

## Chas shifts into gear

out from his bonnet louvres. A water hose coming off being the root cause of his problem. The yellow flags were shown at this point whilst the car was pushed to a safer area of the grass. We also lost Keith Ahlers on this lap owing to a high tension lead coming off the distributor cap.

At the third Peter continued to increase his lead over Chas who in turn pulled out one hundred and fifty yards over Class D runner Rick Lloyd. Simon Orebi Gann gained another place moving ahead of Class E runner Peter Horsman, Class E runner John Clarke had got the best of Jack Bellinger and passed him with some very tight, competitive racing. Mary Lindsay was enjoying some close racing with Tony Dillon. At the fourth a stationary yellow flag was out for Chris Springall's car as Peter Garland, his car releasing a small puff of smoke, passed still increasing his lead over Chas to two hundred yards. Class D runner Rick Lloyd ran off line at Redgate, he too increasing his lead over fellow Class D runner James Paterson who in turn was pulling some three hundred yards over Chris Acklam. Peter Horsman's race ended on this lap when his car's engine died just before McLaren bend, an electrical problem was suspected. Still continuing their monumental battle were Class E runners John Clarke and Jack Bellinger. Jack challenging extremely closely being all over the back of John. Mary was holding out against Tony Dillon who was also fighting intensely for her place. Leigh Sebba had pulled out one hundred and fifty yards over tailender Phil Brown running in Class B.

On lap five we lost Class A driver and race leader Peter Garland when his fan belt

came off. Chas then took the lead, extending over Class D runner Rick Lloyd by three hundred yards. John Clarke was under increasing pressure from Jack Bellinger who had a look at overtaking at Hollywood bend but was held off by John. The Mary Lindsay/Tony Dillon battle continued with both cars being along side each other and Leigh Sebba joining them both at close quarters. Tony managing to overtake Mary before Hollywood bend providing some super racing for the spectators. By the sixth Chas looked to be attaining an unassailable lead with the field well and truly split apart. Jack Bellinger had at last proved too much for John Clarke when, at the chicane, John seemed to decide that a trip around the Grand Prix circuit would be a good idea and went straight on. Jack passed him with a vengeance pulling out a one hundred yard lead. Tony Dillon ran wide at Redgate bend but still retained position closely followed by Tony Howard, Mary and Leigh.

At seven the cars continued to string out with Mary temporarily regaining a place over Leigh Sebba.

At the eighth Chas looked to be in good shape easing away from Rick and James. Chris Acklam took the wrong line at the Hairpin, leaving the track, closely followed by Simon Orebi Gann who was forced to do a grand prix style turn (you know smoking tyres and all that!) in order to turn around and get back on the track losing two hundred yards to Chris in the process. Tony Howard in the SLR had been experiencing some fuel starvation problems probably due to an exceptionally light load. The irrepressible Jack Bellinger strode out over John Clarke by three hundred yards. We lost yet another car on this lap when Tony

*Donington race report continued*

Dillon's Plus 4 threw a piston, hard luck.

For laps nine and ten things stayed in much the same order. Rick Lloyd beamed with contentment over successfully starting and completing thirteen races on the trot. Chas commented on his partial inability to select the desired gear due to as he put it "having a telescopic gear knob" which had to be held on to the stick in order to successfully change up or down.

We received news from Phil Brown after the race that he had been disqualified. Phil had taken his car in to be weighed after the race and had been declared sixty kilograms under weight – his car should have weighed 870 kg. He also received an endorsement on his incense which under the circumstances. For Phil who was racing in last place this did seem like overkill. Prior to this Phil was commenting on how much he had enjoyed taking part in the race despite missing the Chicane after being unsettled as Chas overtook him – hardly surprising given the throaty roar of the said car!

Chas took a well deserved win in Class A, Malcolm Paul won Class B, Tony Howard won Class C, Rick Lloyd won Class D with Jack Bellinger winning Class E. Our Next Race is at Cadwell Park – See you there.

*Jon Hopkins*

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## Donington and the Jaguar Car Club

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Herman Ebner rang Serena after the race at Donington to offer his apologies to everyone for the disastrous arrangements there and the chaos that we all endured as a result.

That day, however, was unusual and he promised that those conditions would not be repeated.



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## 'Trousers all Belted Up'

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Following last years stunning defeat of the +8 team [*Ed. cough*] in the Birkett 6 hour relay, the +4s are returning to Snetterton with the objective of an outright win.

Now with two years experience under our belt, this year will be a no-holds-barred attempt at the grand prize. Peter Mountain will again head up the team and apply his negotiation skills to win us a fine handicap. Brian Gateson and Martin at Techniques are providing technical support so all is set for a ground-breaking victory.

The Birkett is being run on Saturday 31 October and takes the form of a relay race over 6 hours. Each team comprises a maximum of 6 cars allowing each team member one hours track time.

So if you have a rapid +4 and wish to be part of an historic win please give Peter a call on 01494 772264 or John Clarke on 01494 837605.

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## Barbecue at the SummerFest meeting

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As many of you will remember, the SummerFest meeting at Silverstone is a 2 day event with qualifying on Saturday and the race on the Sunday (or so we hope).

It has been suggested that as most of us will be around for the Saturday night, we should get together for a barbecue in the paddock.

Let Serena know if you like the idea and want to participate (but someone has to do something about the weather).

## On the WAR-Path

Peter Horsman's 100% success story came to an abrupt end at Donington Park leaving Jack Bellinger and John Clarke eager to pick up the scraps.

Peter's day started well setting a blistering qualifying time in his white +8, well inside the lap record – this was even more remarkable as qualifying was reduced to about 4 laps and the track was still damp from earlier showers. Jack was a full 3.5 seconds behind, with John trailing by a further 1 second. Tony Dillon in his rapid +4 had outqualified Mary Lindsay and had given Jack a fright by nearly overtaking him on the long Starkeys Straight. Tony Howard in the glorious SLR completed the line up in a much depleted Class C/E .

The start was very clean with all cars getting away well. Tony Howard though had a fantastic start, passing Mary and Tony Dillon through Redgate and had tucked in behind John by the time the cars had formed a crocodile down the Craner Curves.

Peter was away well and had soon put a few car lengths between himself and Jack. Through the Old Hairpin John had closed up on to the tail of Jack's +8 whilst Tony Howard had the SLR filling John's mirrors with acres of exquisite aluminium.

As the cars thundered towards McLeans, John stuck his car alongside WAR only for Jack to shut the door causing the +4 to weave under braking. All was set for another titanic battle between red 17 and blue 18.

By the end of the 1st lap, Peter was clear with Jack and John stuck together like glue. Tony Howard had begun to drop back with the SLR misbehaving at lower revs and falling into the clutches of Tony Dillon and Mary.

For once, John had the Supersports rounding Redgate without massive understeer – later he reported that he had decided to apply his brakes and try the slow-in fast-out technique (amazing how some people are so slow to learn). Jack was noticeably more cautious this year through the Old Hairpin allowing John to close up at the back of the circuit. By lap 3, John was seen to slipstream Jack down Starkeys Straight and, amazingly, power pass him into the Esses. After the race Jack mumbled some-

thing about different needles and then was seen to peer gloomily through the +4's louvres. Lap 3 saw Jack and John break Rick Bourne's long standing lap record with Jack in the low 1:30's and John in the high 1:29's.

By lap 4, the crowd were eagerly waiting for the cars to come through the Esses – but the white +8 of Peter Horsman failed to appear. Peter had parked up at the end of Starkeys Straight with no electrics, leaving John to head up the class for the first time this year with Jack snapping at his heels.

Jack needed to win badly if he was to close up on Peter in the championship and was on the WARpath. Jack had the +8 all over the circuit and would appear to attempt to pass the +4 at every bend! Within two laps, Jack was through taking John at Coppice and eking out a minor advantage on Starkeys Straight.

Meanwhile, Tony Dillon's fine effort in his beautifully prepared +4 had come to naught as a piston let go on lap 7. Mary had passed the faltering SLR to complete the race without further duress.

At the front, John was having a real go at Jack. Down Starkeys Straight the two cars closed, with John looking to outdrag the +8 for a second time. And then the unthinkable happened. According to Jack, John's engine did a banshee wail, his brakes locked up and car and driver disappeared from view. According to John, it was a total cock up – the +4 failed to take the esses and had to use the Grand Prix circuit to stop, turn round and resume the chase. With only a couple of laps to go, Jack backed off and was able to take his first win of the season with ease. John came in a few seconds behind and a mite red faced!

So Jack took the points but remarkably, Peter had taken fastest lap and demolished the lap record posting an extraordinary time of 1:29.01 (and this was on lap 3).

So, half way through the season, Jack and Peter are level on points leaving the championship nicely poised for a thundering run in. See you at Cadwell.

*I-Spy*

### Pit lane notes

Jeremy Holden, after a fruitful foray into hill climb territory when he came 2nd in class at Prescott, suffered the indignity of having his Moss box give up on him on the way home. Now it has been sent to Moss box heaven but he hopes to have it back, better than ever, before Bentley Drivers'.

### Hospitality box

A big thank-you is due to all those who looked after the hospitality box at Donington. Particularly Serena and Mark, who had the unenviable task of getting everything there and back, put out and put away, and to Jan Jones and Kate Orebi Gann who worked away tirelessly. Many thanks from everyone.

Circuit	Donington Park										
Date	27-Jun-88										
LAP TABLE											
	Laps →										
Pos	1	2	3	4	5	6	7	8	9	10	Qnt
1	1	1	1	1	6	6	6	6	6	6	1
2	6	6	6	6	37	37	37	37	37	37	5
3	28	37	37	37	21	21	21	21	21	21	4
4	21	21	21	21	13	13	13	13	13	13	6
5	37	13	13	13	38	38	38	38	38	38	8
6	13	38	38	38	88	88	88	88	88	88	8
7	54	54	54	88	18	17	17	17	17	17	10
8	38	88	88	18	17	18	18	18	18	18	12
9	88	17	18	17	66	32	32	31	31	31	13
10	17	18	17	66	7	66	7	7	7	7	15
11	18	66	66	7	32	7	31	66	66		16
12	66	7	7	32	31	31	66	24	24		17
13	7	32	32	31	24	24	24				
14	32	31	31	24							
15	36	24	24								
16	31										
17	24										

### Full house for Bentley Drivers' ?

**Class A:** Keith Ahlers, James Edgerton, Peter Garland, Andrew Jenkins, Chris Springall, Chas Windridge, Matthew Wurr

**Class B:** Christian Bock, Phil Brown, Malcolm Paul, Reiner Vierling

**Class C:** Chris Dady, Tony Dillon, Tony Howard, Brian Jenkins, Peter Sargeant, Doug Taylerson

**Class D:** Chris Acklam, Kelvin Laidlaw, Rick Lloyd, Simon Orebi Gann, James Paterson, Leigh Sebba, David Sherman

**Class E:** Jack Bellinger, John Clarke, Jim Deacon, Jeremy Holden, Peter Horsman, David James, Adrian van der Kroft, Mary Lindsay, Barry Sumner

# Morgan Motor Company Challenge

Circuit		Donington Park		Length		1.9573 miles		<b>Qualifying &amp; Race Results:</b>					
Date		27-Jun-98		Weather/Track		Cloudy/dry							
<b>PRACTICE</b>								<b>Time</b>	<b>Behind</b>				
Pts	No	Class	Driver	Car	(mins:secs)	Lap	(secs)	kph	mph				
1	6	A	Chas Windridge	+8	1:22.89	4		136.81	85.01				
2	1	A	Peter Garland	+8	1:23.16	3	0.27	136.36	84.73				
3	29	A	Keith Ahlers	+8	1:24.27	4	1.38	134.57	83.62				
4	21	D	James Paterson	+8	1:24.71	5	1.82	133.87	83.18				
5	37	D	Richard Lloyd	+8	1:25.20	6	2.31	133.10	82.70				
6	13	D	Chris Acklam	+8	1:27.53	4	4.64	129.55	80.50				
7	54	E	Peter Horsman	+8	1:28.15	4	5.26	128.64	79.94				
8	88	B	Malcolm Paul	+8	1:29.59	4	6.70	126.58	78.65				
9	39	D	Simon O'Gann	+8	1:29.87	5	6.98	126.18	78.41				
10	17	E	Jack Bellinger	+8	1:31.42	5	8.53	124.04	77.08				
11	35	A	Chris Springall	+8	1:32.44	3	9.55	122.67	76.23				
12	18	E	John Clarke	+4 SS	1:32.60	3	9.71	122.46	76.09				
13	31	D	Leigh Sebba	+8	1:32.60	5	9.71	122.46	76.09				
14	32	C	Tony Dillon	+4	1:32.17	5	9.28	123.03	76.45				
15	7	E	Mary Lindsay	+8	1:34.02	2	11.13	120.61	74.94				
16	66	C	Tony Howard	4SLR	1:32.31	5	9.42	122.85	76.33				
17	24	B	Phil Brown	+8	1:36.41	5	13.52	117.62	73.09				
<b>RACE</b>								<b>Race time</b>	<b>Behind</b>				
Pts	No	Class	Driver	Car	(mins:secs)	Laps	(secs)	kph	mph	<b>Best lap</b>	CR	kph	mph
1	6	A	Chas Windridge	+8	14:19.80	10		131.89	81.95	1:24.06	2	134.90	83.82
2	37	D	Richard Lloyd	+8	14:24.32	10	04.52	131.20	81.52	1:25.57	3	132.52	82.35
3	21	D	James Paterson	+8	14:30.47	10	10.67	130.27	80.95	1:25.66	3	132.38	82.26
4	13	D	Chris Acklam	+8	14:50.62	10	30.82	127.33	79.12	1:27.13	6	130.15	80.87
5	39	D	Simon O'Gann	+8	14:57.24	10	37.44	126.39	78.53	1:27.19	7	130.06	80.82
6	88	B	Malcolm Paul	+8	15:01.23	10	04:1.43	125.83	78.19	1:28.22	4	128.54	79.87
7	17	E	Jack Bellinger	+8	15:24.58	10	1:04.78	122.65	76.21	1:30.22	2	125.69	78.10
8	18	E	John Clarke	+8	15:27.47	10	1:07.67	122.27	75.97	1:29.96	3	126.05	78.33
9	31	D	Leigh Sebba	+8	15:46.47	10	1:26.67	119.81	74.45	1:30.27	5	125.62	78.06
10	7	E	Mary Lindsay	+8	15:49.01	10	1:29.21	119.49	74.25	1:32.20	5	122.99	76.42
11	66	C	Tony Howard	4SLR	14:24.20	9	1 lap	118.10	73.38	1:32.38	2	122.75	76.27
<b>Not classified</b>													
	24	B	Phil Brown	+8	14:28.81	9		117.47	72.99	1:33.20	8	121.67	75.60
	32	C	Tony Dillon	+4	10:56.95	7	dnf	120.83	75.08	1:30.67	6	125.07	77.71
	1	A	Peter Garland	+8	7:30.14	5	dnf	125.95	78.27	1:23.01	2	136.61	84.88
	54	E	Peter Horsman	+8	4:34.18	3	dnf	124.08	77.10	1:29.01	3	127.40	79.16
	29	A	Keith Ahlers	+8	1:29.57	1	dnf	126.60	78.67	1:29.57	1	126.60	78.67
	35	A	Chris Springall	+8	1:43.69	1	dnf	109.36	67.96	1:43.69	1	109.36	67.96
<b>Fastest laps</b>													
		A	Peter Garland	+8	1:23.01	2		136.61	84.88				
		B	n/a										
		C	Tony Dillon	+4	1:30.67	6		125.07	77.71				
		D	Richard Lloyd	+8	1:25.57	3		132.52	82.35			New lap record	
		E	Peter Horsman	+8	1:29.01	3		127.40	79.16			New lap record	
<b>Existing Lap Records</b>													
		A	Matthew Wurr	+8	1:19.34			142.93	88.81				
	May-94	B	Chas Windridge	+8	1:20.73			140.47	87.28				
	May-94	C	Alan Wickenden	+4	1:26.88			130.52	81.10				
	8-Jun-97	D	James Paterson	+8	1:28.34			128.37	79.76				
	May-94	E	Rick Bourne	+4	1:30.37			125.48	77.97				

## Weight test results – Donington (in kgs)

A	6	Chas Windridge	880	D	13	Chris Acklam	900
B	88	Malcolm Paul	870	D	39	Simon O'Gann	900
B	12	Phil Brown	810	D	31	Leigh Sebba	900
C	66	Tony Howard	822	E	17	Jack Bellinger	873
D	37	Rick Lloyd	920	E	18	John Clarke	860
D	21	James Paterson	905	E	7	Mary Lindsay	910

It is most important that drivers are aware of the weight of their cars, as this will be checked when possible during the season. Allowances must be made for the difference between the results of public weigh bridges or other scales and the scales provided by the RAC scrutineers.

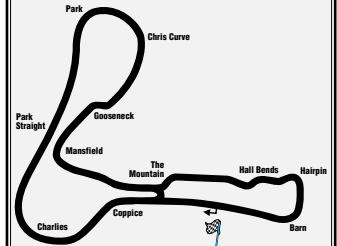
Mark Aston

## Entry forms

All the entry forms have now been sent out, except for the Silverstone SumerFest on 22/23 August – which is promised shortly.

So if you haven't had Cadwell, Bentley Drivers' or Silverstone (27 Sep) please ring Serena as soon as possible.

## NEXT RACE Cadwell Park Sunday 2 August



### Testing:

Testing available on the day before (Saturday 1 August). Cost is £125 for the full day, £85 for half day. Can pay on the day.

### Petrol:

**Not available.** Small petrol station on road outside the circuit but it doesn't open until 9.30 on Sundays!

### Circuit length

2.170 miles (Woodlands)

### Lap records

#### Morgans

Class A	1:38.53
Klaus Nesbach	
Class B	1:45.90
Grahame Walker	
Class C	1:47.38
Jack Bellinger	
Class D	1:51.70
Chris Phillips	
Class E	1:55.27
Jack Bellinger	

### Programme

Morgan Motor Challenge; Jaguar XK Saloon Challenge; TR Register Championship; Sports Racing & GT cars; Jaguar Challenge; Phoenix MG Championship; Front engined sportscars race; MG Metro race; 46 lap JCC Centurion Challenge

### Racing Ahead?

Yes. 6 laps practice. No Green Flag lap according to the Supplementary Regs.

Scrutineering starts 7.45am; Practice starts 9am; 1st race 11.30am