



The *Unofficial* Race Series Newsletter

Orange and black dominate at Cadwell

The fifth round of the challenge took place on Sunday 2nd of August at Cadwell Park in Lincolnshire. We were again guests of our friends the Jaguar Car Club. The championship is still very much open with a further three races and the prospects of some excellent racing left to complete the season.

We saw an average attendance at this meeting with fourteen cars participating probably due to the holiday period.

We would like to welcome an old hand on his return to the series in Jan Bulinski, racing in a Plus Four in Class C for his first race of this season.

On arrival at the circuit the weather was on par with the summer we have not been enjoying so far this year, cloudy but thankfully dry. One competitor nearly never made the meeting at all. The racer who was slightly lost thought his luck had changed on sighting another race car being towed on a trailer. He decided that the best thing to do was to follow the said car as this would inevitably lead to the circuit -wouldn't it? The poor chap in question started to have doubts when the road signage told of the decreasing miles to London. Oh dear!

Scrutineering was held at 8.45 am with everyone passing except Chris Springall and Jan Bulinski who both failed the noise emission test. Jan passed a retest upon fitting a 'super trap' which is essentially a muffler that bolts on to the end of the exhaust pipe, having the downside of slightly stunting performance. So far as Chris was concerned the surplus to be removed was considerably more, being approximately ten decibels on each pipe. Chris and his mechanic were seen jacking the car up off the ground, removing both pipes and boxes which each in turn revealed a natty removable plate on the top of the boxes. These plates were removed with both parties seen liberally ramming large amounts of glass fibre in to the vacant area (an excellent sound deadener by all accounts). Unfortunately this was deemed inadequate giving the requirement of needing some additional padding to make the grade - still what are a pair of overalls supposed to be used for? Chris re-tested his car and passed.

Our practice time was set for 10.00 am and was to last for twenty minutes. All went well for most competitors aside from Jan who was not impressed with the running of his car. Chris Acklam endured a similar fate as things didn't seem to come together. John Clarke managed a spectacular spin just before the mountain luckily missing the bollards and any damage that would surely have ensued. Peter Horsman managed to avoid a similar disaster by holding off a spin at Charlies bend. Simon McDermott raised his hand showing an intention to pit before the end of the session implying a problem, but upon questioning was said to be very happy with the car and confident of having done enough to achieve pole, which he did with 1.42.78. Second place went to Class D runner Rick Lloyd with 1:45.02 being 0.17 in front of Class A runner Chris Springall in third. Our race started at one minute to three with the weather conditions being consistent with those of the practice session. Rick Lloyd made an excellent start off of the line overtaking Simon

McDermott to take the lead, Jack Bellinger made an excursion across the grass at the hill along Park Straight in a damage avoidance manoeuvre after being squeezed off the tarmac as Simon Orebi Gann and Chris Acklam raced side by side. Class E runner Peter Horsman also made a good start gaining a place over Simon Orebi Gann as did John Clarke who also gained a place. Class D runner Chris Acklam's luck hadn't improved by race time as he had a bad start along with Peter Sargeant and Jan Bulinski. By the time the cars had reached Mansfield bend Simon had regained the lead from Rick Lloyd who in turn had also dropped a place to Chris Springall and was now running in third just in front of James Paterson. The regular duel between John Clarke and Jack Bellinger looked likely to rear its head again as Jack again was racing very closely to John. At this stage of the race the two Class E runners had already started to pull out a substantial lead over Doug Taylerson, Peter Sargeant, David James and Jan Bulinski who were all involved in their own race.

By the second lap Simon had opened a full seventy five yards over Chris Springall who in turn had a similar distance over Rick Lloyd who in turn had James Paterson in hot pursuit. Simon Orebi Gann had dropped three hundred yards to this group although had regained a place from Peter Horsman. Chris Acklam had also gained a place from Malcolm Paul. John Clarke lost his place to rival and self confessed lover of this circuit, Jack Bellinger, who overtook up the inside just before the mountain driving out of his skin.

By the third lap Simon had really made the race his own pulling out two hundred and fifty yards over a hard charging Chris Springall with the following cars of Rick and James separated by one hundred yards a piece. The race was developing in to three separate races within a race with these cars being followed by a chasing pack of Simon Orebi Gann, Peter Horsman, Chris Acklam and trying very hard to stay in touch on behind Malcolm Paul. Jack Bellinger had pulled a convincing two hundred yard lead over John Clarke. The third set of racers was lead out by Doug Taylerson having three hundred yards over the chasing group of Peter Sargeant closely followed by David James with Jan Bulinski some one hundred and fifty yards back.

By the fourth Simon McDermott was in full command having a six hundred yard lead over Chris Springall. Malcolm Paul had hard charging Jack Bellinger in his back seat but had successfully managed to stave off the challenge.

At the fifth Simon McDermott appeared to have the race in the bag. Chris Acklam had managed to pass Peter Horsman, Malcolm Paul was still attracting the attention of Jack B who had obviously set his heart on relieving Malcolm of his position but to no avail as he was held in check.

By the sixth Simon was well and truly on his own with Chris Springall, Rick Lloyd and James Paterson who was driving very

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hard now back in close contention. Malcolm Paul was at last forced to relent by Jack Bellinger who passed him to gain another place – well done. At this stage Simon McDermott who was now starting to give a demonstration of a Class A cars power was coming up to lap Jan Bulinski.

By the seventh we saw cars covering all of the track at various stages of their individual laps. Simon McDermott came around to lap a further three racers in David James, Peter Sargeant and Doug Taylorson.

By the eighth all cars remained constant aside from Jack Bellinger who was closing down Peter Horsman to one hundred yards.

At the ninth Simon McDermott was looking to be in great shape on this lap passing John Clarke. Chris Springall, Rick Lloyd and James Paterson all lapped Peter Sargeant, David James and Jan Bulinski who were all enjoying their own race.

At the tenth and final lap James Paterson appeared to have a problem but had in actual fact been chasing Rick Lloyd a little too hard and out-braked himself at Park Corner where he pirouetted a couple of times but fortunately escaped any damage to the car. The race was totally dominated by Simon McDermott who of course won. Malcolm Paul won Class B, Doug Taylorson won C, Rick Lloyd won D and Peter Horsman won E. Well done to all winners. Our next meeting is Bentley drivers where we are promised a bumper field – see you there.

Jon Hopkins

Championship standings after Cadwell (5 rounds)

Class A

Simon McDermott	29
Keith Ahlers	20
Chas Windridge	16
Peter Garland	10
Chris Springall	6

Class B

Malcolm Paul	28
Grahame Walker	18
Phil Brown	6
Rob Wells	6

Class C

Tony Howard	33
Peter Sargeant	29
Doug Taylorson	22
Rick Bourne	11
Chris Dady	10
Tony Dillon	9
Jan Bulinski	6

Class D

Rick Lloyd	49
James Paterson	44
Chris Acklam	30
Simon Orebi Gann	20
Leigh Sebba	6
Graham White	4
David Sherman	2
Chris Springall	2
Stephen Lockett	1

Class E

Peter Horsman	43
Jack Bellinger	40
John Clarke	26
Mary Lindsay	14
David James	6
Jeremy Holden	4
Adrian van der Kroft	1

Kings of the Mountain, Stage 5; Cadwell Park

Peter Horsman and Doug Taylorson claimed the yellow jerseys with emphatic wins in classes E and C on a day when many teams stayed away.

Pete and Doug's preparations began the night before when it is rumoured they were imbibing a heady mixture of traditional Chinese herbs and a hallucinogenic golden liquid. Pre-practice noise tests instigated on behalf of the RACMSG failed to identify the presence of illegal substances but other teams were not so lucky. An honest Jan Bulinski, returning to the race series after major surgery to Choc Ices (new 'vanilla' inside, gemma stick and special chocolate coating that cracks when given a sharp knock) declared the extent to his pedalling ability and was promptly failed. Less honest pedallers were duly passed creating controversy even before the pack had started the first stage. An ever resourceful farmer came to the rescue providing not one, but two stench pipes which brought Jan's emissions within the confines of the rules.

At last the pack set out on the first stage, but to the dismay of the huge crowds lining the route, no team seemed prepared to lead. Peter Horsman and John Clarke of Team Techniques were dawdling at the front watched closely by the Team Seventeen veteran, Jack Bellinger. The rest of the pack began to bunch with nothing to choose between Doug Taylorson, The Sarge, David James and Jan Bulinski. With the leaders entering the shadow of the first mountain section, the tension was being heightened by the knowledge that somewhere in the pack, the whole event was being secretly recorded on film.....

The breakaway soon came with Team Seventeen putting down the hammer. Team Techniques immediately responded giving the signal to the pack to turn up the heat. The Tour was on and how.

Jack quickly put a few lengths between himself and Peter with John desperately trying to keep in touch. The pack hurtled though the confines of the Gooseneck only to find John unseated at the bottom of The Mountain. Witnesses reported that John had turned in too soon and performed a perfect 360 degree pirouette to the rapturous applause of the appreciative crowd.

When the leaders came down off the mountain and sprinted through to the finish, Peter was given the stage win with a time of 1:48 with Jack trailing 2 seconds behind. The pack were all given a time of 2:00 so the scene was set for the main sprint race of the day.

With four hours to wait for the start of the sprint, the tour rested their bruised egos and an unhealthy debate began on the covert police operations. What with rumours of drug taking, pressure from the police and the non attendance of some teams, was the 'tour pedalling to a miserable end' (*headline courtesy of the FT*)? At 3.00pm precisely, the teams were ordered to mount and the tour was back on. Team Techniques tried to split the pack from the off only for Team Seventeen to muscle in between. But with the pack bearing down, Jack had nowhere to go. A pile up seemed assured. The plucky veteran then took to the grass and in doing so saved the tour but it relegated him to the back of the field. With Team Techniques pulling away, Doug Taylorson also made a break and successfully managed to maintain the gap between himself and the Sarge all the way to the end of the stage. This mammoth effort by Doug was rewarded by a special yellow jersey.

Meanwhile, Jack had recovered well and had used the momen-

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Circuit Endwell Park Length 2.17 miles
 Date 02-Aug-88 Weather back Cloudy / dry

PRACTICE

Pts	No	Class	Driver	Car	Time (m:ss.sccs)	Lap	Behind (secs)	kph	mph	Adjustment	Race time
1	20	A	Simon McDermott	+8	1:42.78	5		122.32	76.00	01:06:00	1:23:45.00
2	37	D	Richard Lloyd	+8	1:45.02	5	2.24	118.71	74.38		1:24:06.37
3	35	B	Chris Springall	+8	1:45.19	6	2.41	118.51	74.26		1:24:07.00
4	21	B	James Paterson	+8	1:45.22	5	2.44	118.48	74.24		1:24:24.27
5	38	A	Simon Orabi Gann	+8	1:48.43	7	5.65	115.84	72.04		1:24:33.23
6	54	C	Peter Homen	+8	1:48.80	6	6.02	115.55	71.80		1:24:40.08
7	13	A	Chris Acland	+8	1:49.10	7	6.32	115.23	71.60		1:24:43.76
8	17	D	Jack Bellinger	+8	1:50.38	7	7.60	113.88	70.77		1:24:50.23
9	88	D	Malcolm Paul	+8	1:53.09	7	10.31	111.16	69.07		1:24:52.22
10	18	D	John Clarke	+4	1:55.30	6	12.52	109.03	67.75		1:23:49.60
11	34	D	Peter Saugeant	+4	1:59.77	5	16.99	104.86	65.22		1:24:13.50
12	23	D	Doug Taylorson	+4	2:00.64	5	17.86	104.21	64.75		1:24:22.84
13	11	E	David James	+4	2:01.90	5	18.12	103.13	64.08		1:24:23.50
14	12	E	Jan Bulinski	+4	2:03.04	4	20.26	102.18	63.48		1:24:38.57

RACE

Pts	No	Class	Driver	Car	Race time (m:ss.sccs)	Laps	Behind (secs)	kph	mph	Best lap	on	kph	mph
1	20	A	Simon McDermott	+8	17:45.00	10		118.04	73.35	1:43.37	2	121.52	75.57
2	35	A	Chris Springall	+8	18:06.37	10	21.37	115.72	71.81	1:44.63	2	120.15	74.66
3	37	D	Richard Lloyd	+8	18:07.00	10	22.00	115.65	71.86	1:45.63	3	119.02	73.85
4	21	D	James Paterson	+8	18:24.27	10	38.27	113.85	70.74	1:45.38	4	118.30	74.13
5	38	D	Simon Orabi Gann	+8	18:33.23	10	48.23	112.83	70.17	1:48.67	4	115.68	71.88
6	13	D	Chris Acland	+8	18:40.08	10	55.08	112.24	69.74	1:48.85	3	115.48	71.77
7	54	E	Peter Homen	+8	18:43.76	10	58.76	111.87	69.51	1:48.64	8	115.72	71.80
8	17	E	Jack Bellinger	+8	18:50.23	10	05.23	111.23	69.12	1:49.55	8	114.76	71.31
9	88	B	Malcolm Paul	+8	18:52.22	10	07.22	111.04	68.98	1:49.42	8	114.89	71.38
10	18	E	John Clarke	+4	17:49.60	8	1 lap	105.78	65.73	1:54.31	3	109.88	68.34
11	23	C	Doug Taylorson	+4	18:13.50	8	1 lap	103.47	64.28	1:58.39	2	106.18	65.88
12	34	C	Peter Saugeant	+4	18:22.84	8	1 lap	102.58	63.75	1:58.74	6	105.88	65.78
13	11	E	David James	+4	18:23.50	8	1 lap	102.53	63.71	1:58.82	7	105.80	65.74
14	12	C	Jan Bulinski	+4	18:38.57	8	1 lap	101.15	62.85	2:00.08	6	104.68	65.05

Not classified n/a

Fastest laps

	Car	Time (m:ss.sccs)	on	kph	mph
A	Simon McDermott	+8 1:43.37	2	121.52	75.57
B	Malcolm Paul	+8 1:49.42	8	114.88	71.38
C	Doug Taylorson	+4 1:58.39	2	106.18	65.88
D	James Paterson	+8 1:45.38	4	118.30	74.13
E	Peter Homen	+8 1:48.64	8	115.72	71.80

New lap record
 New lap record

Existing Lap Records

Place	Car	Time (m:ss.ss)	kph	mph	
A	Klaus Neubach	+8 1:38.53	2	127.58	79.28
B	Gerdene Waller	+8 1:45.90		118.71	73.75
C	Alan Wicksden	+4 1:48.80		115.55	71.80
D	Chris Phillips	+8 1:51.70		112.55	69.83
E	Jack Bellinger	+8 1:55.27	6	108.06	67.77

Qualifying & Race Results: Cadwell Race 5

Dodgy time keeping at Cadwell

The race times recorded at Cadwell and signed off by the Clerk of the Course and the Chief Timekeeper show the race being won in 1 hour and 20 minutes at an average speed of about 15mph! Something slightly wrong there methinks.

Keith Ahlers has worked out that the most likely adjustment is to reduce the times given by 1 hour and 6 minutes (!). So that is what has been shown above. If you want the official times see the column 'Race Time' to the right of the Practice times.

Kings of the Mountain

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tum of the pack to catapult him back into contention with Team Techniques. At the bottom of the Gooseneck, John had selected the wrong cog allowing Jack to pedal through. With aspirations of becoming King of the Mountains, Jack powered after Peter but time was not on his side. Peter hung on to win the stage by a mere 6 seconds. A great effort by Team Seventeen.

Back in the pack, David was slip streaming The Sarge but the mountain sections appeared to take their toll and the final push from David never came. An out of breath Jan completed the field so bringing the stage to an end.

The tour now heads for the swoops of Silverstone; tune in to Channel 5 to see whether Peter and Doug can keep hold of the coveted yellow jerseys.

I-Spy

Circuit	Endwell Park											Qual	
Date	03-Aug-88												
LAP CHART													
	Laps →												
Pts	1	2	3	4	5	6	7	8	9	10			
1	20	20	20	20	20	20	20	20	20	20		1	
2	35	35	35	35	35	35	35	35	35	35		3	
3	37	37	37	37	37	37	37	37	37	37		2	
4	21	21	21	21	21	21	21	21	21	21		4	
5	54	38	38	38	38	38	38	38	38	38		5	
6	38	54	54	13	13	13	13	13	13	13		7	
7	88	13	13	54	54	54	54	54	54	54		6	
8	13	88	88	88	88	17	17	17	17	17		8	
9	18	17	17	17	17	88	88	88	88	88		8	
10	17	18	18	18	18	18	18	18	18			10	
11	23	23	23	23	23	23	23	23	23			12	
12	34	34	34	34	34	34	34	34	34			11	
13	11	11	11	11	11	11	11	11	11			13	
14	12	12	12	12	12	12	12	12	12			14	

Old names re-emerge at Bentley Drivers'

The Morgan Motor Company Challenge marched on with a vengeance to probably the biggest spectator attended race of the season so far as the owners club is concerned despite other excellent meetings, The Bentley Drivers Club meeting.

This race was over subscribed such is the popularity of the event. We were to have fielded a full grid of thirty four cars but unfortunately Tony Howard was unable to race due to sustaining a back injury whilst loading the SLR on Friday night, Class A driver James Edgerton was also absent due to being unable to get his engine prepared and back in the car in time for the meeting. Nevertheless thirty two cars was still a fantastic entry which was sure to supply some excellent racing. We saw the return of some familiar names in Matthew Wurr, Barry Sumner, Jim Deacon, David Sherman, Kelvin Laidlaw, Martin Kurrein and Graham White. Martin would not be racing in his usual class (D) as, being his first race of this season, his car did not meet the Class requirements. He would instead race in Class B.

We welcomed a new racer to Class A in the shape of Andrew Jenkins and saw the return of Grahame Bryant in his first race in over six years. Class B bought a European flavour to the meeting with the signing on of Christian Bock and Reiner Vierling - being another first time racer - who both arrived in a splendid lorry, the side of which was adorned with pictures of Morgans and which included an enormous awning capable of storing both cars together with tables and chairs - quite superb.

We were also pleased to see the return of Adrian van der Kroft from Holland who last raced with us at Brands.

The day promised much in terms of racing and beautiful weather as this day was destined to be one of the finest of our summer so far. On arrival at the circuit the temperature was already high with the threat of hitting the magic thirty degrees.

Practice for us started at 9.29 am with cars streaming on to the circuit to start their laps. Old hand Grahame Bryant came a cropper at Woodcote and spun right around. He managed to regain control and complete the session. Peter Horsman made an excursion in to the gravel at Luffield which finished his session but despite this still qualified sixth with a 1:09.28 ? Class B runner Phil Brown spoke of an oil leak but assured that this would be rectified by race time. Class A runner Simon McDermott's luck still seems not to have changed when again his engine let go. Jan Bulinski had a very lucky escape when the hub of the nearside rear wheel came loose from the spline. Had Jan have carried on with the session the wheel would almost have certainly have come off. Simon Orebi Gann was driving under strict instruction from his mechanic NOT to use his brakes. He had just had new pads fitted which had not bedded in suitably and therefore supposition was that use would have culminated in the pads shattering. Class E driver Barry Sumner also suffered with loss of braking which made for another interesting session, Class D racer James Paterson experienced an unexplained lack of power / engine problem that was to finish his race.

Class A driver Matthew Wurr developed a gearbox problem on Friday during testing. The box was stripped out, taken off site, repaired and re-installed overnight. Peter Garland was unable to attend the meeting as repairs to his engine were still not complete since the incident at Donington earlier in the season.

Our race started at two o'clock prompt in conditions that were by now blistering. The cars filed out for the green flag lap (warm

up lap) and started to navigate the circuit to get back to the grid for the race start proper which is where Chas Windridge ended his race returning to the pits with a cracked brake disc.

The cars formed up on the grid to an informative running commentary from Mark Aston as we waited for the lights to change, they did promptly. Matthew Wurr made an interesting start and lit his tyres up on the line, Chris Springall made a good start with Keith Ahlers making a blistering start and diving up the middle to separate the two lead cars. The proverbial gauntlet was thrown down in a challenge involving these lead cars for who was to be first in to the corner at Copse, Chris Springall won the day taking the lead in only his second excursion of the series closely followed by Matthew and then Keith. Martin Kurrein made a good start along with Chris Acklam and Malcolm Paul who all gained a couple of places. Simon Orebi Gann had a good start but this was all in vain as a coming together with Martin Kurrein at Becketts resulted in a spin with a drop of eleven places - hard luck.

Jack Bellinger and Chris Dady gained three places over immediate rivals with another excellent start being made by Adrian van der Kroft who picked up four places. The best start of the meeting went to Class E runner Mary Lindsay with an unsurpassed five places - superb ! Chris Dady took a trip across the grass at Becketts regaining control to continue on down Club straight. As the lap progressed Rick Lloyd closed up on the three lead cars with Matthew making moves on Chris for the lead at the Complex. At the start of the second lap Chris was withstanding some extreme pressure from Matthew who narrowly missed driving in to the back of Chris at Brooklands. Keith and Rick dropped back a little as the power ratio of the big Class A cars started to show. Peter Horsman was bringing up the chase group and leading the Class E runners of Adrian van der Kroft, Jack Bellinger, Leigh Sebba, Mary Lindsay and John Clarke.

At the third Matthew and Chris were side by side at the start /finish line. Matthew was pushing very hard towards Copse and took the inside line and then the lead after a superb drive by Chris. Keith and Rick had dropped back a little by this stage but were still pushing very hard. The top eight drivers to include Martin Kurrein, Graham White, Chris Acklam and Malcolm Paul had pulled out three hundred yards over the chase group headed by Grahame Bryant and a hard driving Peter Horsman, Adrian van der Kroft, Jack Bellinger and Christian Bock. These drivers had in turn pulled two hundred yards over Class E runner Leigh Sebba and Mary Lindsay. At the Complex Keith Ahlers got very sideways trying to keep Rick Lloyd at bay whilst Adrian van der Kroft found himself in the gravel at Brooklands after trying a little to hard to maintain the very close racing he had been enjoying against Peter Horsman and Jack Bellinger. Upon rejoining Adrian deposited a hail of stones in front of John Clarke and lost three places which sadly separated him from the now intense battle of Class E leader Peter H and challenger Jack B.

By the forth Matthew was starting to open up a substantial lead over second placed Chris Springall who was in turn being pursued by Keith Ahlers. Rick Lloyd had lost two hundred yards to these two Class A racers but had pulled two hundred over Martin Kurrein who was having a decent battle with Chris White. Chris Acklam had lost a hundred and fifty to Graham White but had gained three hundred over Malcolm Paul who had Grahame Bryant at very close quarters. Peter Horsman and

meeting

Jack Bellinger provided some very close and exciting racing as each lap passed. Barry Sumner, Phil Brown, Doug Taylerson, Peter Sargeant, Chris Dady and David James were bringing up the rear guard again with some excellent tight racing.

At the fifth Matthew had really made the race his own and pulled out five hundred yards over his nearest rivals Chris and Keith. Keith giving his all to try and stay in touch with Chris locked up at Becketts fortunately just avoiding a collision with Chris. Christian Bock became part of the Horsman/Bellinger battle as all three cars were charging very hard. These cars were being chased down by a pack of some thirteen cars, headed by Leigh Sebba and including Simon Orebi Gann, Kelvin Laidlaw, Andrew Jenkins, Reiner Vierling and David James. This group was followed one hundred yards back by David Sherman and Jim Deacon who were obviously enjoying their own tight battle.

By the sixth Keith Ahlers had passed Chris Springall and was trying very hard to keep him at bay. Martin Kurrein and Graham White were side by side at Maggots with Martin holding Chris at bay. Peter Horsman and Jack Bellinger continued their battle at times getting so close as to nudge each other fortunately only causing superficial damage. David James pulled a manoeuvre on Chris Dady and managed to pass him. New racer Andrew Jenkins came a cropper at Luffield with a spectacular spin managing to rejoin the race despite having dropped several places.

At the seventh Martin Kurrein and Graham White were still challenging each other very hard with Grahame Bryant and Chris Acklam following this battle. Jack Bellinger made an inside manoeuvre on Peter Horsman but the racing line was held and so was the place. John Clarke had Mary Lindsay attacking from behind but again retained his place. Reiner Vierling gained a place from Barry Sumner with the tailender battle of David James, Chris Dady and David Sherman following.

At the Eighth the racers were well and truly enjoying their own Class orientated races with Matthew now dominating A, Malcolm Paul ahead of Christian Bock in B, Peter Sargeant ahead of Doug Taylerson in C, Rick Lloyd had a couple of places over Chris Acklam and of course not forgetting the monumental battle in E of Peter Horsman and Jack Bellinger which was now so incredibly competitive that both cars touched in a harder way than before with the consequence of Peter's car leaving a wheel shaped dent in Jacks offside front wing.

By the ninth lap Chris Springall regained second position from Keith Ahlers which was sustained till the end of the race. Chris Dady and Doug Taylerson had a coming together at Becketts with both cars receiving superficial damage. Grahame Bryant had soldiered his way through the field from thirteenth to finish fifth - well done.

Only twelve cars completed the total race distance of ten laps. After the race there were many tales to be heard amongst which was Keith Ahlers who told of having a faulty LSD.

Class A was won by Matthew Wurr with another awesome performance. Class B went to Martin Kurrein, Class C to Peter Sargeant, Class D to Rick Lloyd and Class E to hardcharging Jack Bellinger. Our next race is at Silverstone - see you there.

Jon Hopkins

Championship standings after Bentley Drivers' (6 rounds)

Class A		Class D	
Simon McDermott	29	Tony Dillon	9
Keith Ahlers	26	Jan Bulinski	6
Chas Windridge	16	Class D	
Chris Springall	14	Rick Lloyd	60
Matthew Wurr	11	James Paterson	44
Peter Garland	10	Chris Acklam	36
Grahame Bryant	4	Simon Orebi Gann	24
Andrew Jenkins	2	Graham White	12
Class B		Leigh Sebba	8
Malcolm Paul	36	David Sherman	3
Grahame Walker	18	Chris Springall	2
Martin Kurrein	11	Stephen Lockett	1
Phil Brown	6	Kelvin Laidlaw	1
Rob Wells	6	Class E	
Christian Bock	6	Peter Horsman	51
Reiner Vierling	4	Jack Bellinger	51
Class C		John Clarke	32
Peter Sargeant	39	Mary Lindsay	16
Tony Howard	33	David James	7
Doug Taylerson	31	Adrian van der Kroft	5
Chris Dady	16	Jeremy Holden	4
Rick Bourne	11	Barry Sumner	1
		Jim Deacon	1

Circuit		J. Imrie National										Qual	
Date		8-Aug-88											
LAP CHART													
Laps →													
Pts	1	2	3	4	5	6	7	8	9	10			
1	35	35	88	88	88	88	88	88	88	88		1	
2	88	88	35	35	28	35	35	28	35	35		3	
3	28	28	28	28	35	28	28	35	28	28		4	
4	37	37	37	37	37	37	37	37	37	37		5	
5	36	36	36	36	36	36	36	36	36	25	25	14	
6	53	53	53	53	53	53	53	53	53	36	36	7	
7	13	13	13	13	13	25	25	25	53	53		6	
8	88	88	88	25	25	13	13	13	13	13		10	
9	41	54	25	88	88	88	88	88	88	88		11	
10	54	41	54	54	60	60	60	60	60	60		13	
11	17	25	17	60	54	54	54	54	54	17		18	
12	60	17	60	17	17	17	17	17	17	54		15	
13	25	60	31	31	31	38	38	38	38			8	
14	31	31	41	41	38	31	31	31	31			18	
15	7	7	7	7	41	41	41	18	18			21	
16	18	18	18	57	7	7	18	41	41			17	
17	57	57	57	18	57	18	7	7	7			24	
18	2	2	2	38	18	57	57	166	166			20	
19	166	166	38	2	2	22	166	57	57			22	
20	24	22	166	166	22	166	22	24	24			23	
21	22	24	22	22	166	23	23	23	34			28	
22	23	38	24	24	24	24	24	34	23			24	
23	38	23	23	23	23	34	34	22	22			26	
24	18	18	34	34	34	11	11	11	47			27	
25	34	34	18	18	18	18	18	47	11			28	
26	11	11	11	11	11	47	47	18	18			31	
27	47	47	10	10	47	10	10	10	2			12	
28	10	10	47	47	10	2	2	2	10			30	

First and Last

Classes C & E at the Bentley Drivers Club Annual Bash

Touring car style racing came to Silverstone on Saturday with an explosive mixture of championship hopes, stewards mistakes and a burning desire to win in front of the most patriotic crowd of the season. The result would not be decided until the final lap of the race.....

Practice saw the white +8 of Peter Horsman determined to put in a quick time. Yet 4 laps later, an over exuberant Peter was heading for the gravel after over cooking his braking for Brooklands. With the yellow and white flags out, the field was forced to slow and by the time the car had been towed back to the pits, many were wondering whether there was still time to record a hot lap. Unlike previous meetings, practice would continue for a full 20 minutes with the final line up seeing Adrian van der Kroft in the ex Colin Treble +8 out qualifying the similar car of Jack Bellinger. John Clarke had again split the +8s in his rapid +4SS with Mary Lindsay heading the +4s of Doug Taylerson, Barry Sumner, The Sarge, David James, Jim Deacon, Chris Dady and Jan Bulinski. Sadly, Tony Howard couldn't even get in the SLR after suffering excruciating back pain and Jeremy Holden was still awaiting delivery of his renovated moss box.

When the practice times were published, the field was aghast at the time given to Peter – some 4 seconds ahead of the field and some 12 places ahead of Adrian. Even Peter's most ardent supporters were finding it difficult to reconcile this result. After much discussions with the stewards by Mark Aston and a very sporting Peter, the stewards reluctantly conceded that a mistake had been made and Peter was given a starting position just ahead of Adrian and Jack. All now was set for the race of the series.

When the union jack fell, Peter and Jack were both away well. Peter headed Jack into Copse but with Jack determined not to lose sight of the white car. Jack later commented in the paddock that once Peter opens a gap, it is very hard to close back up – staying as close as possible is the only way that you stand a chance of winning – and staying close he certainly did.....

On cold tyres, the cars hurtled into Becketts. Peter was leaving his braking as late as possible and running wide whilst Jack was taking a more conventional line. This resulted in Jack snapping at Peter's heels all the way down the Club Straight. Peter again left his braking impossibly late for Brooklands but had the car tip toeing between terminal oversteer and mightily impressive understeer by Luffield 1. Both cars were on the limit exiting Woodcote with Peter still heading Jack by a nano second.

With Copse rapidly approaching for the second time, Jack began to realise that Peter's trademark late braking was not perhaps the quickest way through the corner. Jack was finding that he was noticeably quicker exiting Copse and was in a position to challenge Peter by the time the cars had reached Maggots... and thereby a plan was hatched.

By mid race, the commentator had exhausted all his superlatives on the incredible battle between the two +8s. With no light visible between the back of Peter's car and the front of the red +8 this was close racing at its best.

With nothing to choose between the two cars and with two determined drivers adopting different lines on most corners contact was sure to happen.

Jack started putting his plan into action some 4 laps before the end. Again Peter left his braking oh so late for Copse – in fact it would appear from his brake lights, Peter was not braking until after the turn in. He was then flicking out the back end and using the power of the eight to steer the car through the corner. A technique that requires considerable skill, nerve and confidence at extremely high entry speeds. To Jack, this flamboyant style must have meant little as by the exit, the red +8 was ready to challenge. With the two cars neck and neck through Becketts, Jack's better exit speed allowed the red +8 to draw up alongside the rear of Peter's car.

With Brooklands rapidly approaching, it was now or never. Both cars were obviously on the limit under braking and as Peter turned into Brooklands, it was to his horror that he found his chosen path partially blocked by the red +8. Peter's car cut across Jack's to the accompaniment of a horrendous screeching. Peter's rear wheel had scraped along Jack's front and back wings. Neither of the two slowed and Peter retained his narrow lead into Luffield – just!

Jack was not to be denied and on the next lap, he tried the same manoeuvre again. This time, his exit speed was insufficient to draw up alongside but a sharp tap on Peter's rear left Peter in no doubt that it was a fight to the finish.

And so to the last lap. This was desperate stuff and how. Jack was climbing all over the back of Peter's car through Copse, Maggots and Becketts. With tyres well past their best the +8s were wildly sideways entering the long drag up to Brooklands. Jack had timed his run to perfection and had got the power down moments before Peter. When the two cars braked for Brooklands, Jack

had the inside line forcing Peter wide and giving Jack a comfortable passage through Luffield. With the chequered flag in sight, there was now only one winner, Jack Bellinger by a nose. Phew!!

This fantastic battle over shadowed some great racing right through the field. Adrian seemed a certain for third until his tour through the Brooklands gravel. This allowed John Clarke to pass after having a race long battle with Mary. The Sarge had revenge for Cadwell by beating Doug by a whisker with Barry heading home David, Chris and Jim.

To finish the day, Jack and Barry wheeled out their 4/4 4 seaters to battle it out with The Sarge and Jim in their +4s. What a tremendous battle. Jack was soon dropped but Barry, The Sarge and Jim had a ding dong to the end. Jim came home the victor from the Sarge and Barry.

So a wonderful day of racing. Jack was first and last but rightly elated by his victory over Peter. With two more races at Silverstone to go, can Jack overhaul Peter for the title? It's a tall order but should be fascinating to follow. See you there.

I-Spy



Circuit	Silverstone			Length		1.638 miles		
Date	08-Aug-88			Weather/track		Dry and sunny		
PRACTICE				Time		Behind		
Pts	No	Class	Driver	Car	(mins:secs)	(secs)	lph	mph
1	88	A	Matthew Wurr	+8	1:05.15		145.75	80.57
2	6	A	Chris Windridge	+8	1:06.50	1.35	142.78	88.73
3	35	A	Chris Springsall	+8	1:06.71	1.56	142.34	88.45
4	28	A	Keith Ahlens	+8	1:07.61	2.46	140.45	87.27
5	37	D	Richard Lloyd	+8	1:09.21	4.06	137.20	85.25
6	53	D	Graham White	+8	1:09.55	4.40	136.53	84.84
7	36	B	Martin Kurrein	+8	1:09.71	4.56	136.22	84.64
8	38	D	Simon Diebi Gann	+8	1:10.04	4.89	135.58	84.24
9	45	A	Simon McDermott	+8	1:10.04	4.89	135.58	84.24
10	13	D	Chris Acklan	+8	1:10.59	5.44	134.52	83.58
11	88	B	Malcolm Paul	+8	1:11.16	6.01	133.44	82.82
12	2	A	Andrew Jenkins	+8	1:12.05	6.90	131.78	81.88
13	60	B	Christian Back	+8	1:12.06	6.91	131.78	81.88
14	25	A	Grahame Bryant	+8	1:12.28	7.13	131.37	81.63
15	54	E	Peter Horsman	+8	1:12.43	7.28	131.10	81.46
16	21	D	James Pedemon	+8	1:13.72	8.57	128.81	80.04
17	41	D	Adrian van der Kroft	+8	1:13.97	8.82	128.37	79.74
18	17	E	Jack Bellinger	+8	1:14.19	9.04	127.88	79.53
19	31	D	Leigh Sebba	+8	1:14.33	9.18	127.75	79.38
20	166	B	Rainer Vierling	+8	1:14.66	9.51	127.18	79.03
21	18	E	John Clarke	+4.55	1:14.94	9.79	126.71	78.73
22	57	D	Kelvin Laidlaw	+8	1:14.98	9.83	126.64	78.68
23	24	B	Philip Brown	+8	1:15.14	9.99	126.37	78.53
24	7	E	Mary Lindsey	+8	1:15.22	10.07	126.24	78.44
25	23	E	Doug Taylorson	+4	1:15.46	10.31	125.84	78.18
26	22	E	Barry Sumner	+4	1:15.73	10.58	125.38	77.81
27	47	D	David Sherman	+8	1:17.07	11.92	123.21	75.56
28	34	C	Peter Sargeant	+4	1:18.27	13.12	121.32	73.38
29	11	E	David James	+4	1:18.42	13.27	121.08	73.24
30	10	E	Jim Deacon	+4.55	1:19.16	14.01	118.86	75.54
31	18	C	Chris Dady	4.4	1:22.00	16.85	115.80	71.86
32	12	E	Jan Bulinski	+4	1:23.93	18.78	113.14	70.30
33	3	A	James Edgerton	+8	Not Seen			
34	66	C	Tony Howard	+4.55	Not Seen			

RACE							
Pts	No	Class	Driver	Car (mins:secs)	Laps	mph	mph
1	88	A	Matthew Wurr	+8	11:19.21	10	138.81
2	35	A	Chris Springsall	+8	11:40.77	10	21.6
3	28	A	Keith Ahlens	+8	11:41.89	10	22.7
4	37	D	Richard Lloyd	+8	11:46.49	10	27.3
5	25	A	Grahame Bryant	+8	11:53.47	10	34.3
6	36	B	Martin Kurrein	+8	11:54.47	10	35.3
7	53	D	Graham White	+8	11:57.36	10	38.1
8	13	D	Chris Acklan	+8	12:00.59	10	41.4
9	88	B	Malcolm Paul	+8	12:08.52	10	48.3
10	60	B	Christian Back	+8	12:22.16	10	103.0
11	17	E	Jack Bellinger	+8	12:28.89	10	108.7
12	54	E	Peter Horsman	+8	12:29.31	10	110.1
13	38	D	Simon Diebi Gann	+8	11:19.98	9	1 lap
14	31	D	Leigh Sebba	+8	11:29.40	9	1 lap
15	18	E	John Clarke	+8	11:34.84	9	1 lap
16	41	E	Adrian van der Kroft	+8	11:35.82	9	1 lap
17	7	E	Mary Lindsey	+8	11:38.91	9	1 lap
18	166	B	Rainer Vierling	+4.55	11:39.18	9	1 lap
19	57	D	Kelvin Laidlaw	+4	11:43.34	9	1 lap
20	24	B	Philip Brown	+4.55	11:45.41	9	1 lap
21	34	C	Peter Sargeant	+4	11:46.11	9	1 lap
22	23	C	Doug Taylorson	SLR	11:46.31	9	1 lap
23	22	E	Barry Sumner	+4	11:53.50	9	1 lap
24	47	D	David Sherman	+8	11:55.89	9	1 lap
25	11	E	David James	+8	11:57.56	9	1 lap
26	18	C	Chris Dady	+8	11:57.98	9	1 lap
27	2	A	Andrew Jenkins	+8	12:00.42	9	1 lap
28	10	E	Jim Deacon	+4	12:04.47	9	1 lap

Not classified							
Fastest laps				(mins:secs)	on	mph	mph
A	Matthew Wurr	+8	1:04.79	2	146.56	81.07	
B	Martin Kurrein	+8	1:09.73	3	136.18	84.62	
C	Peter Sargeant	+4	1:15.63	5	125.56	78.02	
D	Richard Lloyd	+8	1:09.10	4	137.42	85.38	
E	Jack Bellinger	+8	1:12.73	4	130.56	81.13	

Existing lap Records							
				(mins:secs)	mph	mph	
08-Aug-87	A	Peter Gardand	B	1:04.48	4	147.27	81.51
08-Aug-87	B	Malcolm Paul	B	1:07.15	3	141.41	87.87
08-Aug-87	C	Peter Sargeant	B	1:16.24	4	124.55	77.38
08-Aug-87	D	James Pedemon	B	1:10.45	2	134.78	83.75
08-Aug-87	E	Colin Treble	B	1:13.68	3	128.88	80.08

New lap record
New lap record
New lap record

Qualifying & Race Results: Bentley Drivers Race 6

NEXT RACE
Silverstone
SummerFest
Sat/Sun
22/3 August



Testing:

Testing available on Friday before. Cost is £70 for one 50 minute session at 12.10. Must book and pay in advance.

Petrol:

Available.

Circuit length

2.252 miles

Lap records

New circuit.

Programme

Saturday:

Morgan scrutineering at 13.15-13.45 and qualify-ing at 15.15-15.30.

Races: FF1600
Championship, Peugeot 306
Championship, BRDC Junior Single Seater Championship

Sunday:

Ginetta Championship;
Ferrari Challenge; K Sports 16600 Champion-ship; Porsche Classic Championship;
Supersports 200 Championship;
GT Championship; Formula Palmer Audi Champion-ship; Porsche Cup Race; Marcos Mantis Challenge; Morgan Motor Company Challenge.

Three 8s and a 911

Sue & I travelled to Austria week before last. We love the country and had an invitation to join the Morgan Sports Car Club Deutschland for a closed to club race meeting on the A1 Ring, the new Austrian grand prix circuit first used last year.

En route, by chance, we met the organisers at an Autobahn services near Salzburg and four days fun started. I was in the Plus 8 (oddly enough) and Sue was in the 911 Turbo. We left the rest halt and changed into top gear. Sue needed a 911 Turbo to keep up with three Plus 8 racers running on the Autobahn with no speed limit!

After turning off the Autobahn we climbed the notorious Sol pass to over 5,000 feet altitude for some amazing scenery and lunch before descending to our Schloss at Zeltweg some ten minutes drive from the track.

Struggling to recover from an excellent welcome dinner, which finished well after the witching hour, day one was a driver familiarisation day for a group of mixed experience and ability. Cars circulated in convoy learning the lines and gradually working up to speed. Day two brought half an hours untimed practice, fifteen minutes qualifying and an eight lap race.

Second hangover still in the air saw me on pole position for the first time in my life. As we formed up on the grid, not a car in front, I could share the same view as Mika Hakkinen! On came the red lights, off they went and off I went.

Ahead into the first and second corners my main competition dropped back at the third corner. Eight laps later the conquered flag. Not a big problem as I had seen on television how you have to swerve towards the pitwall to eyeball your crew. (Sue ducked!)

Another good dinner that night and a big trophy to carry home.

On the way home I did 902 miles in the Plus 8 in eleven hours. So, overall two thousand road miles and a race victory. Poor old car has just turned 90,000 miles.

Keith Ahlers

Spa 11-13 September

Once again we are invited to enter the British Sports & Saloon Car Challenge at Spa in September.

With a race of approximately 45 miles around one of the epic circuits of Europe and 65 cars on the rolling grid, it all makes for the most fantastic racing.

Timetable:

Paddock open from 1200 hrs
Thur 11 Sep

Signing on Friday 12

Scrutineering: Fri 1300-1830hrs

Practice: Sat (30 mins time to be advised)

Race (10 laps): Sat pm (time to be advised)

(There is a complete days racing on the Sunday too, including a 6 hour race for FLA cars)

Entry: £155 sterling

Peter Sargeant can provide entry forms and details but you will need to organise ferry bookings and accommodation yourself for this weekend (though he can point you towards hotels used previously). Call or fax him on 01531 650760.

More Trousers Torque

We have had a tremendous response from +4 pilots to win the Birkett 6 hour relay on 31 October at Snetterton.

There are a few places left, so if you wish to become part of the most successful +4 team since TOKs win at Le Mans in 1962 then please give a call to either John Clarke on 01494 837 605 (fax 01494 837 005) or Peter Mountain on 01494 772264.

Watch out for the postman as Peter will soon be sending out entry forms.



The British Race Festival, Zandvoort 19/20 Sept 1998

The meeting at Zandvoort this year looks like being bigger and better than ever for Morgan drivers. Last year we had 2 half-hour qualifying sessions on the Saturday and a 20 lap race on the Sunday. This year offers the same **plus** the opportunity of



another race,



a barbecue in the Paddock on Friday evening,



supper in the sponsors' tent on Saturday evening (*to be confirmed*)



a fashion show on Sunday afternoon



sponsorship that will take care of most, possibly all, of the main race fee – *thanks to Sekonda Watches, NIMAG, Artesia Bank and Swan Mog (a Dutch Morgan Club Centre)*



parking in Paddock 1 (behind the pits), next to the Sponsors tents (where the free drinks are ...)

Don't miss this opportunity to have a great race weekend at a historic circuit, among friendly British Sports Car enthusiasts. This is **very** well attended by spectators and is a great family day out. Thoroughly recommended.

You should have had entry forms but more details will follow.

Silverstone SummerFest. August 22/23rd 1998

The Entry Forms for this race were sent out late by the BRDC and although the closing date has passed Chris Norman (Comp Sec BRDC) has told me that they will accept entries (without penalty) "within reason". I shall plead the case for anyone who still wants to enter as a small grid will do our series no favours at a meeting of this size!

An added attraction will be that the race winner and all class winners will receive our Morgan trophies on the Grand Prix podium (second in Winners Class will have to put up with Mark and me in the Paddock later!)

We are also arranging a Barbecue in the Paddock on Saturday night (rumour has it that wine and beer may also be available !)

Please support this round of the Championship and the rare chance to party between Qualifying and the Race!!!!!!!!!!!!!!

Serena

+4s at Zandvoort

Last year, the Morgan race was divided into classes giving the +4s and 4/4s a chance to scrap amongst themselves. This meant that those slow +8s, that tend to get in the way, did not have any bearing on the 4 cylinder result. It also means that a 4 cylinder pilot is assured of a big gong, a place on a proper podium and a smackaroonie from a gorgeous blonde bombshell.

Zandvoort is a fantastic circuit for +4s with flowing curves and many dips and troughs – what I'm trying to say is that it is a real drivers circuit.

So if you have nothing to do on the weekend of 19-20 September – get in those entry forms – the Dutch Morgan club go nuts seeing the older cars race.

John Clarke