

The *Unofficial* Race Series Newsletter

Lloyd banks championship after overnight engine change

The final Round of the Challenge took place on the 26th of September at Silverstone.

There was still lots to play for in Class A with Keith Ahlers having 32 points closely followed by Simon 'Orange' McDermott with 31 points and Chas Windridge with 26 points. Class B was all sorted with Malcolm Paul being the winner. Class C was also tight with Peter Sargeant leading on 45 points followed by Doug Taylerson with 42 and Tony Howard on 41, although some of the potential excitement was detracted from this on the non application to race of Peter and Doug. Class D was sewn up with a commanding win with 71 points from Rick Lloyd in his first season. Class E was also a tight contest with Peter Horsman having 62 points over hard charging Jack Bellinger with 51. The Championship was still potentially up for grabs although for Peter to win outright he would have to win his Class and achieve the fastest lap in Class, relying on Rick not finishing higher than 6th in his Class. Nevertheless as Formula 1 has shown us this season anything is possible.

Practice was scheduled to be at 11:40 am but at this time the circuit was shrouded in low lying fog. The powers that be decided that three laps of the circuit (the minimum to qualify) was all that was needed and as laps would not be timed, normal qualifying conditions would not apply. The usual range of problems befell our racers, Chris Springall had his throttle cable snap, with Peter Garland – welcome back – also having a throttle problem which led to the car revving higher than necessary whilst idling. Peter and his mechanic were seen stripping down the engine in the pad-dock in order to make the repair.

Current Championship leader Rick Lloyd had a heart murmur (metaphorically speaking) on Friday when in practice his engine let go. Rick spoke with specialist engine supplier John Eales who built a new one through the course of Friday and Friday night. Rick took his car to London where the shot engine was removed. The new engine was delivered and installed overnight. Rick then ran the car in up the M1 at 4 o'clock in the morning, used the car to qualify and then sent his mechanic out to loosen the car up some more!

Simon McDermott had yet another problem this time being of running a V6 instead of the usual V8. Martin Kurrein spun at Becketts with

Final Championship points

Class A

| | |
|-----------------|----|
| Simon McDermott | 39 |
| Keith Ahlers | 36 |
| Chas Windridge | 28 |
| Peter Garland | 21 |
| Matthew Wurr | 20 |
| Chris Springall | 20 |
| Grahame Bryant | 4 |
| Craig Jones | 4 |
| Andrew Jenkins | 3 |

Class B

| | |
|------------------|----|
| Malcolm Paul | 50 |
| Martin Kurrein | 22 |
| Grahame Walker | 18 |
| Phil Brown | 8 |
| Simon Orebi Gann | 6 |
| Rob Wells | 6 |
| Christian Bock | 6 |
| Reiner Vierling | 4 |

Class C

| | |
|----------------|----|
| Tony Howard | 47 |
| Peter Sargeant | 45 |
| Doug Taylerson | 42 |
| Chris Dady | 16 |
| Rick Bourne | 11 |
| Tony Dillon | 9 |
| Jan Bulinski | 6 |

Class D

| | |
|------------------|----|
| Rick Lloyd | 71 |
| James Paterson | 62 |
| Chris Acklam | 42 |
| Simon Orebi Gann | 26 |
| Graham White | 23 |
| Leigh Sebba | 9 |
| Kelvin Laidlaw | 4 |
| David Sherman | 3 |
| Chris Springall | 2 |
| Stephen Lockett | 1 |

Class E

| | |
|----------------------|----|
| Peter Horsman | 69 |
| Jack Bellinger | 57 |
| John Clarke | 44 |
| Adrian van der Kroft | 22 |
| Mary Lindsay | 16 |
| David James | 13 |
| Jeremy Holden | 4 |
| Jim Deacon | 1 |
| Barry Sumner | 1 |

Malcolm Paul locking up at the same spot. This was an unusual occurrence as Becketts – being a virtual hair pin, on the national circuit was of course a slow section begging the question was there oil on the track?

We also had the great misfortune to watch Class A runner Andrew Jenkins losing control and spinning around at Becketts in front of Adrian van der Kroft. Adrian took evasive action by moving to overtake Andrew up the inside which proved fatal as whilst still being out of control Andrew unintentionally shut the door leaving Adrian nowhere to go. Both cars were seriously damaged putting Andrew out of the race with an unrepairable bent chassis amongst lots of other damage, an unwelcome winter project, but we look forward to your return next year. Adrian left his car with Rick and Brett, aka Team Brands Hatch, where frantically but methodically they began to try to rebuild the car. In the true spirit of club racing Jack Bellinger was seen to straighten the steering rods with a rather large pounding implement with many other racers offering help in a total team effort to get the car ready to race. The objective was achieved with Adrian taking his place on the grid.

Simon Orebi Gann raced out of his usual Class owing to non standard tyres.

As there was no timed practice as such, position on the grid was given against previously attained places so Peter Garland was given Pole with Simon McDermott in second.

Our race was to have started at 4:55pm but due to the time saved at a shortened practice session in the morning races were being brought forward by approximately half an hour. In the event our race began at 4:37pm in conditions that were slightly improved on those of the morning being overcast but dry.

The cars lined up on the grid and after receiving the fifteen second warning, the green flag was held out and all the cars set off on the green flag or warm up lap, all navigating the circuit without hitch to reform on the grid for the start proper which duly came. Keith Ahlers made a good start as did Chris Springall who managed a superb start to pass Simon McDermott, who in turn made a bad start off the line and was quot-

continued on page 2

Silverstone – continued

ed after the race as saying “ it warms the tyres up “. Peter Garland also made a good start to take the lead in the race. Chris Springall inadvertently turned off the engine cut-off switch when leaving Woodcote and dropped two places before realising what he had done and hurriedly reinstated the switch to get back on his way.

At the start of the second Peter Garland had already started to dominate gaining a good three hundred yards over nearest contender Chas Windridge who in turn had Simon McD in tow. The pack followed on in very close contest which found Adrian van der Kroft with two wheels on the grass at the complex in a side by side contest with Peter Horsman. The cars only started to open out after Leigh Sebba who had pulled two hundred yards over David James and Tony Howard.

By the third Peter G was well and truly on his way with a good five hundred yards and a completely dominating performance. Simon McDermott was in second place closely followed by Chris Springall, Keith Ahlers and Chas Windridge who was starting to feel the full effect of the wrong tyre choice (wets). Rick Lloyd was ahead of another batch of cars to include James Paterson, Martin Kurrein, Graham White, Chris Acklam, Simon Orebi Gann and Malcolm Paul. These cars had managed to pull four hundred yards over Adrian van der Kroft, Peter Horsman, Jack Bellinger, Kelvin Laidlaw, Leigh Sebba and John Clarke. David James had dropped back a further two hundred yards but pulled one hundred over tailender Tony Howard.

At the forth Peter had well and truly made the race his own with the interesting battles taking place further back down the field. Rick Lloyd

and Graham White were having their own contest closely followed by James Paterson. Another battle was raging further back down the field between Kelvin Laidlaw and Leigh Sebba who try as he might couldn't find the extra power to pass Kelvin on the bends, knowing that a straight line pass was not possible. 'ble. Jack Bellinger missed selecting third gear at Luffield and struggled to retain position, the downside of a moss box. Tony Howard's gearstick snapped to leave a short stub with which to change gear. Simon McDermott's car had a mechanical problem which effectively meant that he had started to go backwards, although by his own admission would not have caught Peter.

At the fifth Simon's car let out a flash of flame from the side pipes when coming out of Woodcote, surely this would not be another unfinished race? The Keith Ahlers / Chris Springall battle had eased a little but was by no means over as Keith dropped back one hundred yards from Chris. Chas was still going backwards on wets losing four hundred to Keith A. Graham White, Rick Lloyd and James Paterson had pulled clear of the Martin Kurrein, Chris Acklam pack. Simon Orebi Gann had out braked himself at Becketts and found himself in the gravel, dropping two places. Adrian van der Kroft was involved in a tight battle with Peter Horsman.

By the sixth Peter G had lapped David James and Tony Howard. James Paterson had managed to pass Rick Lloyd whose car had no pull in a straight line whatsoever. Graham White who was feeling particularly pleased with his position, being sixth, had a moments loss of concentration and spun at Becketts dropping five places. Not to be deterred he rejoined in a

determined effort to regain losses. Malcolm Paul had made a successful move on Chris Acklam to gain a place.

At the seventh Peter G had also lapped John Clarke who also later admitted to the wrong tyre selection. Chris Springall had a hard charging Keith Ahlers right behind him again. James P and Rick L were still in a close contest. Malcolm Paul, Chris Acklam and Graham White were also in close contact.

By the eighth Peter G had passed all cars up to Peter Horsman. Graham White showing great bravado (well as much as you can in someone else's car !) had managed to claw back two places from Malcolm Paul and Chris Acklam to ninth place. At nine Peter G passed another two cars in Adrian and Peter H. Graham White whilst probably trying a little to hard made the gravel at Copse but managed to drive out losing those two hard fought places of lap seven – hard luck .

Peter Garland took the chequered flag and a well deserved first place in Class A.

Class B was won by Martin Kurrein with C going to Tony Howard. Class D was won by James Paterson with Adrian van der Kroft winning E.

The final championship Class winners are;
Class A Simon McDermott
Class B Malcolm Paul
Class C Tony Howard
Class D Rick Lloyd
Class E: Peter Horsman

The overall Championship winner is Rick Lloyd with a thoroughly well-deserved win – well done.

Jon Hopkins

[Ed: And just a word of thanks to Jon for taking on the thankless task of writing the race reports. Starting from scratch he has approached it with a lot of enthusiasm and a new perspective. Many thanks from all of us in the Series.]

True Morgan Racing Spirit

After an unfortunate incident in practice badly damaged PER 745, the true Morgan Racing Spirit came bounding up trumps.

Whilst we stripped the damaged car, fellow competitors and their mates scoured the paddock for tools, whilst others helped pull, push or just encouraged us to achieve what at first appeared the impossible.

It was that enthusiasm that motivated us all and made the repair and the following result possible.

Cheers chaps (& you Jack).

Adrian, Rick & Brett

Trousers Downed

There will be no +4 team at this years Birkett 6 hour relay race. Our long awaited victory will therefore have to wait a little longer. Many thanks to all those that showed interest – I think every +4 currently racing in the Morgan series wanted to take part – a fantastic response. So, best wishes to the +8 team – we all sincerely hope you win (as you will have no chance in '99... ho, ho).

A +4 spokesman

ADVERTISEMENT

Manager for Morgan +4 Team

Required for 1999, manager to take charge of the 1999 Morgan +4 team. Responsibilities to include co-ordinating entries to the Birkett 6 hour relay race, negotiating a fair handicap, standing on a cold pit wall for 6 hours in October and fettling with tractor engines. Applicants should be able to lick a stamp and get to a post office within 3 months. Benefits to include oceans of hot tea, a day with Tanya and much gratitude from a bunch of guys who really want to race at the Birkett.

Going Dutch – Round 8; Classes C and E

Forget the Luxembourg grand prix, don't begin to get excited about Japan – the final race of the Morgan race series had more ups and downs (how would Jeremy Clarkson put it?).... than a Barings trader....

If you were a betting man, you would have lost your shirt. If you had foreseen the outcome, then Mystic Meg would be looking for a job. If you don't believe in Pixies, then start now – round 8 at Silverstone had it all.

Who would have thought that with practice cancelled and familiarisation restricted to 3 laps that Adrian Van Der Kroft in his immaculate +8 would return to the pits with the front end staved in. Poor Adrian had little chance to avoid a spinning car on its entry into Becketts.

Back at the pits, the spirit of the race series shone through. As Brands Hatch Morgans pulled the front frame out, a band of merry men ran off with the damaged radiator and came back triumphant with a resoldered header tank. There was not much that could be done about the bent chassis, but with wheels now all pointing the same way, the car was ready to roll.

Meanwhile, Serena and Mark had come up with a fiendish plan to create the utmost excitement for the race. They placed the +8 of Peter Horsman in pole position alongside the similar car of Jack Bellingier. Next came John Clarke in his +4 with Adrian's mangled +8 behind. Then came the SLR of Tony Howard (still bearing the scars of the Summerfest) with David James in the all green +4 at the rear.

With up to 5 hours between familiarisation and the race, much of the time was spent predicting when the bad weather would arrive. John had set his car up on deep treaded tyres putting the wind up Jack to change his

nicely worn rears to new scrubbed covers. Tony had the SLR up on jacks and was looking to beat McClaren's world record for changing 4 wheels and tyres. Peter and David had decided on a dry race (they had in fact little choice as all their tyres were worn from a seasons long racing). Adrian of course had more important things on his mind.....

When the cars lined up in the assembly area the rain began to fall.... and then it stopped. Its days like this that really test the mettle.

The track was still bone dry as the cars lined up behind the red lights ...and then they were green. This was it. With all cars getting away well, Copse was a cacophony of screeching tyres, squealing brakes and over revved engines. Out towards Becketts, Peter was maintaining his lead over Jack but Adrian had lost no time disposing of John. The silver +8 had shot by under braking and was hard on the gas up the Hangar Straight. Tony was being harried by David and by the time the two cars entered the Luffield complex, David was ahead but only just.

If there was anything wrong with the silver +8, no-one, least of all Adrian appeared to notice. In hot pursuit of Jack and Peter, Adrian was posting some electrifying times. The +8 was seen to turn in beautifully (perhaps the factory might wish to modify all chassis like thisthat is if they can release Brands Hatch Morgans from the patent).

Within a couple of laps, Adrian was hot on the heels of Jack and spent little time getting past in his ambition to catch Peter. And then the unthinkable happened. With 5 wins out of 7 races under his belt (with one race a DNF), Peter appeared to lose his appetite for a good scrap.

Offering little resistance, Adrian swept by and in doing so smashed Jacks lap record and was not headed to the chequered flag. If only Peter knew.....

Back in the collection area, the +8s had taken the first three places with John heading up David and Tony. Tony's steady drive had been enough to secure class C whilst Peter's 2nd place clinched Class E for the second time running. And then the news broke. Against all the odds, Rick Lloyd had

failed to win his class nor get fastest lap leaving the door open for Peter to take the Peter Collins Tray and the championship. But Peter had needed to win!! Who would have thought it.

So the season is complete. Congratulations to Peter and Tony with fine class wins – and many thanks to all the wives, girl friends and drivers that arranged the excellent spread that greeted the victors on a very special day.

I-Spy

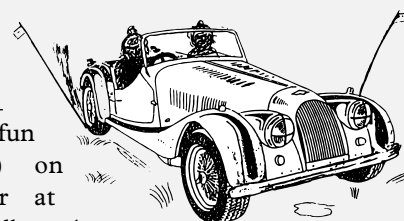
| Circuit | Silverstone National | | | | | | | | | |
|-----------|----------------------|----|----|----|----|----|----|----|----|----|
| Date | 26-Sep-98 | | | | | | | | | |
| LAP CHART | | | | | | | | | | |
| Laps --> | | | | | | | | | | |
| Pos | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 6 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 3 | 20 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| 4 | 29 | 6 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| 5 | 35 | 29 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| 6 | 37 | 37 | 37 | 37 | 53 | 21 | 21 | 21 | 21 | 21 |
| 7 | 36 | 21 | 21 | 53 | 37 | 37 | 37 | 37 | 37 | 37 |
| 8 | 53 | 36 | 53 | 21 | 21 | 36 | 36 | 36 | 36 | 36 |
| 9 | 21 | 53 | 36 | 36 | 36 | 16 | 16 | 53 | 16 | 16 |
| 10 | 13 | 13 | 13 | 39 | 13 | 13 | 13 | 16 | 13 | 39 |
| 11 | 39 | 39 | 39 | 13 | 16 | 53 | 53 | 13 | 39 | 13 |
| 12 | 16 | 16 | 16 | 16 | 39 | 39 | 39 | 39 | 53 | |
| 13 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | |
| 14 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | |
| 15 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | |
| 16 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | |
| 17 | 18 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | |
| 18 | 31 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | |
| 19 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | |
| 20 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | |

From the Competition Secretary

**Club Production Car
Trial – Sunday 19
October**

Support the club at this fun event (classic listed) on Sunday 18th October at Lintridge Farm, near Ledbury (conveniently situated in the Midlands some 10 miles south of Malvern – signed from Junction 2 of the M50). A modest entry fee is charged and valuable prizes are awarded for class placings. Please call on 01531-650760 for requests for Regs or offers of help to Marshal, etc.

Peter Sargeant on ☎ 01531 650760



The alternative Manx Mog

There had to be a really good reason to miss the final round of the Morgan Challenge at Silverstone on September 26th this year, especially if you were in class C. And, of course, there was. Rumours that the 10th Manx Classic, to be held on the Isle of Man was going to be the last, enticed class C contenders Tony Dillon, Doug Taylerson and the Sarge together with class E stalwart "Bart" Sumner, and the flat rad clone of Barry Taylor, across the Irish Sea via the redoubtable Isle of Man Steam Packet Company to contest up to five events, many on closed public roads, over a five day period. We were to meet up with two regulars in Rupert Richards and Jim Tucker who, on the whole, tolerated our intrusion remarkably well.

Recreating the great TT road races first run in 1905, the Manx Classic is open to pre 1965 cars and attracts strong entries from TRs, Alpines and Tigers, Austin Healeys and Jaguars as well as a myriad of other makes from a chain gang Frazer Nash to Austin Sevens.

If you had an extended purple pass, there were social events on the island running all week, but for those at Zandvoort the previous weekend there were barely 36 hours turnaround in order to make the mid week ferry in time for scrutineering on the Wednesday. Even then Doug managed to miss this deadline, and more importantly the welcome drinks evening, due to the spillage of some thirty tones of blood and abattoir waste on the M6. However, an enchanting evening in the port of Heysham and an overnight crossing, led straight into practice for the Willaston Pursuit Sprint on the Thursday. An extremely

bumpy 3.3 mile street circuit sharing the start line and grandstands of the motorcycle TT circuit. A stark lesson that race pressures on the road can be positively dangerous! And an appreciation of those who in the early years had raced on this same circuit without the benefit of today's tyres and even seat belts without which I feel sure I would have been catapulted right out of the car!

The evening saw the first sprint event along Douglas promenade after dark, tramlines and all, and unfortunately for us with high numbers, the realisation that restaurants close before closing time. Thank goodness for Indians! Before that, though, an impressive firework display on the beach.

Friday saw us, bright and early, lined up on the Sloc Hill climb on the West of the Island. Barry Sumner suspecting sabotage on discovering a wheel nut missing took an easy first run but stormed up later after a replacement was located. The dangerous rough roads exposing a weak damper bracket for Tony Dillon who cleverly devised a restraining strap to tame a live rear axle. A whole day on this glorious stretch of mountain road before adjourning to a local watering hole to chew over the days event.

I suppose that the Willaston Pursuit Sprint on Saturday focussed our attention more than anything else because of its reputation and its thinly disguised racing pedigree. Sending off cars at 10 second intervals requires only a sprint licence, but overtaking during the eight laps is common if risky with no run off areas, a bumpy surface and either stone walls or earth banks lining the circuit. Regrettably, our event was plagued with incidents that subsequently brought out the

red flag after just five laps due to an overturned Ford special, thankfully with no personal injury. Tony Dillon being towed in with a split bottom hose and Barry Sumner stopping off in a local housing estate for a cup of tea.

A celebration dinner in the evening at which, due to a probable administration error, the Sarge and Doug were placed at the top table with Tony Brooks and Neville Hay, and Barry Sumner was presented with the Manx Morgan trophy.

A race meeting rounded off the event at the Jurby airfield on Sunday, at which that Barry Sumner trounced the best that the TRs could muster, to come home with a rousing third place.

All in all, an astonishing and enthralling four days on an island that obviously loves its motor sport. The welcome we received was heart warmingly generous – with Manx Mog well remembered.

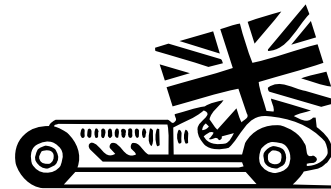
And those rumours of it being the last Manx Classic were demolished with the announcement of next years Classic over the period 20th–26th September 1999. It's going to be rude not to return.

Doug Taylerson

SwapShop

It occurred to me that as the season ends and people are buying new sets of tyres, there must be perfectly good tyres around that could be used but which otherwise may be thrown away. If you want some tyres or want to dispose of any, let me know by email or fax and I will advertise them here.

1 Pirelli PZero C 250/60 R15
Done 23 laps of Silverstone (10 protected by water and oil!).
Going cheap! Ring Chris Acklam.



The British Race Festival, Zandvoort 19/20 Sept 1998

Another great weekend of racing for us all. The hospitality was as good as we remembered and Machiel Kalf and his helpers made us wonderfully welcome.

The Friday evening barbecue was more unintentionally entertaining than expected (how many times have you seen one lit by a compressor running from a Range Rover?) and somewhat darker than it might have been, nevertheless the food was plentiful and delicious (not that you could see what it was ...). Accompanied by plenty to drink too. Many thanks to all who organised it, it was much appreciated.

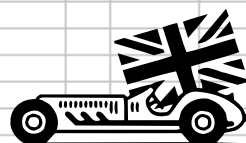
While the evening for the barbecue was dry, it poured overnight and the sea mists rolled in on Saturday morning making everything rather wet. We were in with the Triumphs and MGs, among others, for an extra race on Saturday afternoon, so qualifying was early on and very slippery. As the session neared its end though, the track started drying quite quickly and times tumbled. Those who had come in early (like Rick Bourne and Martin Kurrein) found themselves way down the grid as a consequence.

Qualifying for the Morgan race was on a more predictable dry track and gave most of us the chance to see the three wheelers in action close up. Too close for comfort in some cases, as we all tried to understand how anyone in their right mind could take one of these things round a track without seatbelts or roll bars. Watching them on the corners they looked less stable even than James Paterson on a wet track. One

| Circuit | Zandvoort | | Length | 1.566 miles | | | | | | | | | |
|-----------------------------|-----------|-------|----------------------|------------------------|-------------|------|----------|---------|-------|----------|----|---------|-------|
| Date | 19-Sep-98 | | Weather/track | Wet practice, dry race | | | | | | | | | |
| | | | | | | | | | | | | | |
| PRACTICE | | | | Time | Behind | | | | | | | | |
| Pos | No | Class | Driver | Car | (mins:secs) | Lap | (secs) | kph | mph | | | | |
| 1 | 78 | | Chris Conoly | TVR | 1:18.942 | 17 | | | | | | | |
| 2 | 29 | | Keith Ahlers | +8 | 1:19.112 | 19 | 0.170 | 114.627 | 71.23 | | | | |
| 3 | 25 | | Bert Smeets | TR4 | 1:19.568 | 20 | 0.626 | 113.971 | 70.82 | | | | |
| 4 | 137 | | Richard Lloyd | +8 | 1:19.593 | 18 | 0.651 | 113.935 | 70.80 | | | | |
| 5 | 88 | | Rob Wells | +8 | 1:19.950 | 15 | 1.008 | 113.426 | 70.48 | | | | |
| 6 | 56 | | Henk Bokenkamp | Elan | 1:21.055 | 20 | 2.113 | 111.880 | 69.52 | | | | |
| 7 | 39 | | Simon Drebl Gann | +8 | 1:21.518 | 18 | 2.576 | 111.244 | 69.12 | | | | |
| 8 | 13 | | Chris Acklam | +8 | 1:22.058 | 19 | 3.116 | 110.512 | 68.67 | | | | |
| 9 | 73 | | Adrian van der Kroft | +8 GT | 1:22.188 | 5 | 3.246 | 110.337 | 68.56 | | | | |
| 10 | 87 | | Alan Tomkins | TR4 | 1:22.634 | 19 | 3.692 | 109.742 | 68.19 | | | | |
| 11 | 85 | | Colin Pendle | TR7 | 1:22.825 | 14 | 3.883 | 109.489 | 68.03 | | | | |
| 12 | 91 | | Matthias Te Neues | +8 | 1:22.917 | 17 | 3.975 | 109.367 | 67.96 | | | | |
| 13 | 98 | | Alan Price | TR7 | 1:22.955 | 18 | 4.013 | 109.317 | 67.93 | | | | |
| 14 | 45 | | Frits Kriemer | MGB | 1:23.061 | 16 | 4.119 | 109.178 | 67.84 | | | | |
| 15 | 81 | | Rick Bourne | +8 | 1:23.784 | 13 | 4.842 | 108.236 | 67.25 | | | | |
| 16 | 79 | | Tony Blake | TR6 | 1:24.012 | 14 | 5.070 | 107.942 | 67.07 | | | | |
| 17 | 99 | | Mike McKenna | TR6 | 1:25.003 | 17 | 6.061 | 106.683 | 66.29 | | | | |
| 18 | 19 | | Richard Bull | TR5 | 1:25.183 | 16 | 6.241 | 106.458 | 66.15 | | | | |
| 19 | 92 | | Hans van den Burg | MGBGT | 1:25.204 | 17 | 6.262 | 106.432 | 66.13 | | | | |
| 20 | 69 | | Cees de Vries | MGB | 1:25.904 | 13 | 6.962 | 105.564 | 65.59 | | | | |
| 21 | 51 | | Alan Charlton | TR6 | 1:25.951 | 17 | 7.019 | 105.494 | 65.55 | | | | |
| 22 | 7 | | Simon Watson | TR4 | 1:27.025 | 17 | 8.083 | 104.205 | 64.75 | | | | |
| 23 | 43 | | Mark Davenport | TR6 | 1:27.254 | 16 | 8.322 | 103.919 | 64.57 | | | | |
| 24 | 118 | | Wineke Hommes | Dolomite | 1:27.288 | 8 | 8.346 | 103.891 | 64.55 | | | | |
| 25 | 36 | | Martin Kurlin | +8 | 1:27.683 | 9 | 8.741 | 103.423 | 64.26 | | | | |
| 26 | 31 | | Mike Hazlewood | TR4 | 1:28.234 | 18 | 9.292 | 102.777 | 63.86 | | | | |
| 27 | 35 | | Peter Sargeant | +8 | 1:29.445 | 18 | 10.503 | 101.385 | 63.00 | | | | |
| 28 | 82 | | Helen Elstrop | GT6 | 1:29.693 | 17 | 10.751 | 101.105 | 62.82 | | | | |
| 29 | 23 | | Doug Taylorson | +4 | 1:31.022 | 16 | 12.080 | 99.629 | 61.91 | | | | |
| 30 | 22 | | Mike Reason | TR3 | 1:32.277 | 14 | 13.335 | 98.274 | 61.06 | | | | |
| 31 | 34 | | Martin Hall | TR6 | 1:33.228 | 8 | 14.286 | 97.271 | 60.44 | | | | |
| 32 | 11 | | David James | +4 | 1:33.475 | 15 | 14.533 | 97.014 | 60.28 | | | | |
| 33 | 18 | | John Clarke | +4SS | 1:34.817 | 6 | 15.875 | 95.641 | 59.43 | | | | |
| | | | | | | | | | | | | | |
| RACE 8 - SATURDAY CHALLENGE | | | | Race time | Behind | | Best | | | | | | |
| Pos | No | Class | Driver | Car | (mins:secs) | Laps | (secs) | kph | mph | lap | on | kph | mph |
| 1 | 73 | | Adrian van der Kroft | GT2 | 19:42.362 | 15 | | 115.046 | 71.49 | 1:15.479 | 12 | 120.145 | 74.65 |
| 2 | 78 | | Chris Conoly | TVR | 19:46.996 | 15 | 4.634 | 114.597 | 71.21 | 1:17.818 | 7 | 116.534 | 72.41 |
| 3 | 88 | | Richard Lloyd | +8 | 19:49.002 | 15 | 6.640 | 114.404 | 71.09 | 1:17.761 | 7 | 116.619 | 72.46 |
| 4 | 81 | | Rick Bourne | +8 | 19:58.456 | 15 | 16.094 | 113.501 | 70.53 | 1:17.976 | 8 | 116.297 | 72.26 |
| 5 | 13 | | Rob Wells | +8 | 20:02.024 | 15 | 19.662 | 113.164 | 70.32 | 1:18.199 | 14 | 115.966 | 72.06 |
| 6 | 39 | | Alan Price | TR7 | 20:09.352 | 15 | 26.990 | 112.478 | 69.89 | 1:18.832 | 15 | 115.035 | 71.48 |
| 7 | 45 | | Frits Kriemer | MGB | 20:10.228 | 15 | 27.866 | 112.397 | 69.84 | 1:18.348 | 6 | 115.745 | 71.92 |
| 8 | 91 | | Martin Kurlin | +8 | 20:11.479 | 15 | 29.117 | 112.281 | 69.77 | 1:18.689 | 7 | 115.244 | 71.61 |
| 9 | 55 | | Chris Acklam | +8 | 20:11.581 | 15 | 29.219 | 112.272 | 69.76 | 1:19.237 | 12 | 114.447 | 71.11 |
| 10 | 99 | | Mike McKenna | TR6 | 20:18.355 | 15 | 35.993 | 111.647 | 69.37 | 1:19.299 | 8 | 114.357 | 71.06 |
| 11 | 19 | | Richard Bull | TR5 | 20:18.456 | 15 | 36.094 | 111.638 | 69.37 | 1:19.135 | 13 | 114.594 | 71.21 |
| 12 | 166 | | Simon Drebl Gann | +8 | 20:27.888 | 15 | 45.526 | 110.781 | 68.84 | 1:19.825 | 3 | 113.604 | 70.59 |
| 13 | 51 | | Alan Charlton | TR6 | 20:28.375 | 15 | 46.013 | 110.737 | 68.81 | 1:20.154 | 6 | 113.137 | 70.30 |
| 14 | 87 | | Alan Tomkins | TR4 | 20:28.376 | 15 | 46.014 | 110.737 | 68.81 | 1:19.890 | 8 | 113.511 | 70.53 |
| 15 | 25 | | Bert Smeets | TR4 | 20:29.200 | 15 | 46.838 | 110.662 | 68.76 | 1:20.424 | 11 | 112.757 | 70.06 |
| 16 | 69 | | Cees de Vries | MGB | 20:51.074 | 15 | 1:08.712 | 108.727 | 67.55 | 1:21.616 | 4 | 111.111 | 69.04 |
| 17 | 54 | | Hans Bronsgeest | Lotus Corti | 20:53.786 | 15 | 1:11.424 | 108.492 | 67.41 | 1:21.336 | 3 | 111.493 | 69.28 |
| 18 | 79 | | Tony Blake | TR6 | 20:56.911 | 15 | 1:14.549 | 108.223 | 67.25 | 1:22.098 | 10 | 110.458 | 68.64 |
| 19 | 7 | | Simon Watson | TR4 | 20:58.960 | 15 | 1:16.598 | 108.046 | 67.14 | 1:21.857 | 8 | 110.784 | 68.84 |
| 20 | 35 | | Peter Sargeant | +8 | 21:00.884 | 15 | 1:18.522 | 107.882 | 67.03 | 1:20.996 | 15 | 111.961 | 69.57 |
| 21 | 31 | | Mike Hazlewood | TR4 | 21:01.506 | 15 | 1:19.144 | 107.828 | 67.00 | 1:21.312 | 15 | 111.526 | 69.30 |
| 22 | 18 | | John Clarke | +4 | 19:46.692 | 14 | 1 lap | 106.985 | 66.48 | 1:22.200 | 11 | 110.321 | 68.55 |
| 23 | 69 | | Wineke Hommes | Dolomite | 19:49.500 | 14 | 1 lap | 106.732 | 66.32 | 1:22.443 | 10 | 109.996 | 68.35 |
| 24 | 29 | | Leo Serne | Anglia | 19:59.884 | 14 | 1 lap | 105.808 | 65.75 | 1:22.459 | 7 | 109.975 | 68.34 |
| 25 | 18 | | Justin Maers | TR3 | 20:07.092 | 14 | 1 lap | 105.176 | 65.35 | 1:23.421 | 3 | 108.707 | 67.55 |
| 26 | 79 | | Mike Reason | TR3 | 20:27.491 | 14 | 1 lap | 103.429 | 64.27 | 1:25.700 | 2 | 105.816 | 65.75 |
| 27 | 7 | | Doug Taylorson | +4 | 20:46.859 | 14 | 1 lap | 101.822 | 63.27 | 1:26.075 | 13 | 105.355 | 65.46 |
| 28 | 31 | | David James | +4 | 20:59.238 | 14 | 1 lap | 100.821 | 62.65 | 1:27.560 | 6 | 103.558 | 64.35 |
| 29 | 23 | | Colin Pendle | TR7 | 15:14.214 | 11 | 4 laps | 109.113 | 67.80 | 1:18.376 | 3 | 115.704 | 71.90 |
| 30 | 18 | | Helen Elstrop | GT6 | 16:40.809 | 11 | 4 laps | 99.672 | 61.93 | 1:24.840 | 8 | 106.888 | 66.42 |
| | | | | | | | | | | | | | |
| Not classified | | | | | | | | | | | | | |
| | 29 | | Keith Ahlers | +8 | 8:29.520 | 6 | | 106.788 | 66.35 | 1:18.152 | 3 | 116.035 | 72.10 |
| | 92 | | Hans van den Burg | MGB | 3:06.961 | 2 | | 97.009 | 60.28 | 1:24.451 | 2 | 107.381 | 66.72 |

Zandvoort

Results:



Saturday race

wheel short of a full set, in fact ...

The Saturday race was great fun with some who had qualified with wet tyres ostentatiously putting on their slicks beforehand. The start seemed uneventful from where I was but within a few laps Keith Ahlers was having a monumental battle with Chris Conoly in his TVR (not on slicks this time) which ended with Keith spinning off dramatically. Then when he rejoined he got some lurid tank slappers on while trying to go in a straight line, which was flamboyant even for Keith! It turned out that he and Chris Conoly had come so close at one point that one of Keith's tyre valves had been sheared off leaving him with a rapidly deflating rear tyre.

John Clarke, despite problems that caused him to start at the back, had an enjoyable time with a lady in a Triumph Dolomite [Ed: perhaps you should rephrase that] and Peter Sargeant was the +8 filling a TR4 sandwich. Adrian van der Kroft romped home in the ex-factory GT2 car which was a much more encouraging result than last time, when he was a year early for the three wheeler race.

Many of us then repaired to a very pleasant restaurant in Zandvoort for an excellent meal that evening where, being very conscious of the fact that we were racing the next day, we abstained from all alcohol. [Ed: evidence of brain fade again]

Early Sunday morning and the cars and spectators started pouring in. The sea mist was swirling around again but it stayed dry and eventually lifted. Despite being in

Paddock 1 this year and out of the way of the crowds, the sheer number of spectators was staggering and it was becoming a problem just getting to the collecting area. John Clarke had problems starting his car and enlisted the aid of several bystanders to push him up and down the paddock without immediate success. When they were all bright red from the exertion he remembered that his remedy for stopping the sand getting in to the carburettors (rubber basin plugs) were still in place ... A quick sleight of hand under the bonnet and it fired immediately. Did you ever tell them, John?

The race was won by Rick Lloyd after Adrian and Keith, the two front runners, collided and went off. A flurry of +8s followed him home with little separating them, and then the rest of us with the remarkable three-wheelers. Much credit is due to the drivers of the three-wheelers who were extraordinarily aware of what was behind and beside them despite having no mirrors. The speed differentials were such in some cases that there was always the potential for a very nasty accident but this never looked like occurring thanks to their skill.

Everyone who was there, competitors and spectators alike, thought that it was a marvellous weekend and we were very grateful both to those who organised it and to the sponsors who helped make it possible (Koni, Banque Artesia, Sekonda).

Many thanks and we hope to see you next year.

Chris Acklam

| Circuit | | Zandvoort | | Length | | 1.565 miles | | Zandvoort | | | | | |
|----------------------|-----|-----------------------|-----------------------|---------------|-------------|-------------|----------|-----------|-------|----------|----|---------|-------|
| Date | | 20-Sep-98 | | Weather/track | | Dry | | | | | | | |
| PRACTICE | | | | Time | | Behind | | Results: | | | | | |
| Pos | No | Class | Driver | Car | (mins:secs) | Lap | (secs) | kph | mph | | | | |
| 1 | 73 | A | Adrian van der Kroft | +8GT | 1:15.020 | 14 | | 120.880 | 75.11 | | | | |
| 2 | 29 | A | Keith Ahlers | +8 | 1:17.314 | 9 | 2.294 | 117.293 | 72.88 | | | | |
| 3 | 81 | A | Rick Bourne | +8 | 1:17.756 | 7 | 2.736 | 116.626 | 72.47 | | | | |
| 4 | 137 | D | Richard Lloyd | +8 | 1:17.778 | 2 | 2.758 | 116.593 | 72.45 | | | | |
| 5 | 88 | B | Rob Wells | +8 | 1:18.658 | 3 | 3.638 | 115.289 | 71.64 | | | | |
| 6 | 36 | B | Martin Kurreln | +8 | 1:18.743 | 2 | 3.723 | 115.165 | 71.56 | | | | |
| 7 | 13 | D | Chris Acklam | +8 | 1:19.843 | 5 | 4.823 | 113.578 | 70.57 | | | | |
| 8 | 39 | D | Simon Drebl Gann | +8 | 1:19.937 | 7 | 4.917 | 113.444 | 70.49 | | | | |
| 9 | 166 | B | Reiner Vierling | +8 | 1:20.564 | 21 | 5.544 | 112.562 | 69.94 | | | | |
| 10 | 54 | B | Peter Horsman | +8 | 1:21.473 | 19 | 6.453 | 111.306 | 69.16 | | | | |
| 11 | 55 | B | Christian Bock | +8 | 1:21.808 | 7 | 6.788 | 110.850 | 68.88 | | | | |
| 12 | 91 | B | Matthias Te Neues | +8 | 1:21.824 | 2 | 6.804 | 110.828 | 68.87 | | | | |
| 13 | 35 | C | Peter Sargeant | +8 | 1:25.224 | 11 | 10.204 | 106.407 | 66.12 | | | | |
| 14 | 1 | C | Bill Tuer | Jap D | 1:25.882 | 2 | 10.662 | 105.591 | 65.61 | | | | |
| 15 | 23 | C | Doug Taylerson | +4 | 1:26.202 | 5 | 11.182 | 105.199 | 65.37 | | | | |
| 16 | 5 | B | Stuart Harper | Jap Aero | 1:28.928 | 4 | 13.908 | 101.975 | 63.36 | | | | |
| 17 | 1 | B | David James | +4 | 1:28.932 | 18 | 13.912 | 101.970 | 63.36 | | | | |
| 18 | 46 | C | Greg Bibby | JapsSS | 1:29.776 | 9 | 14.756 | 101.011 | 62.77 | | | | |
| 19 | 28 | C | Fiete van der Grinten | +4 | 1:31.555 | 3 | 16.535 | 99.049 | 61.55 | | | | |
| 20 | 4 | C | Gary Caroline | S Aero | 1:31.946 | 10 | 16.926 | 98.628 | 61.28 | | | | |
| 21 | 25 | B | Duncan Wood | S Aero | 1:35.101 | 4 | 20.081 | 95.356 | 59.25 | | | | |
| 22 | 2 | B | Andy Abraham | SS | 1:35.629 | 8 | 20.609 | 94.829 | 58.92 | | | | |
| 23 | 117 | C | Dave Hodgson | F2 | 1:40.871 | 15 | 25.851 | 89.901 | 55.86 | | | | |
| 24 | 37 | C | Sue Darbyshire | F4 | 1:42.051 | 4 | 27.031 | 88.862 | 55.22 | | | | |
| 25 | 6 | C | David Say | MX | 1:42.193 | 9 | 27.173 | 88.738 | 55.14 | | | | |
| 26 | 3 | B | Timothy Green | Aero | 1:42.387 | 13 | 27.367 | 88.570 | 55.03 | | | | |
| 27 | 64 | B | Dave Hughes | F4 | 1:55.973 | 2 | 40.953 | 78.194 | 48.59 | | | | |
| 28 | 17 | B | Steve Lister | BS | 1:57.149 | 10 | 42.129 | 77.409 | 48.10 | | | | |
| 29 | 21 | B | Peter Jones | S Aero | 2:06.558 | 4 | 51.538 | 71.654 | 44.52 | | | | |
| 30 | 31 | B | Gilff Dearden | F | 2:08.167 | 10 | 53.147 | 70.755 | 43.96 | | | | |
| 31 | 14 | B | David Woods | MX | 2:12.925 | 8 | 57.905 | 68.222 | 42.39 | | | | |
| RACE 3 - MORGAN RACE | | | | | Race time | | Behind | | Best | | | | |
| Pos | No | Class | Driver | Car | (mins:secs) | Laps | (secs) | kph | mph | lap | on | kph | mph |
| 1 | 137 | D | Richard Lloyd | +8 | 19:58.255 | 15 | | 113.520 | 70.54 | 1:18.192 | 4 | 115.976 | 72.06 |
| 2 | 36 | B | Martin Kurreln | +8 | 20:08.088 | 15 | 09.833 | 112.596 | 69.96 | 1:18.876 | 2 | 114.970 | 71.44 |
| 3 | 88 | B | Rob Wells | +8 | 20:08.242 | 15 | 09.987 | 112.582 | 69.96 | 1:18.473 | 13 | 115.561 | 71.81 |
| 4 | 81 | B | Rick Bourne | +8 | 20:08.373 | 15 | 10.118 | 112.570 | 69.95 | 1:18.675 | 13 | 115.264 | 71.62 |
| 5 | 13 | D | Chris Acklam | +8 | 20:14.438 | 15 | 16.183 | 112.007 | 69.60 | 1:19.130 | 9 | 114.601 | 71.21 |
| 6 | 39 | D | Simon Drebl Gann | +8 | 20:27.990 | 15 | 29.735 | 110.771 | 68.83 | 1:19.600 | 5 | 113.925 | 70.79 |
| 7 | 91 | D | Matthias Te Neues | +8 | 20:58.772 | 15 | 1:00.517 | 108.063 | 67.15 | 1:20.697 | 2 | 112.376 | 69.83 |
| 8 | 55 | B | Christian Bock | +8 | 21:01.747 | 15 | 1:03.492 | 107.808 | 66.99 | 1:21.280 | 5 | 111.570 | 69.33 |
| 9 | 166 | B | Reiner Vierling | +8 | 21:02.161 | 15 | 1:03.906 | 107.772 | 66.97 | 1:20.910 | 7 | 112.080 | 69.64 |
| 10 | 54 | E | Peter Horsman | +8 | 21:05.122 | 15 | 1:06.867 | 107.520 | 66.81 | 1:21.719 | 10 | 110.971 | 68.95 |
| 11 | 35 | D | Peter Sargeant | +8 | 21:15.557 | 15 | 1:17.302 | 106.641 | 66.26 | 1:22.232 | 2 | 110.278 | 68.52 |
| 12 | 29 | A | Keith Ahlers | +8 | 19:01.175 | 14 | 1 lap | 111.252 | 69.13 | 1:18.451 | 7 | 115.593 | 71.83 |
| 13 | 18 | E | John Clarke | +4ss | 19:52.971 | 14 | 1 lap | 106.421 | 66.13 | 1:23.184 | 12 | 109.016 | 67.74 |
| 14 | 23 | E | Doug Taylerson | +4 | 20:22.979 | 14 | 1 lap | 103.810 | 64.50 | 1:23.864 | 13 | 108.132 | 67.19 |
| 15 | 1 | 3 | Bill Tuer | Jap D | 21:02.639 | 14 | 1 lap | 100.549 | 62.48 | 1:25.126 | 9 | 105.232 | 65.43 |
| 16 | 11 | E | David James | +4 | 21:10.856 | 14 | 1 lap | 99.899 | 62.07 | 1:25.797 | 2 | 104.478 | 64.92 |
| 17 | 46 | 3 | Greg Bibby | Jap ss | 21:19.001 | 14 | 1 lap | 99.263 | 61.68 | 1:26.770 | 12 | 104.511 | 64.94 |
| 18 | 5 | 3 | Stuart Harper | Jap Aero | 22:01.014 | 14 | 1 lap | 96.106 | 59.72 | 1:27.204 | 5 | 103.991 | 64.62 |
| 19 | 73 | A | Adrian van der Kroft | GT2 | 17:19.605 | 13 | 2 laps | 113.398 | 70.46 | 1:16.986 | 5 | 117.793 | 73.19 |
| 20 | 2 | 3 | Andy Abraham | Jap ss | 20:15.382 | 12 | 3 laps | 89.536 | 55.64 | 1:36.945 | 9 | 93.542 | 58.12 |
| 21 | 37 | 3 | Sue Darbyshire | F4 | 21:07.973 | 12 | 3 laps | 85.823 | 53.33 | 1:40.392 | 12 | 90.330 | 56.13 |
| 22 | 6 | 3 | David Say | Watchless | 21:11.323 | 12 | 3 laps | 85.597 | 53.19 | 1:40.328 | 11 | 90.388 | 56.16 |
| 23 | 117 | 3 | Dave Hodgson | F2 | 19:56.988 | 11 | 4 laps | 83.336 | 51.78 | 1:40.611 | 7 | 90.133 | 56.01 |
| 24 | 17 | 3 | Steve Lister | S | 20:11.773 | 10 | 5 laps | 74.836 | 46.50 | 1:54.702 | 10 | 79.061 | 49.13 |
| 25 | 64 | 3 | Dave Hughes | F4 | 21:15.105 | 10 | 5 laps | 71.119 | 44.19 | 2:01.178 | 5 | 74.835 | 46.50 |
| 26 | 21 | 3 | Peter Jones | S Aero | 21:31.467 | 10 | 5 laps | 70.218 | 43.63 | 2:02.369 | 3 | 74.107 | 46.05 |
| Not classified | | | | | | | | | | | | | |
| 31 | 3 | Gilff Dearden | F type | | 20:07.079 | 9 | 9 laps | 67.614 | 42.01 | 2:05.489 | 2 | 72.265 | 44.90 |
| 14 | 3 | David Woods | MX | | 20:43.228 | 9 | 9 laps | 65.648 | 40.79 | 2:11.078 | 2 | 69.183 | 42.99 |
| 28 | C | Fiete van der grinten | +4 | | 13:00.478 | 8 | 8 laps | 92.952 | 57.76 | 1:30.778 | 2 | 99.897 | 62.07 |
| 25 | 3 | Duncan Wood | Super Aero | | 13:05.922 | 8 | 8 laps | 92.308 | 57.36 | 1:31.507 | 3 | 99.101 | 61.58 |
| 3 | 3 | Timothy Green | Super Aero | | 11:27.058 | 6 | 6 laps | 79.193 | 49.21 | 1:46.054 | 2 | 85.507 | 53.13 |
| 4 | 3 | Gary Caroline | Super Aero | | 8:03.195 | 5 | 5 laps | 93.838 | 58.31 | 1:27.425 | 5 | 103.728 | 64.45 |



Morgan race

Challenge

| 1988 | | RACE 1 | | RACE 2 | | RACE 3 | | RACE 4 | | RACE 5 | | RACE 6 | | RACE 7 | | RACE 8 | | | | | | | | | | | |
|--------------------------------|------|----------------------|---------|--------------|--------|---------|-----|----------------|-----|--------------|--------|-----------------|-----|------------------|-----|-----------------|--------|----|--------|---------|---------|---------|---------|--------|--------|--------|----|
| Morgan Motor Company Challenge | | SNERTERTON | | BRANDS HATCH | | PEMBREY | | DONINGTON PARK | | CADWELL PARK | | SILVERSTONE NAT | | SILVERSTONE INT. | | SILVERSTONE NAT | | | | | | | | | | | |
| No. | Chas | Driver | No./Pos | Pos | Pos | Pos | Pos | Pos | Pos | Pos | Pos | Pos | Pos | Pos | Pos | Pos | Pos | | | | | | | | | | |
| 23 | A | Keith Ahlers | +8 | 6 | 125.97 | 8 | 4 | 53.37 | 8 | 10 | 107.72 | 8 | dnf | 129.57 | | 3 | 108.42 | 8 | 4 | 156.170 | 8 | 4 | 107.44 | 4 | | | |
| 25 | A | Grahame Bryant | +8 | | | | | | | | | | | | | 5 | 108.82 | 4 | | | | | | | | | |
| 1 | A | Peter Garland | +8 | dns | | | 1 | 50.96 | 8 | | | | dnf | 123.01 | 1 | | | | | | | 1 | 104.76 | 11 | | | |
| 2 | A | Andrew Jenkins | +8 | | | | | | | | | | | | | 27 | 115.62 | 2 | 19 | 216.531 | 1 | | | | | | |
| 15 | A | Craig Jones | +8 | | | | | | | | | | | | | | | | 6 | 158.072 | 4 | | | | | | |
| 20 | A | Simon McDermott | +8 | 1 | 124.85 | 11 | dns | | | 5 | 107.53 | 8 | | | 1 | 143.37 | 8 | | 14 | 201.598 | 2 | 2 | 106.74 | 8 | | | |
| 35 | A | Chris Springall | +8 | | | | | | | | | | dnf | 143.69 | 2 | 144.63 | 8 | 2 | 108.16 | 8 | dnf | 3 | 106.79 | 8 | | | |
| 6 | A | Chas Windridge | +8 | 7 | 125.17 | 8 | dns | | | | | | 1 | 124.06 | 10 | | | | | 1 | 153.700 | 10 | 5 | 108.49 | 2 | | |
| 99 | A | Matthew Worr | +8 | | | | | | | | | | | | | 1 | 104.97 | 11 | 2 | 153.551 | 8 | | | | | | |
| 60 | B | Christian Beck | +8 | | | | | | | | | | | | | 10 | 112.64 | 8 | | | | | | | | | |
| 24 | B | Phil Brown | +8 | 23 | 138.75 | 8 | | | | | | | | 133.20 | | 20 | 115.25 | 2 | | | | | | | | | |
| 36 | B | Martin Kurelin | +8 | | | | | | | | | | | | | 6 | 109.73 | 11 | | | | 8 | 109.41 | 11 | | | |
| 39 | B | Simon Drebl Gann | +8 | | | | | | | | | | | | | | | | | | | 10 | 109.43 | 8 | | | |
| 16 | B | Malcolm Paul | +8 | 4 | 127.36 | 8 | 2 | 52.45 | 8 | | | | 6 | 128.22 | 8 | 9 | 149.42 | 8 | 10 | 202.070 | 8 | 9 | 109.84 | 8 | | | |
| 166 | B | Reiner Vierling | +8 | | | | | | | | | | | | | 18 | 113.91 | 4 | | | | | | | | | |
| 14 | B | Grahame Walker | +8 | 2 | 124.44 | 11 | 3 | 52.25 | 7 | | | | | | | | | | | | | | | | | | |
| 88 | B | Rob Wells | +8 | | | | | | | 4 | 103.05 | 8 | | | | | | | | | | | | | | | |
| 5 | E | Rick Bourne | +4 | | | | 10 | 55.16 | 11 | | | | | | | | | | | | | | | | | | |
| 12 | C | Jan Bullinski | +4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | C | Chris Dady | +4 | 16 | 134.69 | 8 | 21 | 59.89 | 2 | | | | | | | 26 | 117.37 | 8 | | | | | | | | | |
| 32 | C | Tony Dillon | +4 | | | | 16 | 57.48 | 8 | | | | dnf | 130.67 | 1 | | | | | | | | | | | | |
| 66 | C | Tony Howard | SLR | 15 | 134.22 | 11 | 19 | 100.17 | 8 | 12 | 115.50 | 8 | 11 | 132.28 | 8 | | | | | 17 | 214.780 | 8 | 20 | 117.85 | 8 | | |
| 34 | C | Peter Sargeant | +4 | 18 | 137.98 | 6 | 20 | 59.90 | 4 | 11 | 113.90 | 11 | | | | 12 | 158.74 | 8 | 21 | 115.63 | 10 | 18 | 215.596 | 8 | | | |
| 28 | C | Doug Taylorson | +4 | 20 | 138.62 | 4 | 24 | 100.55 | 1 | 13 | 116.14 | 8 | | | | 11 | 158.39 | 11 | 22 | 115.27 | 8 | 16 | 211.996 | 11 | | | |
| 13 | D | Chris Acklam | +8 | 8 | 127.04 | 8 | 6 | 54.70 | 8 | 3 | 108.06 | 8 | 4 | 127.13 | 8 | 6 | 148.85 | 4 | 8 | 110.65 | 8 | 9 | 158.224 | 2 | 11 | 109.96 | 8 |
| 37 | D | Rick Lloyd | +8 | 5 | 126.65 | 8 | 5 | 53.20 | 10 | 1 | 107.95 | 10 | 2 | 125.57 | 11 | 3 | 145.63 | 10 | 4 | 109.10 | 11 | 3 | 154.979 | 11 | 7 | 108.64 | 8 |
| 57 | D | Kelvin Laidlaw | +8 | | | | | | | | | | | | | 19 | 115.44 | 1 | 15 | 115.44 | 1 | 15 | 213.673 | 1 | 16 | 113.73 | 2 |
| 27 | D | Stephen Lockett | +8 | | | | 17 | 58.77 | 1 | | | | | | | | | | | | | | | | | | |
| 99 | D | Simon Drebl Gann | +8 | 9 | 127.09 | 4 | 9 | 54.14 | 2 | 6 | 109.35 | 4 | 5 | 127.19 | 4 | 5 | 148.67 | 8 | 13 | 111.40 | 4 | 8 | 158.278 | 4 | | | |
| 21 | D | James Paterson | +8 | 3 | 124.31 | 11 | 7 | 53.01 | 7 | 2 | 107.68 | 8 | 3 | 125.66 | 8 | 8 | 145.38 | 8 | | 5 | 157.218 | 8 | 6 | 108.64 | 10 | | |
| 31 | D | Leigh Sebbes | +8 | 17 | 138.52 | 1 | 13 | 57.38 | 1 | 9 | 112.60 | 2 | 9 | 130.27 | 2 | | | | 14 | 114.36 | 2 | | | 17 | 113.80 | 1 | |
| 31 | D | David Sherman | +8 | 21 | 141.22 | 1 | 25 | 102.35 | 1 | | | | | | | 24 | 115.83 | 1 | | | | | | | | | |
| 35 | D | Chris Springall | +8 | 11 | 129.76 | 2 | | | | | | | | | | | | | | | | | | | | | |
| 53 | D | Graham White | +8 | | | | 8 | 54.14 | 4 | | | | | | | 7 | 109.63 | 8 | 7 | 158.348 | 8 | 12 | 108.12 | 5 | | | |
| 17 | E | Jack Bellinger | +8 | 12 | 132.08 | 8 | 12 | 57.18 | 8 | 8 | 111.11 | 8 | 7 | 130.22 | 10 | 8 | 149.55 | 8 | 11 | 112.73 | 11 | | | 15 | 113.76 | 8 | |
| 18 | E | John Clarke | +4SS | 13 | 134.01 | 8 | 14 | 58.19 | 8 | 8 | | | 8 | 129.96 | 8 | 10 | 154.31 | 8 | 15 | 114.70 | 8 | 12 | 207.175 | 8 | 18 | 114.97 | 4 |
| 10 | E | Jim Deacon | +4SS | | | | | | | | | | | | | 28 | 117.64 | 1 | | | | | | | | | |
| 71 | E | Jeremy Holden | +8 | 19 | 135.67 | 2 | 18 | 58.49 | 2 | | | | | | | | | | | | | | | | | | |
| 54 | E | Peter Horsman | +8 | 10 | 131.03 | 11 | 11 | 56.24 | 11 | 7 | 110.15 | 8 | dnf | 129.01 | 1 | 7 | 148.64 | 11 | 12 | 112.82 | 8 | 11 | 201.661 | 11 | 14 | 112.86 | 8 |
| 11 | E | David James | +4 | 22 | 140.31 | 1 | 23 | 100.33 | 1 | | | | | | 13 | 158.82 | 4 | 25 | 116.83 | 1 | 20 | 220.127 | 4 | 19 | 117.85 | 2 | |
| 41 | E | Adrian van der Kroft | +4 | | | | 22 | 59.92 | 1 | | | | | | | 16 | 113.75 | 4 | 13 | 113.75 | 4 | 13 | 203.243 | 8 | 13 | 112.31 | 11 |
| 7 | E | Mary Lindsay | +8 | 14 | 134.55 | 4 | 15 | 57.99 | 4 | | | | 10 | 132.20 | 8 | | | | 17 | 115.51 | 2 | | | | | | |
| 22 | E | Barry Sumner | +4 | | | | | | | | | | | | | 23 | 114.84 | 1 | dnf | | | | 219.018 | | | | |

Morgan Motor Company Challenge

| Circuit | | Silverstone | | Length | | 1.639 miles | | Results: | | | | | |
|----------------------|----|----------------------|----------------------|---------------|-------------|--------------|--------|----------|-------|----------------|----|--------|-------|
| Date | | 26-Sep-98 | | Weather/track | | Overcast/dry | | | | | | | |
| PRACTICE | | | | Time | | Behind | | Race 8 | | | | | |
| Pos | No | Class | Driver | Car | (mins:secs) | (secs) | kph | | | | | mph | |
| 1 | 1 | A | Peter Garland | +8 | | | | | | | | | |
| 2 | 20 | A | Simon McDermott | +8 | | | | | | | | | |
| 3 | 6 | A | Chas Windridge | +8 | | | | | | | | | |
| 4 | 29 | A | Keith Ahlers | +8 | | | | | | | | | |
| 5 | 36 | B | Martin Kurnein | +8 | | | | | | | | | |
| 6 | 35 | A | Chris Springall | +8 | | | | | | | | | |
| 7 | 37 | D | Rick Lloyd | +8 | | | | | | | | | |
| 8 | 35 | D | James Paterson | +8 | | | | | | | | | |
| 9 | 13 | D | Chris Acklam | +8 | | | | | | | | | |
| 10 | 53 | D | Graham White | +8 | | | | | | | | | |
| 11 | 39 | B | Simon Drebl Gann | +8 | | | | | | | | | |
| 12 | 16 | B | Malcolm Paul | +8 | | | | | | | | | |
| 13 | 54 | E | Peter Horsman | +8 | | | | | | | | | |
| 14 | 17 | E | Jack Bellinger | +8 | | | | | | | | | |
| 15 | 31 | D | Leigh Sebba | +8 | | | | | | | | | |
| 16 | 18 | E | John Clarke | +4 SS | | | | | | | | | |
| 17 | 41 | E | Adrian van der Kroft | +8 | | | | | | | | | |
| 18 | 38 | D | Kelvin Laidlaw | +8 | | | | | | | | | |
| 19 | 66 | C | Tony Howard | 4 SLR | | | | | | | | | |
| 20 | 2 | A | Andrew Jenkins | +8 | | | | | | | | | |
| 21 | 11 | E | David James | 4 | | | | | | | | | |
| RACE | | | | Race time | | Behind | | Best | | | | | |
| Pos | No | Class | Driver | Car | (mins:secs) | Laps | (secs) | kph | mph | lap | on | kph | mph |
| 1 | 1 | A | Peter Garland | +8 | 10:59.97 | 10 | | 143.88 | 89.40 | 1:04.76 | 5 | 146.63 | 91.11 |
| 2 | 20 | A | Simon McDermott | +8 | 11:24.50 | 10 | 24.5 | 138.73 | 86.20 | 1:06.74 | 4 | 142.28 | 88.41 |
| 3 | 35 | A | Chris Springall | +8 | 11:28.21 | 10 | 28.2 | 137.98 | 85.74 | 1:06.79 | 5 | 142.17 | 88.34 |
| 4 | 29 | A | Keith Ahlers | +8 | 11:29.00 | 10 | 29.0 | 137.82 | 85.64 | 1:07.44 | 3 | 140.80 | 87.49 |
| 5 | 6 | A | Chas Windridge | +8 | 11:40.22 | 10 | 40.3 | 135.61 | 84.26 | 1:08.49 | 5 | 138.64 | 86.15 |
| 6 | 21 | D | James Paterson | +8 | 11:40.81 | 10 | 40.8 | 135.50 | 84.19 | 1:08.64 | 5 | 138.34 | 85.96 |
| 7 | 37 | D | Richard Lloyd | +8 | 11:41.98 | 10 | 42.0 | 135.27 | 84.05 | 1:08.64 | 2 | 138.34 | 85.96 |
| 8 | 36 | B | Martin Kurnein | +8 | 11:53.42 | 10 | 53.5 | 133.10 | 82.71 | 1:09.41 | 4 | 136.81 | 85.01 |
| 9 | 16 | B | Malcolm Paul | +8 | 12:00.16 | 10 | 00.2 | 131.86 | 81.93 | 1:09.84 | 4 | 135.96 | 84.48 |
| 10 | 39 | B | Simon Drebl Gann | +8 | 12:00.48 | 10 | 1:00.5 | 131.80 | 81.90 | 1:09.43 | 7 | 136.77 | 84.98 |
| 11 | 13 | D | Chris Acklam | +8 | 12:00.67 | 10 | 1:00.7 | 131.76 | 81.87 | 1:09.96 | 2 | 135.73 | 84.34 |
| 12 | 53 | D | Graham White | +8 | 11:01.32 | 9 | 1 lap | 129.23 | 80.30 | 1:08.12 | 4 | 139.40 | 86.62 |
| 13 | 41 | E | Adrian van der Kroft | +8 | 11:08.38 | 9 | 1 lap | 127.86 | 79.45 | 1:12.31 | 7 | 131.32 | 81.60 |
| 14 | 54 | E | Peter Horsman | +8 | 11:10.82 | 9 | 1 lap | 127.40 | 79.16 | 1:12.86 | 3 | 130.33 | 80.98 |
| 15 | 17 | E | Jack Bellinger | +8 | 11:22.00 | 9 | 1 lap | 125.31 | 77.86 | 1:13.76 | 3 | 128.74 | 79.99 |
| 16 | 38 | D | Kelvin Laidlaw | +8 | 11:22.11 | 9 | 1 lap | 125.29 | 77.85 | 1:13.73 | 9 | 128.79 | 80.03 |
| 17 | 31 | D | Leigh Sebba | +8 | 11:22.52 | 9 | 1 lap | 125.22 | 77.81 | 1:13.80 | 3 | 128.67 | 79.95 |
| 18 | 18 | E | John Clarke | +4 SS | 11:31.98 | 9 | 1 lap | 123.50 | 76.74 | 1:14.97 | 4 | 126.66 | 78.70 |
| 19 | 11 | E | David James | +4 | 12:07.50 | 9 | 1 lap | 117.47 | 72.99 | 1:17.85 | 2 | 121.98 | 75.79 |
| 20 | 66 | C | Tony Howard | SLR | 12:08.26 | 9 | 1 lap | 117.35 | 72.92 | 1:17.85 | 3 | 121.98 | 75.79 |
| Not classified | | | | | | | | | | | | | |
| Fastest laps | | | | | (mins:secs) | on | | kph | mph | | | | |
| | A | Peter Garland | +8 | 1:04.76 | 5 | | 146.63 | 91.11 | | | | | |
| | B | Martin Kurnein | +8 | 1:09.41 | 4 | | 136.81 | 85.01 | | | | | |
| | C | Tony Howard | +4 | 1:17.85 | 3 | | 121.98 | 75.79 | | | | | |
| | D | Graham White | +8 | 1:08.12 | 4 | | 139.40 | 86.62 | | New lap record | | | |
| | E | Adrian van der Kroft | +8 | 1:12.31 | 7 | | 131.32 | 81.60 | | New lap record | | | |
| Existing Lap Records | | | | | (mins:secs) | | | kph | mph | | | | |
| 09-Aug-97 | A | Peter Garland | 8 | 1:04.48 | 4 | | 147.27 | 91.51 | | | | | |
| 09-Aug-97 | B | Malcolm Paul | 8 | 1:07.15 | 3 | | 141.41 | 87.87 | | | | | |
| 08-Aug-98 | C | Peter Sargeant | 4 | 1:15.63 | 4 | | 125.56 | 78.02 | | | | | |
| 08-Aug-98 | D | Richard Lloyd | 8 | 1:09.10 | 2 | | 137.42 | 85.39 | | | | | |
| 08-Aug-98 | E | Jack Bellinger | 8 | 1:12.73 | 3 | | 130.56 | 81.13 | | | | | |

Drivers' Meeting, Dinner and Presentation of Awards

A reminder that the meeting this year will take place at 2.30pm in the Mill House Hotel, Kingham, Oxfordshire with the dinner and presentation of awards the same evening.

Forms for the dinner and accommodation have been sent to all registered drivers but any prospective Race Series' participants would be welcome to attend the meeting and find out what the Regs will say for next year.

REMINDER for those who have booked but not yet sent a cheque to Serena. **Please do so at once** as the hotel's now completely full we understand.

Special Offer for those staying at the Mill House Hotel (for the Race Dinner weekend).

An extra night (ie Friday or Sunday): £57.50 per person including dinner, bed and breakfast.

Staying 3 nights (ie Friday, Saturday, Sunday): £57.50 per person including dinner, bed and breakfast for Friday night and free accommodation on Sunday but a charge of £31.25 per person for dinner on Sunday and breakfast on Monday.

(3 course dinner and full English breakfast in each case)

For further details, contact Carol Sutcliffe at Mill House (tel: 01608 658188)

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

TMT Trophy nominations

Don't forget to get your nominations for the TMT Trophy in to Serena before the Drivers' Dinner

Peter Sargeant