

Morgan Motor Company Challenge

Attending the Dinner

Chris & Virginia Acklam
Keith & Sue Ahlers
Serena & Mark Aston
Jack & Sally Bellinger
Rick & Cathy Bourne
Paul & R Brotherton
Phil & Pearl Brown
John Clarke & Sarah McKenzie
Mike & Jane Duncan
Peter & Gillian Garland
Brian & Tracy Gateson
Ian & Janice Grimes
Peter & Ruth Horsman
Tony Howard
David James
Andrew Jenkins
Jan Jones
Martin Kurrein & Julia Member
Kelvin & Wendy Laidlaw
John, Mary & Johnny Lindsay
Rick & Nicola Lloyd & Peter and John
Simon & Mandy McDermott
Simon & Kate Orebi Gann
James & Annabel Paterson
Malcolm Paul
Peter & Sara Sargeant
Leigh & Iris Sebba
Doug & Caroline Taylerson
Grahame & Jan Walker
Rob & Janice Wells
Chas & Helen Windridge
Matthew Wurr

Awards 1998

Peter Collins Tray Rick Lloyd
Class A winner Simon 'Orange' McDermott
Class B winner Malcolm Paul
Class C winner Tony Howard
Class D winner Rick Lloyd
Class E winner Peter Horsman
Tony Morgan-Tipp Memorial Trophy Simon McDermott
British Motor Heritage Award Tony Howard
Best Newcomer Rick Lloyd
Blow-Up Award Malcolm Paul & Grahame Walker
Wendy Wools Award Jack Bellinger
The Racy Lady Mary Lindsay
Salters Scales Award Phil Brown
The Ladies who Lunch Ruth Horsman Nicky Lloyd
Mandy McDermott, Kate Orebi Gann

British Motor Heritage Award

Presented by Serena & Mark and awarded for the best performance in a 4 cylinder Morgan in the MMC Challenge.

The Salters Scales Award

Presented to Phil Brown so that he can get a second opinion.

The Wendy Wools Award

Presented to Jack Bellinger for discovering his feminine side.
[Ed: Shome mishtake here surely?]

The Racy Lady Award

Presented to Mary Lindsay for her commitment to the Series and for putting up with Jack for so long.

The Ladies who Lunch

Presented to Mandy, Nicky, Kate and Ruth for all their hard work in setting up the barbecues and refreshments so that the rest of us could enjoy ourselves.

DATES FOR '99

Challenge series

Mon 5 Apr Castle Combe
(Easter Monday) BRSCC
Sun 25 Apr Snetterton
JCC
Mon 3 May Brands Hatch
(Bank Holiday) AMOC
Sat 5 Jun Donington
AMOC
Sun 4 Jul Mallory Park
AMOC
Sat 7 Aug Silverstone (Nat)
BDC
Sat 4 Sep Oulton Park
JCC
Sat 2/Sun 3 Oct Brands
MGCC

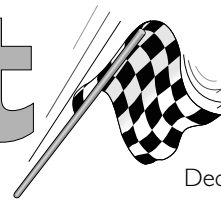
Others

14/16 May *Spa
British Sports Car Challenge
11 Sep Silverstone
8 Clubs
11/12 Sep *Spa
18/19 Sep Zandvoort
British Race Festival
23-26 Sep Isle of Man
Manx Classic

* Details from Peter Sargeant on 01531 650760

And from the beginning...

	Overall Winner	2nd	3rd	4th	5th	6th	Tony Morgan-Tipp Memorial
1985	Mary Lindsay +B	Barrie Taylor	Jack Bellinger	Berry Sumner	Leigh Sebba	Andy Garlick	n/a
1986	Tony Morgan-Tipp +B	Chris Dady	Rick Bourne	David Reeside	Berry Sumner	Dave Sapp	n/a
1987	Peter Thomas 4/4	Rick Bourne	Rob Wells	Kelvin Laidlaw	Ian Allwood	Jonathan Douglas	n/a
1988	Chris Dady 4/4	Peter Thomas	Mary Lindsay	Rob Wells	Kelvin Laidlaw	Alan Pegler	n/a
Class scoring introduced							
	Peter Collins Tray	Class A	Class B	Class C	Class D	Class E	Tony Morgan-Tipp Memorial
1989	Rob Wells	Rob Wells	Kelvin Laidlaw	Stuart Adamson	Berry Sumner	n/a	n/a
1990	Rob Wells	Rob Wells	Kelvin Laidlaw	Berry Sumner	Richard Somerset	n/a	n/a
1991	Chas Windridge	Peter Garland	Grahame Walker	Mike Fellows	Jeff Stow	Chris Dady	Peter Sargeant
1992	Chas Windridge	Matthew Wurr	James Edgerlon	Alan Wickenden	Chris Phillips	Richard Somerset	Matthew Wurr
1993	Alan Wickenden	Matthew Wurr	Grahame Walker	Alan Wickenden	Chris Phillips	Berry Sumner	Chas Windridge
1994	Chris Phillips	Matthew Wurr	Chas Windridge	Alan Wickenden	Chris Phillips	Jack Bellinger	Jack Bellinger
1995	Klaus Neesbach	Klaus Neesbach	Chris Phillips	Stephen Lockett	Martin Kurrein & Mark Longmore	Jack Bellinger	Martin Kurrein
1996	Martin Kurrein	Matthew Wurr	Malcolm Paul	Stephen Lockett	Martin Kurrein	John Clarke	Chris Acklam
1997	Peter Garland	Peter Garland	Malcolm Paul	Peter Sargeant	Martin Kurrein	Peter Horsman	James Paterson
1998	Rick Lloyd	Simon McDermott	Malcolm Paul	Tony Howard	Rick Lloyd	Peter Horsman	Simon McDermott



The *Unofficial* Race Series Newsletter

Drivers' Meeting – Minutes.

28 Nov 1998. Mill House Hotel, Kingham.

The meeting commenced at 2.55pm

1. Technical Regulations

Six pages of proposed changes for the 1999 regulations had been circulated in advance to all registered competitors.

Class B this was dealt with first while copies of a letter from Matthew Wurr were being copied at his request.

Class B

The main points of the changes were read out and the various points were discussed with the following comments.

Concern was raised about the use of standard rocker gear as problems had been experienced previously. It was pointed out that with the new RPM limit of 6500, the likelihood of problems was very small. Most breakages had been experienced at higher rpm. This was also a good way of practical control, as this could be checked very easily and limited the specifications that could be used in engines.

It was agreed that standard rockers should be used in Class B.

There was then discussion regarding the proposed ban on alloy callipers. It was explained that most road going Morgans with up rated brakes used the same calliper specification and the ban was aimed at preventing an escalation in costs. After discussion on the possible performance advantages, it was proposed that alloy callipers be allowed, but a limit of 4 pot callipers for the front and 2 pot callipers for the rear, combined with a maximum pad size would provide the desired effect.

It was agreed, that alloy callipers will be allowed, but limited to 4 pot front and 2 pot rear.

The maximum pad size would be equal to the current Morgan production pad.

The maximum weight had been proposed at 900 kg, this was also discussed. It was agreed that the maximum weight would be the same as 1998 at 870 kg.

Class A

Copies of Matthew Wurr's letter and a letter from James Edgerton had been circulated.

The only proposed changes to Class A were a maximum wheel size of 16" and a change to prevent special cylinder head modification. It was explained that the wheel had been suggested due to tyre supply problems with Yokohama and also the availability of suitable rims.

After much discussion, it was agreed that 17" wheels would be allowed and that Matthew Wurr would be allowed to use Pirelli P Zero C tyres on his 17" rims, but only until suitable Yokohama tyres were available. It was also agreed that Avon wet tyres would not be allowed.

At this point there was a discussion regarding the choice of control tyres. It was agreed that the deal offered by Yokohama and the specification of their tyre gave the best overall package for the championship. For the Moss Box Plus 8 and the 4 cylinder cars, the only viable option was the Avon CR6 ZZ.

Class C

It had been proposed that the 1998 Class D Plus 8 and the current modified 4 cylinder cars be combined in this Class for 1999. Tony Dillon had written in a detailed letter regarding the performance of TR Plus 4 and Plus 8s. This was considered, but it was pointed out that we had seen in the past modified Plus 4 and 4/4 cars which had matched the performance of the current Class D Plus 8. It was agreed that this new Class would be accepted.

The clarifications of the regulations in Class D which had been undertaken during 1998 were confirmed and would be included in the regulations. It was also agreed that the compression ratio of 9.75:1 would be included as the maximum for the new Class C Plus 8. A Championship ECU chip would be used by all Class C Plus 8 cars. 4 cylinder cars would run to the same regulations as in 1998.

Class D

The proposals detailed in the circular were read out and confirmation of the crank shaft for the Moss box Plus 8 was given as permitting the use of SD1 standard cranks. It was discussed that the balance for the two types of car would be maintained by the tyre regulations with the Moss box cars on the Avon and the 5 speed cars on the A520 and not the 032R. Also the weight of the 5 speed cars at 900 kg would balance the wheel size advantage. It was agreed that the proposals would be adopted and that any advantage which appeared would be investigated within the Class.

It was confirmed that only standard engine components must be used. It was noted that should a new tyre become available for the cars in this Class it would not be allowed without careful consideration.

The point about the use of windscreens, introduced last year to help the 4 cyl. cars keep pace, was raised. The cost of replacements and the appearance as road cars were discussed along with the problem of roll bars. After much discussion, it was agreed by a vote that windscreens would be required in Class D. Jack Bellinger was suggested as a possible source of replacements.

Class E

The proposals were read out and discussed.

Concern was raised about the allowing of later engines to modify, but if was felt that with the induction specification and the capacity limits the later engines would be no more powerful than the current leading TR Plus 4.

It was confirmed that all cars should run wet sumps and that the minimum weight for all cars would be 800 kg

Avon CR6 ZZ would be the control tyre.

A list of general regulations in line with discussions during 1998 were included and agreed, clarification of the frame front position and camber were given.

continued on page 2

Tyres:

It was confirmed that the prices circulated were correct for 1999, although attempts were being made to improve the Avon price. All prices were subject to VAT and all tyres at these prices would only be available from the Morgan Factory via Mark Aston. It was pointed out that this was a special price for our series and that these prices were not for general publication or use.

Competitors should notify Mark as soon as possible, of any requirements for 1999, tyres should be available in all sizes from the end of January, some sooner.

2. Technical Committee.

A. To confirm the addition of Jack Bellinger to the Technical Committee – Agreed

B. To confirm the make up of the Committee is agreed – Agreed

3. Sporting Regulations

It was proposed that the Road Tax requirement should be dropped from the regulations. A vote was taken whether to maintain the Tax. 4 to drop, 9 to maintain

Dates and circuits

A list of the following dates was circulated

Date	Circuit	Club
5th April (Easter Monday)	Castle Combe	BRSCC
25th April	Snetterton	Jaguar Car Club
3rd May	Brands Hatch	AMOC
5th June	Donington	AMOC
4th July	Mallory Park	AMOC
7th August	Silverstone	BDC
4th September	Oulton Park	Jaguar Car Club
2/3rd October	Brands Hatch	MG Car Club

It was agreed that this was a good calendar for the series. It was pointed out that Castle Combe was being modified over the winter and that the MG date should be a good season end as it was intended to be a classic car special for the end of the millennium.

Peter Sargeant confirmed the following other dates of interest.

Spa, 14-16 May 10 laps, may be 2 grids, could be 60 -70 cars

Spa (FIA this year) 11-12 Sept. Supporting race

Zandvoort 18-19 Sept. Unofficial round of Championship

Eight Clubs 11 Sept.

Manx Classic 23-26 Sept. Older cars

There was further discussion regarding overseas rounds, it was confirmed that they required higher grade licences than the Championship.

4. Sponsorship and Funds

A. Sponsorship for 1999 had been offered by Peter Morgan at £3000. This was accepted and an official vote of thanks was proposed by Simon Orebi Gann.

B. Current Funds

Last years income from sponsorship and registration £3,900. Expenditure was £2815 at this point. With all expenses paid a small surplus of around £200 was expected. Chris Acklam asked about a balance sheet, and it was confirmed that this had been sought for some years, but the previous Club treasurer had not been able to confirm details.

Serena reported that the Club had deducted VAT from the registration fees which we had not been notified of before and was not refundable like the trophy VAT. This meant that the previous estimated incomes had not be correct. Serena was not happy about the way the account had been handled in the Club

and the lack of information. It was noted that the new Treasurer had offered much more help with the end of year figures listed, but this had taken some searching and was still being looked into.

A separate account for the series was suggested.

It was agreed that it would be possible to set up a separate Club for the series, but the MSA (RAC) recognition was necessary. It was pointed out that the advantage of reclaiming the VAT through the Club was a valuable asset and could not be ignored. Equally the late payment of accounts by the Club had cost any possible early payment discounts. By the time invoices were faxed through and cheques raised, discounts are lost. If payment times could be improved further discounts could be negotiated. It was agreed that Serena and Peter should give this careful consideration on behalf of the series.

A vote of thanks was proposed to Serena and Mark for their efforts on behalf of the Series

The subject of the running of the Series was then raised and Serena explained that it had become far more time consuming and difficult to fit in with other work. With the importance of certain timings and the need to chase all clubs for races, the process went on all year round. Serena stated that she would not want to stop without someone to carry on with the same level of organisation. At present no one had come forward and only one person had offered to do the reports. It was pointed out that John Hopkins was not going to be able to carry on with reports as he was too busy with work. It was suggested the Serena should be paid for the time she spends and payment be made for the reports. Serena pointed out that some time ago a fee for the reports had been agreed, but John Hopkins had not claimed it as he wanted to see how he got on. It was confirmed that Serena covered her expenses, but was not paid for the work involved.

At this point it was agreed that Serena and Mark should leave the room to avoid embarrassment to them.

Keith Ahlers offered to take on the arrangements for the Dinner next year and Chris Acklam had already offered to give further assistance in sending out entry forms and other circulars. If an understudy could be found, who would shadow Serena during the season with a view to helping out and when appropriate take over, this should be done. After discussion it was proposed that Serena should be asked if she would like to carry on. If so that she should receive an honorarium. This was agreed unanimously

£1500 was suggested, to be raised by increasing the registration to £75. This was agreed unanimously.

Peter agreed to pass on the feelings of the meeting to Serena.

Serena and Mark returned to the meeting

Any Other Business

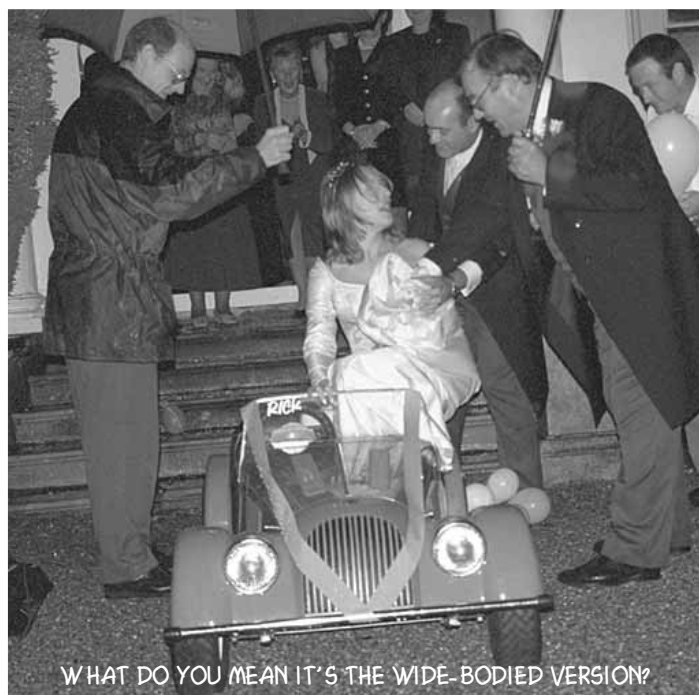
It was proposed that those who drive their cars to the meeting should receive an extra point. After discussion a vote was taken with 8 for and 10 against. It was agreed that no extra point would be awarded.

Drivers were asked to let Chris Acklam have any spare tickets [for race meetings], so these could be made available to club members.

A vote of thanks to Chris Acklam for his excellent news letter was offered.

The meeting closed at 6.05pm.

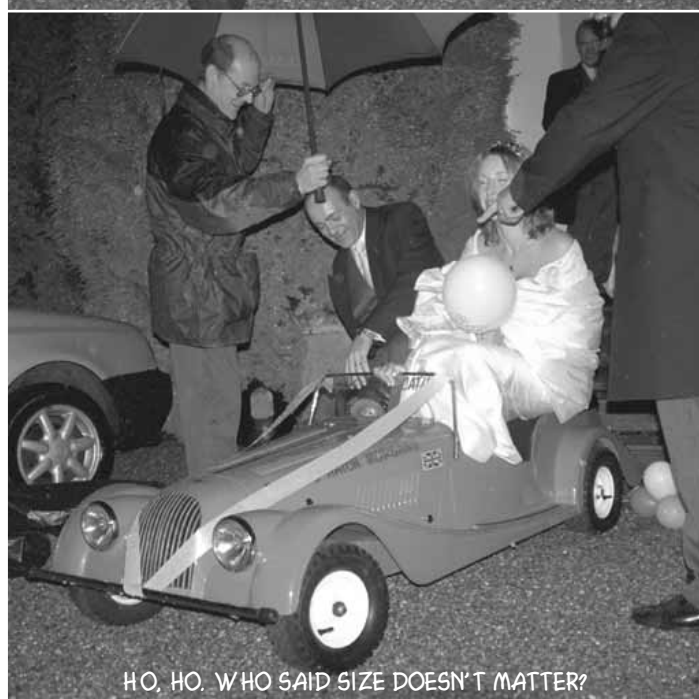
Brands Hatch Morgan launch new model



WHAT DO YOU MEAN IT'S THE WIDE-BODIED VERSION?



AFTER THE AMOUNT YOU'VE DRUNK I BROUGHT MY OWN AIR-BAG



HO, HO. WHO SAID SIZE DOESN'T MATTER?

Slow down speeded up at Castle Combe

In September measures to slow down one of the country's fastest circuits by adding two corners at the historic Castle Combe Circuit were announced.

The modifications, before Old Paddock and Westway corners, are designed to slow down ever-rising lap speeds brought about by continual evolution in car performance.

A year ago, the circuit's outright lap record was reduced to a time of just 50.59 secs, an average speed of over 130mph. Circuit Managing Director Howard Strawford said: "It was clear that some championships were choosing not to come to Castle Combe simply because they felt it was too fast. Rather than be presented with a situation where we might make a knee jerk reaction, we have been planning ahead for some time to find a satisfactory solution."

Work has been going on to produce a plan which would lower the track speeds yet retain the character and challenge of the circuit.

The planning involved taking into account the opinion of drivers and officials. In consultation with the RAC MSA Safety Inspector John Symes and the circuit's civil engineers, it was decided to retain all of Castle Combe's present features but to add two 'complexes' before Old Paddock and Westway.

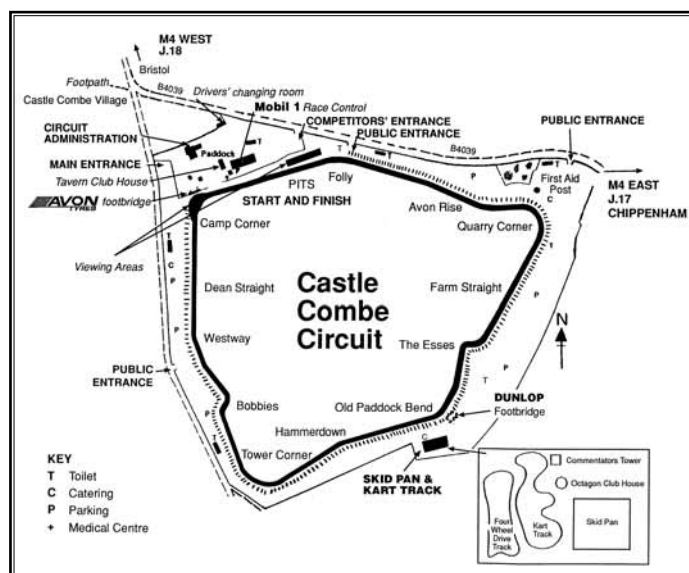
Stuart Michael Associates of

Newbury, the design consultants involved with the configuration changes to Silverstone Grand Prix Circuit, were commissioned to produce the final designs. Commenting, partner Bob Hewitt predicts a reduction in the approach speed to Old Paddock to approximately 85 mph from the present 130 mph. Approach speeds will also be significantly reduced at Camp and Quarry Corners.

Consequently, planning permission is being sought from the local authority to install two complexes similar to the 'bus stop' chicane at the Spa Francorchamps circuit in Belgium. This will also involve the relocation of two Marshall's posts and the provision of grassed and paved run off areas. The likely cost is somewhere in the region of £200,000.

The first complex on Farm Straight will be known as 'The Esses' and the second on Dean Straight will be known as "Bobbies", in memory of Bob Davies a shareholder and Financial Director of the circuit for over twenty years.

Construction work will take place during the winter, to be ready in time for the 1999 season. The necessary realignment work to the Armco barriers between Westway and Camp Corner was carried out last winter. These works will extend the track to exactly 3.00 km or 1.864 miles.



Plus 8s power to 4th in Birkett floods

One of the magic points of the racing season, the Birkett 6 hour relay race is for us the normal conclusion of the season. Forty teams of up to six drivers and cars gather at Snetterton to compete in a handicap and scratch race: who can do most laps between 10 am and 4 pm. This year was the 48th Birkett; the 50th, in 2000, will be an even more special event: read on for more information!

We usually field a Plus 4 and a Plus 8 team: this year, the Plus 4s were still so busy (crowing over?) celebrating their rare victory last year over the Plus 8s in the handicap result, that they failed to enter, so it fell to the Plus 8s to uphold the Morgan banner.

So popular is the race, that this year it has been split into two. The previous week, they had held the single seater and racing car version, and sadly it was abandoned at half time due to appalling weather conditions, with streams running along and across the track and a flooded pit lane and garages. We were hoping for rather better weather. The other teams were as varied as ever and this year included Lotus Elises, the inevitable Caterhams, some old Bentleys, Frazer Nashs, Austin Sevens, and BMWs.

Our team was led by Captain Kurrein, whose car was also being used by Keith Ahlers who wanted to try driving a real Morgan. The other team members were Chris Springall in his new Class A car, Rick Lloyd, Graham White in Chris's Class D Ivory car, and Simon Orebi Gann. Snetterton in November is definitely into mid winter, and only three of the wives' supporting club braved the elements: Sue Springall, Sue Ahlers and Nicki Lloyd. Ian Grimes provided the professional pit engineering force for the whole team, a real challenge for the 6 hours.

We all turned up for testing on Friday afternoon, despite the M25 and M11 being shut for part of the day. Clear, bright and cold: good driving weather, and each of the team continued testing until a personal goal was achieved: Martin, having missed this year's Championship race, wanted to remind

himself of the circuit and check that his car still ran as fast as ever round it; Keith almost immediately put in a storming time in a car with no rear discs, lower power and restricted suspension and steering geometry compared with his normal steed; Rick had to run in new brakes and decide whether to use treaded or "slick" tyres; Graham and Chris were each driving a car brought by the other, and wanted to reassure themselves that the cars were running well (which they definitely were); and Simon was happy to take a couple of seconds off the lap record.

We all passed the rigorous scrutineering except Simon, whose rear fog light would not work. With the weather expected for Saturday, this was serious. Simon exhausted his technical knowledge of the car by removing the lens and looking at the bulb (he had to ask other people how to tell if it was blown). Morgan spirit then came to the fore once again: Graham worked wonders in an hour and a half under torch light in the freezing cold cleaning the rust off enough surfaces that there was an earth – and light!

The Saturday dawned overcast, cold and with a forecast of rain. The only debate was how severe.

Between 8.30 and 9.30 every one of the 200+ drivers has to do his qualifying 3 laps, and the track is crowded. We were still awaiting the arrival of our team manager, Martin's friend Paul and girlfriend Sharon, who coped so well for us last year. Martin, to whom fell the honour of starting the race, had gone off to the collecting area, when the phone rang. They could not find us, despite searching the nearly empty paddock. None of the circuit officials seemed to know what they were talking about; nor were our directions as to the garage we were in of much use to them as it eventually transpired that they had gone to Silverstone. They finally arrived two hours later; at that speed, Paul could have been our reserve driver too.

10.00 start time arrived. So did the precipitation, which consisted of varying degrees of drizzle and rain for the rest of the day. Strategy is as important as in Formula 1, and ours was to minimise the

time lost in pit stops (driver changes) by running a full hour each, incidents permitting. As you will see, this strategy really paid off for us against the other teams who either had inadequate fuel tanks or inadequate bladders.

Grid positions are done in reverse handicap order (fastest teams at the front). We were 5th, and when the lights went green, Martin hurtled off to Riches, the first corner. Such was the spray that we had no idea whether he had passed the corner, let alone any other cars, until the pack emerged at Coram, the long right-hander at the other end of the circuit. He had dropped to 7th place, and proceeded to drive terrifically (sensibly, watching various Porsche and other chargers disappear into the scenery) to get us up to 2nd place by the time his hour was through, despite an outing by the pace car. He even got past the lead Caterham twice going round the outside at the end of the Revett straight – but was then hauled in on each occasion. The Gold Arts driver later remarked that he thought it was a bit cheeky of a Plus 8 to go past him – he'll learn!

Chris was next out, and had some trouble controlling the enormous power of the Class A car under very difficult conditions, but despite that and another outing by the pace car as yet more people fell off the track, he stayed on and we were in 4th place when Simon went out. He had a straightforward hour, with a small and private spin at the exit from Sear, a by now expected outing of the pace car, an amusing tussle with one of the Elises with whom he swapped places twice, and we were still in 4th position when Rick went out.

Rick immediately put in a few terrific laps despite the rain, before he became mixed up in the traffic, and maintained a consistent pace despite himself spinning on one occasion, visiting the gravel trap at Riches, from which he managed to emerge unscathed, and enduring the usual pace car. At the end of his session, we were in second place, with one team of Caterhams and the BMWs ahead of us.

Keith was next, in Martin's car, and set a good pace. He was passed by the BMW team, despite mounting a spirited defence, and then, near the end of his session, was a victim of a Caterham at Riches. He was trying to pass on the outside, when the Caterham drifted towards him; to protect Martin's car he decided not to bounce the Caterham

TOP TEN RESULTS ON LAPS

	Minutes	0	30	60	90	120	150	180	210	240	270	300	330	360
4	GOLD ARTS	0	15	34	49	67	84	100	116	133	150	166	182	197
28	M PEOPLE	0	15	33	48	66	81	99	114	131	148	164	180	198
11	ELECTRIFYING ELISES	0	15	33	48	65	79	97	112	130	147	162	178	194
32	MORGAN CHALLENGE	0	15	34	49	65	81	98	114	132	148	164	177	193
14	SIX SEVENS	0	15	34	49	66	81	98	113	130	146	161	175	192
21	TEAM LONGNECK (HEALEYS)	0	15	33	48	65	80	97	111	128	144	159	175	192
27	CENTURIANS	0	15	33	48	65	80	96	112	129	145	160	174	190
2	SEVEN DEADLY SINS	0	15	32	47	64	79	95	110	126	142	157	173	189
18	BETTY SWOLLOCK'S SEXTET	0	15	34	48	64	78	95	110	127	142	157	173	189
20	BIG HEALEYS	0	15	33	48	63	78	95	109	126	142	157	173	188

Birkett – continued

back, and took to the grass, which spun him into the gravel trap. There he was less lucky than Rick had been, and stuck. Sharon, as ever, was on the pit wall (looking damp but excited) and alerted Martin to the fact that Keith was 20 seconds late on his lap. Martin thought briefly, and gesticulated madly to Graham to get out of the garage and on the track. Unfortunately the orange lights for the pace car necessary for them to recover Keith were already flashing as Graham accelerated down the pit lane and he was held there until all cars had gone past.

We lost another place at this point and then Graham was held up by the pace car. Despite his valiant efforts, he was then unable to set his normal storming pace, as his tyres simply would not respond. He came in before he had completed his full hour, and Rick went out again but to no better avail:

we stayed in 4th place.

Verdict? Last year we were 7th (on scratch), so we substantially improved our position this year. We will be back next year: we know that the podium is achievable!

Special thanks are due to Martin for captaining and organising us to be there; to Paul, Sharon and Sue for manning (and girling) the pit wall; to David for helping out everywhere; to Ian for keeping all machines running flawlessly; and to Nicki and Sue without whom we would have died of thirst.

So what about the year 2000? For its 50th celebration, the Birkett race will be very special. It will be just sports cars, it will be single marque teams only, still with 6 drivers per team, and it will be 12 hours, not 6. Something to look forward to!

Simon Orebi Gann

Dear Chris

Through the pages of 'MogSport' I would like to thank everyone present at the Drivers' Meeting for their generous support and say how appreciative I am of their unanimous vote to increase the Registration Fee.

I would also like to thank you for your continued assistance and kind offer of Entry Form distribution.

Thank you too to Sue Springall and Keith Ahlers both of whom have offered to organise the 1999 Dinner (which I have already booked at the Mill House for Saturday 27th November) and Nikki Lloyd who has volunteered to co-ordinate hospitality next year.

Jonathan Suffolk has agreed to write the race reports and if work prevents him from attending any races I shall fill in for him.

Finally I should like to say a public 'thank you' to Mark who works tirelessly for the series and whose knowledge and interest astound me!

We both look forward to a good 1999 season and wish everyone a Happy Racing New Year!

Best wishes,

Serena.

Happy Christmas everyone and my particular thanks to all those who have contributed to MogSport over the year (particularly the prolific and entertaining I-Spy). Also thanks to those who have welcomed us to events like The British Race Festival at Zandvoort and to everyone who helped achieve such healthy grids this year. May they be bigger in 1999! See you there.

Chris Acklam

BIRKETT RESULTS ON HANDICAP

		MINUTES			30	60	90	120	150	180	210	240	270	300	330	360						
NO.	TEAM	LAPS	LAPS	LAPS	LAPS	LAPS	LAPS	LAPS	LAPS	LAPS	LAPS	LAPS	LAPS	LAPS	LAPS	LAPS	Start Pos'n	IFCap Finish	Class	Orig. IFCap	Net IFCap	
21	Team Longweck	18	39	56.8	76	93.8	115.4	132.5	149.7	167.3	182.3	199.8	216	32	1	B	45	36				
20	Big Healeys	17.4	37.8	55	72	89.2	109.9	126.3	142.7	160.8	176.2	193.2	209	22	2	B	37	29				
35	The Stockers Return	17.4	36.8	54	72	89.2	109.9	127.3	142.7	160.8	176.2	192.2	209	23	3	A	37	30				
33	Speed Merchants	16.6	36.2	53.5	71.7	89.1	108.5	126	141.3	159.5	171	191.1	208	27	4	A	39	31				
18	Billy Swollock's Scudlet	17.2	38.3	54.2	71.9	87.9	108.2	125.2	141.7	158.5	172.8	190.4	207	19	5	A	33	26				
23	Coastal Racing	16	35	52.8	70	86.8	107.4	125.5	140.7	158.3	173.3	189.8	207	34	6	A	45	36				
40	Frazer Nash	16.8	36.6	53.9	71.1	88.7	107.9	126	141	159.3	173.2	190.2	207	38	7	H	56	46				
26	M People	16.1	35.2	51.1	70.1	86.2	105.9	121.6	138.3	156.3	172.3	189.2	207	8	8	B	16	13				
30	RSM	16.8	35.5	53	70	87.5	107.6	124.4	140.7	158	172.8	189.9	206	30	9	A	41	33				
7	Funnells Team Sevens	17.5	37	55.2	72.9	89.1	109.5	126.9	140.7	158.5	173	189.6	205	39	10	H	67	55				
5	Suffolk Mafin	17.2	37.4	54.3	72.1	90.1	108.5	125.9	139	156.8	171	187.6	204	35	11	B	47	39				
11	Electrifying Elises	16.1	35.2	51.4	69.1	84.2	103.9	119.6	137.3	155.3	170.3	187.2	204	6	12	B	16	13				
22	Millennium Midgets	16.6	35.2	51.5	69.7	87.1	105.5	123	138.3	155.5	170	186.1	203	26	13	A	39	31				
24	The Croft Crusaders	16.9	36.9	53.5	71	87.8	108.8	124.8	138	153.5	168.5	184.8	202	33	14	B	44	35				
6	Six Sixes	17.3	36.6	53.6	72.4	88.5	107.1	124.6	139.7	156.5	170.8	186.5	202	36	15	A	49	40				
17	Absolutely Standard Old Boys	16.4	35.8	53.2	70.3	86.6	105.9	123.3	138.7	154.8	169.2	185.2	201	21	16	B	35	30				
29	Lotos Driver Club	16.5	36	52.2	69.3	85.6	106.5	123	137.3	155.5	170.2	186.1	201	24	17	A	38	30				
34	The Six Birketeers	16.8	35.6	52.4	69.9	86.6	104.5	121.2	137.7	153.3	168.2	184.6	200	16	18	B	28	22				
39	The VSCC Marauders	16.6	34.2	50.5	67.7	85.1	104.1	120.7	135	152.3	166	183	199	28	19	H	38	32				
19	The Gentleman's Team	16.8	33.6	50.4	67.9	84.6	102.9	119.2	135.7	152.3	167.2	182.7	199	15	20	B	26	22				
32	Morgan Challenge	15.9	35.7	51.6	68.1	84.9	103.2	120.2	138	154.8	170.7	184.3	199	5	21	B	13	10				
3	Chapman's Chariots	17.1	36.1	52.9	69.6	86.5	106.6	122.6	138	155.8	168.8	185.4	199	17	22	A	31	25				
1	Hard Up Healeys	16.2	34.5	50.7	67.6	83.8	102.8	119.9	135.3	152.3	166.5	182.3	198	20	23	A	34	28				
4	Gold Arls	15	34	49	67	84	100	116	133	150	166	182	198	1	24	B	0	0				
12	The Sylvia Stars	13.4	32.8	48.9	64.8	78	97	113.7	131.3	148.5	163	181	198	12	25	A	20	16				
14	Six Sevens	15.8	35.6	51.3	68.8	84.4	102.6	118.5	135.3	152	166.8	181.4	198	3	26	B	11	9				
16	Porters Galore	14	32.1	48.1	66.1	82.2	100.9	116.6	133.3	150.3	165.3	181.2	198	7	27	B	17	13				
10	MGCC - Team MGB 1	16.2	35.3	51.5	68.3	85.3	103.2	119.2	133.7	150.5	165.7	181.3	197	18	28	B	32	27				
31	AC	16.2	35.4	51.4	67.5	82.6	101.5	117.3	135	151	166.2	182.1	197	11	29	B	18	14				
25	Concept Chims Management	16.2	34.4	50.4	67.5	83.6	102.5	118.3	134	150	165.2	181.1	196	9	30	A	17	14				
15	Bombhole Jockeys	16.7	35.4	50.9	68.2	84.8	101.3	116.5	133	149.5	165.3	179.8	196	13	31	B	23	21				
27	Centurians	15.7	34.4	50.1	67.8	83.4	100.6	117.5	134.3	151	165.8	179.5	196	4	32	B	11	9				
9	MGCC - Team MGB 2	16.5	34	50.2	68.3	83.6	102.5	119	134.3	151.5	165.2	180.1	195	25	33	B	38	30				
2	Seven Deadly Sins	15.6	33.2	48.8	66.1	81.6	98.4	114.2	130	146.5	161.2	177.6	193	2	34	B	9	7				
38	GirlPower + 1	15.8	34.5	51	65.3	81.9	100.6	117.4	130.7	146	160.7	175.9	192	31	35	A	42	34				
36	BWRDC Kelly Bristolis	16.6	34.2	50.8	66.7	83.1	101.1	116.7	130	147.3	161	176	191	29	36	A	40	32				
28	Bealby Boys	16.4	32.7	49.3	67.7	84.7	103.4	118.1	133.3	147.8	160	175.2	191	37	37	H	55	42				
8	Harrow Car Club Chargers	16.2	32.4	47.6	64.5	80.6	99.5	115	133.7	146.8	159.2	175.1	191	10	38	B	19	15				
37	Link CCTV8	14.2	31.4	47.1	63.4	78.3	95.2	108.9	123.7	138.3	149.5	164.8	179	14	39	B	25	16				