



## The *Unofficial* Race Series Newsletter

### Garland's faulty rubber leaves Lloyd holding the trophy

Castle Combe may not be the most popular venue in this year's championship, yet it managed to throw up plenty of drama and excitement to kick off the 1999 season.

Even before race day there were dramas. Chris Springall had had to switch to his class C +8 which had been in a barn for 5 months, after the clutch had broken on his class A car testing at Brands over the Easter weekend. Grahame Walker had problems too. Arriving on Sunday he must have been expecting a relaxing evening chatting about the forthcoming season, but a profound whine from his rebuilt car left Grahame chasing a new water-pump. After running down the battery on his mobile he finally secured a replacement which took him 'til 2.00am to install protected from the Wiltshire rain in an improvised garage beneath the awning of the Walker motor-village.

Race day 11.20 and as the sky brightened 17 Morgans and a Mini went out onto a damp track for qualifying. Walker's car was still whining and the newly christened Simon Orange McDermott was concerned about a timing problem although he seemed to be going well putting in a 1:25 lap early on, then he spun his car into Camp Corner but recovered elegantly to applause from the large Bank Holiday crowd. Keith Ahlers and Rick Lloyd were having a good time circulating within a second of each other, Ahlers' car skipping and Lloyd's 4 wheel drifting as they went

through Folly together. Later on though after putting in the second fastest time on lap 8, Ahlers' session was over, an engine problem leaving him stranded out on the circuit. Six laps into the session and yellow flags came out at Bobbies the new corner which had been the talking point of the paddock. With no reference point, many of the drivers were having difficulty choosing a braking point for the blind entrance and as Martin Kurrein followed Malcolm Paul into the chicane, Kurrein had braked late and Paul early, as a result what had been a reasonable gap shrunk rapidly and Kurrein's practice ended as his left front hit Paul's right rear throwing the latter into a spin from which he recovered and continued. After his car had been towed back to the paddock, Kurrein decided to call it a day "I hate the circuit and I've had a bad start to the day" he said. Meanwhile, Peter Garland, who had not even seen a drawing of the new circuit layout prior to qualifying, citing a missing page, was deceptively quick and by the end of the session was a full 1.26 seconds clear of the field.

By the end of practice only 14 cars returned to the paddock under their own steam, but even for those that returned, the scrutineering bay beckoned and for the already bruised Malcolm Paul and pole-sitter Peter Garland, modifications to their exhaust systems were required after failing the noise test. For

Garland conforming to the noise regulations would prove costly later on. McDermott having returned to the paddock early with what appeared to be a minor problem withdrew from the event shortly after qualifying concerned that his engine might melt after his car was found to be over-enriching. "The best part about Castle Combe is the way home" he said as he prepared for a slow return to Macclesfield in his truck which had mechanical problems of its own.

Rick Lloyd had a good session and with third fastest time returned to the paddock confident he had the only remaining Libra car in full working order, however by 4:19, as the competitors for race 8 were called to the assembly area, his confidence proved misplaced. Rod Coe had casually remarked on a apparent tweak to Rick's car which he thought might be a sneaky way of getting him round the circuit's new corners faster, but beneath the parcel shelf the "demon tweak" was found to be something more alarming. The 1998 champion's spring-stud had snapped allowing the left rear axle to slip back revealing 2 inches of gleaming leaf spring. As the other drivers sat calmly in the assembly area, Ian Grimes dived under the stricken car and with cry of "9/16ths" went to work assisted by an extended pit crew consisting of Colin Hoad, Brett Sindercombe, Rick Bourne and Mark Aston.

At 4:35 the 14 survivors calm-

ly took up position on the grid where they were held for several minutes while two of the previous race's casualties collected by Bobbies were collected from Bobbies. This delay proved crucial to Rick Lloyd who by 4.42, following an astonishing job by his adopted crew, took his place alongside Keith Ahlers on the front row of the grid and over-shot the grid box in his exuberance.

Now the 15 "grey haired Gentlemen" set off on the warm up lap, Lloyd reassuring himself about the 20 minute fix, vigorously weaving his black +8 from side to side on the dry track.

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#### Championship standings after 1 round

##### Class A

Peter Garland	11
Malcolm Paul	8

##### Class B

Rick Lloyd	11
Grahame Walker	8
Adrian Van Der Kroft	6
Philip McKelvey	4

##### Class C

Chris Springall	11
Chris Acklam	8
Paul Burry	6

##### Class D

Peter Horsman	11
Jack Bellinger	8
Leigh Sebba	6
Kelvin Laidlaw	4

##### Class E

Brian Jenkins	6
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Beneath the thick black cloud 4 green beacons signalled the start of this millennium's last season. Not used to racing starts, the roar from his neighbours left first timer Paul Burry unable to hear his engine revs, as he donated samples of the new Yokohama control tyre to the revised Castle Combe circuit, he was relegated from an impressive 7th position on the grid by his new friends. Adrian van de Kroft was another slow starter and was disappointed when both Leigh Sebba and Jack Bellinger passed the class B man who had qualified in a lowly 12th. Neither of the class D runners were kind enough to give way to him through Quarry but he managed to get them both by the end of Lap 1 using an unorthodox no-braking technique through Old Paddock Bend to dispatch a circum-spect Bellinger who by taking to the grass saved his ride home from the flying Dutchman. Holding his composure but not his position, Bellinger had a lonely race finishing 10th, losing touch with the 6 car battle in front but pulling away from Leigh Sebba who by lap 5 had turned his attention to his mirrors and the charging Kelvin Laidlaw. Laidlaw passed him into Quarry but Sebba took his 11th place back through Westway and kept it to the end while Laidlaw struggled behind him with an intermittent misfire.

Behind them, the other rookie Philip McKelvey had a comfortable time in his elegant lightweight +8. McKelvey had his own game plan, having anticipated when he would be passed by the leaders, the newcomer spent the race alone gaining valuable track time mindful of other drivers, finishing the race in 13th having wiped over 3 seconds from his qualifying time.

Heading for an easy class win was Brian Jenkins who single handedly took on the class E

mantle of avoiding the noisy Rovers as they lapped him. In an all too rare appearance, Jenkins wished there had been a few more entries in the class.

Further up the field a battle royal raged between Grahame Walker, Chris Springall, Chris Acklam, Paul Burry, Adrian Van de Kroft and Peter Horsman. For the duration of the race these 6 cars were separated by no more than 4 seconds.

After his "dreadful" start, Paul Burry had lost a place to Chris Springall and spent his race as the tail gunner in a Springall/Acklam battle whilst trying to fend off the attentions of Peter Horsman who had his own fending to do from wild man Adrian Van de Kroft. Van de Kroft with his extra power was pushing Horsman hard and repeatedly managed to take him as they passed the pits but would then lose the position at Tower. After exchanging places several times Kroft used his extra power on lap 7 to take and consolidate 8th place from where he launched a fresh assault on Burry who, on lap 9 succumbed to the class B man both posting their fastest laps in the struggle.

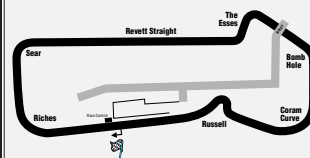
Springall must have been glad that he'd had to bring his class C car with him as by the end of lap 1 he had gained 5 places and out accelerated Walker onto the start finish straight. On lap 4, Walker asserted his class B status re-taking 4th which he held to the finish briefly believing he was catching Malcolm Paul who had a solitary time finishing 3rd. With Walker up the road, Acklam now had a clear shot at Springall and in a display of confidence in each other they traded places until on lap 8 as they went up through Avon Rise Acklam passed Springall on the inside and slammed the door shut into Quarry. Acklam held 5th until the next lap when Springall who had kept within shouting distance re-took him into The Esses. As they went

through Camp Corner together for the last time Acklam sought revenge as he whipped out of Springall's tow onto the start/finish straight and when they crossed the line was a mere 0.19secs short of passing the injured doctor.

Up at the front, Peter Garland had a perfect start and for the first lap Keith Ahlers and Rick Lloyd held their grid positions close on the Malvern man's tail. By lap 2 though, and for the second time in a day after a considerable effort to fix it between sessions, Ahlers' engine gave up on him again. Lloyd backed off to avoid the stricken car, and by the time Garland put his car sideways through Camp Corner at the end of the second lap his gap to Lloyd had increased to 4 seconds. 2 laps later and Lloyd began to catch the leader who was out of shape under braking and sliding through all the corners. Garland's modification to his exhaust system (with which he had to reduce the noise output by 5dB) had inadvertently redirected the gasses onto his left rear tyre which by lap 4 was superheated and rapidly disintegrating. Already pumped up after his pre-race drama, Lloyd sensed a weakness and pushed hard steadily eating into Garland's lead until by lap 8 they were separated by only a fraction of a second. Under the circumstances Garland was doing a great job keeping the ex bike racer at bay but at the end of the next lap with two back markers to negotiate, the inadequacies of his liquid tyre triumphed over his ability to compensate and through Camp Corner he lost it. Behind him, Lloyd reacted quickly to the revolving 'Shed', dived to the right and passed the now stationary former champion on the grass going on to take victory by 30 seconds from Garland who recovered to 2nd and to his disbelief a class win.

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## SECOND RACE Snetterton 25 April



### Date for last entries

was 9 April

### Testing:

Testing available regularly - sometimes twice a week. Cost now **£180 full day**, **£115 half day**. Must book in advance - can pay on the day. Tel: 01953 887303.

### Changes

Armco at Riches removed. New patches of tarmac at the Esses and Russell. Bomb hole run-off increased.

### Petrol:

Available on race days.

### Circuit length

1.952 miles

### Old lap records

#### Morgans

<b>Class A</b>	<b>1:17.69</b>
Peter Garland	
<b>Class B</b>	<b>1:19.74</b>
Grahame Walker	
<b>Class C</b>	<b>1:29.37</b>
Stephen Lockett	
<b>Class D</b>	<b>1:24.31</b>
James Paterson	
<b>Class E</b>	<b>1:29.35</b>
Jack Bellinger	

### Programme

*Sports & GT Championship; Phoenix MG Championship; JCC XK Challenge; JCC Centurion Challenge (100 mile race); MG Metro Cup; Morgan Challenge; JCC Jaguar Challenge; TR Register Championship; Moss Intl. MGCC BCV8; 100km race.*

### Spare Tickets

*Any spare tickets that you don't want please send to Chris Dady.*

## Man From the Mumbles Takes All

Does that name Jenkins ring alarm bells with you? – well here is a tale of three Jenkins stamping their authority over the English.

First up was Lord Jenkins getting the go ahead to set up a Welsh assembly and poking a bony finger into the eyes of the English; then up pops Brian Jenkins to storm around Castle Combe and take the inaugural +4 laurels; and if that wasn't enough, I sit down for a quiet afternoon of sport, and there grins a red shirted Jenkins kicking odd shaped balls between posts from any distance or angle that he cares to choose. Three famous Jenkins victories over the English – well not quite!

First, the Welsh Assembly....hmmmmm....perhaps MogSport is not ready for the ranting and ravings of a committed centralist. So lets move on. But if that new building is anything to go by.....

Next, a great result by Brian Jenkins when other +4s chose to stay away. Brian's car looked the biz, resplendent in British racing green finished off with cobra type wire wheels and twin eared spinners. Amongst a sea of alloy wheeled shod +8s, Brian's steed received much interest from the huge crowd enjoying the race.

Castle Combe is a formidable circuit and until recently laid claim to be one of the fastest in the UK. Now with new chicanes introduced at Westway and Old Paddock the circuit provides a different set of challenges, still very quick, entry to the new chicanes is virtually blind! Castle Combe can be so unforgiving when things go wrong as poor Simon and Martin know to their cost. So well done Brian for staying on the black stuff and showing what some +4 owners are made of. But, with the English hordes set to return at Snetterton, revenge is in the air.

So what about that match...no way did our plucky lads go in with their shoulders, no way was it a penalty, but what a fantastic try by Scott Gibbs and as for that man Jenkins – can't someone hide his boots! Welsh to succeed in the World Cup..pah! Watch our plucky lads storm back. What with such talents as Perry, Luger and young Johnny, how can we lose?

Spoils of victory to the Jenkins' then. If I had the choice between a rather grubby ball or a large tent made out of formica or a gleaming Challenge trophy there would be no contest. Give me the trophy any day. Enjoy your wins Jenkins', they are all well deserved.

*I-Spy*

## Castle Combe Crumbs

To see Peter Garland thundering down Dean Straight was a sight to behold. If you think the Porsches are quick, think again. Peter's car was travelling at such a pace down Dean Straight that you could see the car bob and weave as it hit the undulations in Castle Combe's poor surface. Peter was kept busy just to keep the car on the straight and narrow – the sense of speed was just awesome. Breaking into Camp Corner, the blue +8 then did some wonderful power slides as Peter hurried the car towards Folly. And what a great spin Peter. OK, so the tyres were shot, but the crowd loved it. It was a huge relief to see Rick guess the right way and congratulations on a mighty fine win.

Good to see the return of the red beast piloted by Grahame Walker. It looked like old times with Grahame doing battle with Malcolm Paul. However, Malcolm has stepped up a class and to add to the confusion, the other class B car won the race some 50 seconds ahead. Time to back off those new brakes Grahame!

Scrap of the race was reserved for the Class C boys of Chris Springall, new boy Paul Burry and the evergreen editor. Chris Acklam had set a fine time in practice but a poor start saw him slip behind the two white cars. On paper, Chris seemed to be the quicker and once he had darted past, he quickly pulled away. But don't ever underestimate Chris Springall. Chris was fearless under braking and on the last lap, took the editor at the new Esses before Old Paddock Bend and protected his lead to the finish. One that got away eh Ed? I bet they'll be glad to see Chris return to his customary class A car.

Peter Horsman held it all together in the new Class D and was notably keeping up with the Class C scrap. Poor Jack was running alone but well ahead of the excellent battle between Leigh Sebba and 'Kevin' Laidlaw. I thought Kelvin had it in the bag, but Leigh seem to have a second wind, and stormed back to redeem his place. OK Kelvin's car went off tune, but it made a fine spectacle.

Good to see Brian Jenkins return to the track after dipping his toe in the water last year. A richly deserved win for Brian, shame the competition had stayed away.

Philip McKelvey made a fine debut and, along with the competitive drive by Paul Burry, the new boys look set to shake up the pack.

A great race, a fine spectacle and a few surprise results to boot. Good stuff lads, looking forward to Snetterton. *Boost*

Circuit	Castle Combe										
Date	05-Apr-99										
LAP CHART											
	Laps -->										
Pos	1	2	3	4	5	6	7	8	9	10	Qual
1	8	8	8	8	8	8	8	1	1	1	3
2	29	1	1	1	1	1	1	8	8	8	1
3	1	16	16	16	16	16	16	16	16	16	8
4	16	35	35	14	14	14	14	14	14	14	6
5	35	13	14	35	35	35	35	13	13	35	10
6	14	14	13	13	13	13	13	35	35	13	5
7	13	50	50	50	50	50	50	50	41	41	12
8	50	54	54	54	54	54	41	41	50	50	7
9	54	41	41	41	41	41	54	54	54	54	9
10	41	17	17	17	17	17	17	17	17	17	13
11	17	31	31	31	31	31	31	31	31		15
12	31	71	71	71	71	71	71	71	71		14
13	71	55	55	55	55	55	55	55	55		16
14	55	26	26	26	26	26	26	26			17
15	26										

## Bentley Drivers Club Meeting, 7 Aug 1999

This year the BDC celebrate their 50th Anniversary and because of this the meeting at Silverstone in August will be rather busier than usual!

Simon Towle, Competition Secretary of the BDC, has explained to me that in addition to an invitation Formula Libre race for 50's GP cars there will be a cavalcade of Racing Bentleys, demonstration laps by an Auto Union and an air display by a Tiger Moth. All these added attractions mean that he has no choice but to cancel a race and unfortunately this will be the Morris Stapleton Race.

He is most apologetic and stresses that it is a one-off. The Championship Round of the Morgan Challenge (TMT) will take place as usual.

Morgans still have the opportunity of 3 races that day – the Handicap, Morgan Challenge and the Scratch race at the end of the day. I have suggested to Simon that the Morgan drivers could race for the Stapleton Trophy within the Scratch race and he has agreed to that. Either the Trophy is retained by the holder for this year or goes to the highest placed (1st we hope!) in the Scratch race. Please let me know if you do not agree with my suggestion. *Serena*

Circuit **Castle Combe** Length 1.85 miles  
 Date **5-Apr-99** Weather/track (Q) Cloudy / damp  
 (R) Bright / dry

# Qualifying & Race Results:

## Race I

QUALIFYING					Time	Behind				
Pos	No	Class	Driver	Car	(mins:secs)	Lap	(secs)	kph	mph	
1	8	A	Peter Garland	+8	1:16.86	11		139.45	86.65	
2	29	A	Keith Ahlers	+8	1:18.51	8	1.65	136.52	84.83	
3	1	B	Rick Lloyd	+8	1:18.63	8	1.77	136.31	84.70	
4	20	A	Simon McDermott	+8	1:20.98	9	4.12	132.36	82.24	
5	13	C	Chris Acklam	+8	1:21.19	8	4.33	132.01	82.03	
6	14	B	Grahame Walker	+8	1:21.64	11	4.78	131.29	81.58	
7	50	C	Paul Burry	+8	1:22.02	8	5.16	130.68	81.20	
8	16	A	Malcolm Paul	+8	1:22.85	9	5.99	129.37	80.39	
9	54	D	Peter Horsman	+8mb	1:23.29	10	6.43	128.69	79.96	
10	35	C	Chris Springall	+8	1:23.33	10	6.47	128.62	79.92	
11	36	C	Martin Kurrein	+8	1:23.59	5	6.73	128.22	79.67	
12	41	B	Adrian van der Kroft	+8	1:25.14	10	8.28	125.89	78.22	
13	17	D	Jack Bellinger	+8mb	1:26.04	10	9.18	124.57	77.41	
14	71	D	Kelvin Laidlaw	+8	1:27.17	9	10.31	122.96	76.40	
15	31	D	Leigh Sebba	+8	1:29.40	5	12.54	119.89	74.50	
16	55	B	Philip McKelvey	+8	1:32.51	8	15.65	115.86	71.99	
17	26	E	Brian Jenkins	+4	1:43.02	7	26.16	104.04	64.65	

### Pirelli tyres

Anyone interested in P Zero C tyres, as used last year. Please contact Mark Aston at the Factory as he has some left which may be of use for other events.

RACE					Race time	Behind					Best		
Pos	No	Class	Driver	Car	(mins:secs)	Laps	(secs)	kph	mph	lap	on	kph	mph
1	1	B	Rick Lloyd	+8	13:06.88	10		136.21	84.64	1:16.85	10	139.47	86.66
2	8	A	Peter Garland	+8	13:37.99	10	0:31.11	131.03	81.42	1:16.36	2	140.36	87.22
3	16	A	Malcolm Paul	+8	13:53.63	10	0:46.75	128.57	79.89	1:22.26	6	130.30	80.96
4	14	B	Grahame Walker	+8	13:56.23	10	0:49.35	128.17	79.64	1:21.77	7	131.08	81.45
5	35	C	Chris Springall	+8	13:58.31	10	0:51.43	127.86	79.45	1:21.26	9	131.90	81.96
6	13	C	Chris Acklam	+8	13:58.50	10	0:51.62	127.83	79.43	1:21.34	8	131.77	81.88
7	41	B	Adrian van der Kroft	+8	13:58.75	10	0:51.87	127.79	79.40	1:20.45	9	133.23	82.78
8	50	C	Paul Burry	+8	14:00.03	10	0:53.15	127.59	79.28	1:21.92	9	130.84	81.30
9	54	D	Peter Horsman	+8mb	14:02.06	10	0:55.18	127.29	79.09	1:22.12	8	130.52	81.10
10	17	D	Jack Bellinger	+8mb	14:23.33	10	1:16.45	124.15	77.14	1:23.83	5	127.86	79.45
11	31	D	Leigh Sebba	+8	13:24.57	9	0:17.69	119.90	74.50	1:25.43	2	125.46	77.96
12	71	D	Kelvin Laidlaw	+8	13:26.88	9	0:20.00	119.55	74.29	1:26.64	3	123.71	76.87
13	55	B	Philip McKelvey	+8	14:00.14	9	0:53.26	114.82	71.35	1:29.41	2	119.88	74.49
14	26	E	Brian Jenkins	+4	14:13.25	8	1:06.37	100.49	62.44	1:43.68	2	103.38	64.24

### Not classified

29 A Keith Ahlers +8 01:22.34 1 130.17 80.88 1:22.34 1 130.17 80.88

### Fastest laps

				(mins:secs)	on	kph	mph	
5-Apr-99	A	Peter Garland	+8	1:16.36	2	140.36	87.22	New lap record / track change
5-Apr-99	B	Rick Lloyd	+8	1:16.85	10	139.47	86.66	New lap record / track change
5-Apr-99	C	Chris Springall	+4	1:21.26	9	131.90	81.96	New lap record / track change
5-Apr-99	D	Peter Horsman	+8	1:22.12	6	130.52	81.10	New lap record / track change
5-Apr-99	E	Brian Jenkins	+4	1:43.68	2	103.38	64.24	New lap record / track change

### Existing Lap Records

n/a

### The Rev I R Drotcart lives!

Good news from the wilds of darkest Norfolk as James Paterson has been nursing his arm back to strength and practising his cornering techniques with some serious tractor driving.

He has entered for Snett and Brands, but is slightly concerned that his smooth and undemonstrative driving style may be affected by his lack of fitness ...

### 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.  
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 email: chris@acklam.co.uk