

### Purple Haze

Sun, sun and more sun greeted 19 competitors for the 3rd round of the championship at Brands Hatch in Kent.

Fresh faces for 1999 in screen D and C at the Foulston Empire were Jeremy Holden and Stephen Lockett. With the events of last week at Snetterton and the demise of Chris Dady's gearbox the numbers were down for the AMOC event.



*The run up to Druids*

This week saw a brush with authority for Simon McDermott and Stephen Lockett neither of whom had checked their blue books and the rule regarding bonnet number display and although waved on by the first scrutineer they were ejected from the pit lane by another more scrupulous one who sent them back to the paddock to rectify their numberlessness.

For those who hadn't been practising at the circuit on Saturday, initial laps were spent finding a line through the Graham Hill bend. A couple of laps in and Mary Lindsay found one and kicked up a Kent dust cloud as she exited the revised corner on the grass. Grahame Walker, back after a break for round 2, wasn't having much luck and 7 laps into his practice an ignition failure shut his car down on the Brabham Straight where he had to park. Keith Ahlers, in the wars

again, had lost 5th gear and the yellow 'post it' note stuck to the centre of his steering wheel was there to remind him of that fact. Having rejoined the session McDermott was black-flagged for apparently dumping oil although as he vociferously pointed out to the marshals (who in their orange overalls looked more like his pit crew) it was the tyre rubbing against his

wheel arch causing his smoky plumage. The fight for pole caught the attention of the early-starting commentators as Matthew Wurr and Peter

Garland exchanged fastest times until by the chequered flag Garland pipped Wurr for top spot by just a fraction of a second and with Keith Ahlers posting an 'easy' lap only half a second further back and no interim problems, things were shaping up for an exiting race.

At the lights it was Ahlers who got a flyer tucking in behind Garland into Paddock demoting Lloyd to 4th and then Wurr to 3rd through Druids. Plunging down into Graham Hill Bend he went wide kicking up the dirt and losing all the ground he had gained. A purple haze descended on the Jersey man who wanted the 3 places back and carrying huge speed out of Clearways aston-

ished McDermott when he easily passed him out of Clark Curve and astounded Lloyd powering up alongside him at light speed into Paddock Bend which he had no chance of getting round, harpooning across Lloyd's bow and disappearing in a cloud of gravel trap eventually coming to rest, his dusty mount kissing the tyre wall. Annoyed with himself but not shaken and with only 1 lap completed, Ahlers had time to reflect on his kamikaze overtaking manoeuvre and wonder what might have been with 5 gears and an ounce of patience.

By the time Garland, who had made his customary good start, drove through the red mist still shrouding Paddock Hill Bend at the end of lap 2, he had a healthy lead over 2nd placed man Wurr who continued to fall away from the leader until lap 4 when, as Garland encountered tail-enders for the first time, he started to close and chipped away at the leader until with 2 laps to go was right on him as they encountered tail-end Peter Sergeant for the second time. Sergeant, who didn't need to be asked twice to interrupt his Bank Holiday social whirl to make up the numbers on the depleted

Morgan grid, was to have a greater effect on the outcome of the race than he or Wurr had hoped, for although the leader lapped him with ease into Clearways, Sergeant had not anticipated or seen Wurr and as he reclaimed the racing line through the corner inadvertently closed the door on the charging model-maker

#### Championship standings after 3 rounds

##### Class A

Peter Garland	22
Simon McDermott	16
Matthew Wurr	9
Malcolm Paul	8
Chris Springall	8

##### Class B

Rick Lloyd	33
Philip McKelvey	18
Adrian van der Kroft	14
Grahame Walker	8

##### Class C

Chris Acklam	23
James Paterson	16
Graham White	15
Paul Burry	12
Chris Springall	11
Martin Kurrein	8
Stephen Lockett	2

##### Class D

Peter Horsman	33
Jack Bellinger	24
Leigh Sebba	12
Mary Lindsay	10
Kelvin Laidlaw	10
Jeremy Holden	2

##### Class E

Peter Sargeant	18
David James	12
Brian Jenkins	6



*Pebble dashed ...*

*continued from front page*

who stood on his brakes to avoid a collision, lost the initiative and had to settle for 2nd place (and fastest lap) behind lights to flag leader and race winner Garland.

Class B honours were once again taken by Rick Lloyd who, by steering clear of the Jersey cowl was 3rd overall and comfortably posted his class' fastest lap, took maximum points and retained his joint lead in the championship.

Finishing 4th but not a happy man was Simon McDermott. After his victory in the previous round, McDermott was disappointed with his lack of power and the overall performance of his car in the hot weather at Brands.



*Graham White being entertained ...*

In a packed Class C, Grahame White fulfilled all the pre-race expectations winning the class from Chris Acklam. In the week prior to the event, White had completed over 200 laps of the circuit and was 'entertained' as he watched Acklam weaving around in the driving instructor's mirrors. It was Acklam

though, who posted the class' fastest lap in his chase for 5th as they both pulled well clear of James Paterson who finished 7th.

Paul Burry's problems were compounding. Having missed third gear he'd lost places at the start then as they all dived into Grahame Hill Bend together, he nurfed Jack Bellinger who had slowed suddenly to avoid the luckless Grahame Walker who was again sidelined with his recurring electrical problem. By the end of lap 1 and with his Yuri Geller style front bumper, Burry was 11th and now mounted a charge through the field on his way to 8th place passing Jack Bellinger on lap 2, Stephen Lockett on the following lap and Class D winner and joint championship

leader Peter Horsman on lap 10.

After Burry had passed both him and Stephen Lockett, Jack Bellinger

spent the remainder of the race locked in a scrap for 10th, Lockett passed Bellinger under Keith Ahler's yellow flag on lap 2 which might have angered the white-overalled one if, after giving Lockett a hard time for 6 laps, he hadn't re-taken the place on the 9th lap and held the position to the flag.

So the last real tussle for posi-

tion was that for 12th which was taken by Mary Lindsay who having qualified in a modest 16th place 'mugged' Philip McKelvey in Paddock Hill Bend on the 1st lap and then after giving Jeremy Holden a hard time for 2 laps used Druids to add him to her list of demotees dragging McKelvey and Leigh Sebba past with her. McKelvey, having performed his first overtaking manoeuvre was contemplating his second until, close behind Mary Lindsay, as he put it '*that beautiful car became the widest Morgan I've ever seen ... behind that charming lady, there is a very aggressive woman*' he said. On lap 4,

Holden, having overcome his demotion recovered and took Leigh Sebba who promptly retaliated and then as Lloyd came round to lap him, he tucked in behind and was sucked past McKelvey and into 13th place which is where he finished.

David James worked solidly between practice and the race to try and solve the misfire that has dogged him all season but with no apparent luck he continued to circulate in last place well behind his equally solitary adversary, grid filler and class E winner Peter Sergeant.

*Jonathan Suffolk*

## MOG2000

It is usual Club etiquette to launch each annual MOG at the preceding year's event. The official launch for MOG2000 therefore will be at the Scottish Experience in July.

Hopefully we can be excused a slight breach of etiquette to give some advance details of next year's major event. The provisional programme has more than one departure from MOGs as we have known them in the past.

Firstly the date. MOG2000 will take place between 17th & 21st of August, a few weeks later than previous events.

Next the venue, a university campus – the University of Kent at Canterbury. Here we have facilities not enjoyed before all on site, such as (important ones first) a range of five bars; good accommodation; restaurants and a hall for the trade show allowing us to avoid the hassle of arranging a marquee (which normally costs quite a few thousand pounds).

But the main reason for including this piece in MogSport is the Saturday event. We hope to have Lydden Hill Circuit for the day. Ideally we would like to use it for a full day of racing – that will be best for the spectators. As far as the programme details are concerned though, the best people to ask are the drivers – so what do you want?

A number of short races; fewer longer events; a one-hour event run in two thirty minute heats? The choice, at the moment, is yours. I have spoken with some drivers, but if anyone else has any thoughts please let me know.

A few practical details: Lydden is nine miles from the MOG site at Canterbury and often described as 'a smaller Brands Hatch'. Only one mile in length (Brands is 1.2), it is situated in a natural amphitheatre, so spectators can view the entire circuit from some vantage points. From the driver's point of view, there are gradients, a long 200° bend (slightly banked) and a hairpin. It is not an easy circuit!

Spectators registered for the MOG will have free admission to the event, so there is the opportunity of competing in front of up to two thousand Mog enthusiasts. This also means that as a fair chunk of the costs involved are already covered, we will not be looking for entry fees to cover the lot.

As for the rest of MOG2000, there are some more unusual aspects planned (one very unusual) – but etiquette demands that you wait until JockMog to learn of these.

*Quentin English, MOG2000 Co-ordinator*  
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*"Proper Plus 8, at rest" by Andy Downes*

## Sweet Dreams Are Made of This (Round 3 Brands Hatch)

Boo-gatty, Boo-gatty - What? After recovering from the shock of my 3 year old companion correctly identifying a 1930s sports car we settled down to watch the main event of the day. The ensuing argument as to whether it was a type 35A or B was abruptly terminated as Peter Garland led the field round to the start.

So you've got between 350 and 400 bhp Peter? and Simon McDermott is a table dancer?? - amazing what you learn from the commentator!!

Well, what a fantastic race - who would have thought that the little +4s would hold the key to the event.

From the off, Peter G had a flyer. It looked like the San Marino grand prix all over again with Peter quickly amassing a significant lead over the crocodile of Keith Ahlers, Mathew Wurr, Rick Lloyd and Simon McD. Heh, and what a great start by Keith - still dreaming of his recent outing in an F40, he out dragged Mathew and was up behind Peter going into Paddock ..... and then, and then ..... oh dear. Storming down Brabham Straight, well past the braking point, Keith prods the carbon fibre brakes and wallop - back to reality - he's in the dirt and kissing the wall. What, no F40, no carbon fibre and no way back.

With Keith safely behind the tyre wall and searching in vain for the Autoglym, Mathew now had a clear view of Peter. What a great spectacle. The commentator's hysterical banter was drowned out by the thunder of the blue and red cars as Mathew began to inch up on Peter .... then



The most famous racing E type? On track at Brands.

there were the +4s to pass.

Peter aimed his blue projectile at the coughing and spluttering David James from half way down the Brabham Straight. Checking in his mirrors for the umpteenth time, David turned into Paddock and whooossh - the apex had been filled by the blue missile. The grandstand gasped as one, I covered the little boy's eyes, the smell of fear even enveloped that of the hamburger vans. Within the time it takes to split an atom, Peter was through. I'm not sure if David even knew what had happened but he soon received the full effect of the Wurr afterburner as 99 OK streaked past, onwards and upwards towards Druids.

With lots of battling white cars to pass, the race became tense, the commentator became confused and Mathew ran wide exiting Paddock. Oooooo eeeerh, he's lost it, he's held it, he's lost it, he's .... he's held it ... struth ... the chase is still on.

And so to the last lap and what became of that other +4 I hear you ask? Well, The Sarge was motoring along quite nicely thank you, perfecting his lines, shaving the apexes and looking forward to his 2nd successive win of the season. Merrily driving up the Cooper Straight and mindful that it would soon be time to change the film in his camcorder, The Sarge eased into Surtees.....

I could just imagine The Sarge whistling 'Nimrod' from Elgar's Enigma Variations, you know the one (tum-tum tummmm, ti-ti tummm), you could sense his taste buds beginning to wake with the Sunday roast just a few hours away, the faint whiff of apple blossom scenting the air from the nearby orchards ... ho,ho, I've got masses of this driv-el.

Now back to the plot..... All hell was let loose a short distance away on the Cooper Straight.

Mathew had turned kamikaze and was driving through rather than around the class D cars - (no problems passing Mary then eh Mathew? now Mr. McKelvey, please take note). Peter had dispensed with David for a second time, his exhaust blowing the +4 to the side of the track. With Mach 2 registering on the head up display, Peter had one car now between him and victory ..... The Sarge.

Mathew was far from finished. With the afterburner glowing red hot, he had locked on to Peter and the two became one through Surtees. Meanwhile, The Sarge had the +4 in a gentle drift at Clearways, a touch of opposite lock there, a might over adjustment here, tum te tum te tum - now how does Dorabella start?

You could sense the narrow Avons begin to bite, the over adjustment taking effect, the +4's chassis recoiling from its over extension, the +4 was moving back towards the apex. It was all happening in apparent slow motion like a great ocean liner calmly changing its course (mind you, considering the speed of these crates, it was probably in real time!!).

This was it. Peter had taken aim again some half mile back and nothing or no one was going to stop him. With his laser glinting off the apex, this missile was going to hit hard and boy, did you not want to be in the way. The supersonic boom could be heard in Essex, Peter shot past The Sarge and headed for the checkered flag in a shimmering blue haze. Wurr was a blur, the red streak on collision course, The Sarge was history. The camcorder whirred and recorded the perfect apex, the Avons chirping off the raised kerbing..

Oooh eerh, the whole crowd looked away, I swear there was complete silence for 3 whole seconds, I remember how vivid a certain young ladies red halter neck top looked against the blue sky, then ..... the sky fell in. Well at least it did for

Mathew. The brakes came on with the force of a 100 ton steam hammer, the red beast bucked and weaved to break free of its shackles, its snout tearing at the rear of the little +4. How Mathew controlled the uncontrollable is beyond belief.

The Sarge ambled round to take a class win and Mathew ..... well, words cannot capture his post race sentiments.

Fantastic.

*Boost*

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### Courtesy suites

As in recent years Lucas are kindly making available to us their box facilities at Donington Park on 5th June and at Silverstone on 7th August.

I would very much like to provide a bar facility, but invite a kind volunteer to step forward to take this on, on behalf of the TMT fund.

Invariably people are most helpful on the day but it would be a comfort to have some support pledged in advance.

So please contact me soonest with your offer to help.

*Peter Sargeant*  
Tel: 01531 650760

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### From John Clarke

Many thanks to all those who provided assistance after my engine let go at Snetterton. With the throttle stuck open, two valves cried enough puncturing the head and piston in turn. Special thanks to Peter H for lending me his trailer and Brian at Techniques for giving up his afternoon of racing to inspect the damage back at his work shop. To David James for unearthing a rare untouched TR4A head. Finally, let's just say that the 100 mph trip home in Peter's +8 round the M25 in the dark and pouring rain ... with the windscreen wipers in the glove-box .... was memorable.

Circuit **Brands Hatch** Length 1.2262 miles  
 Date 3-May-99 Weather/track Sunny/dry

# Qualifying & Race Results: Race 3

PRACTICE				Time		Behind			
Pos	No	Class	Driver	Car	(mins:secs)	Lap	(secs)	kph	mph
1	8	A	Peter Garland	+8	52.69	13		134.83	83.78
2	99	A	Matthew Wurr	+8	52.90	14	0.21	134.29	83.45
3	29	A	Keith Ahlers	+8	53.48	7	0.79	132.84	82.54
4	1	B	Richard Lloyd	+8	54.52	14	1.83	130.30	80.97
5	20	A	Simon McDermott	+8	55.60	6	2.91	127.77	79.39
6	53	C	Graham White	+8	55.95	13	3.26	126.97	78.90
7	21	C	James Paterson	+8	56.12	12	3.43	126.59	78.66
8	13	C	Chris Acklam	+8	56.63	13	3.94	125.45	77.95
9	50	C	Paul Burry	+8	57.02	13	4.33	124.59	77.42
10	54	D	Peter Horsman	+8	57.47	13	4.78	123.62	76.81
11	14	B	Grahame Walker	+8	58.50	6	5.81	121.44	75.46
12	17	D	Jack Bellinger	+8	59.09	13	6.40	120.23	74.71
13	27	C	Stephen Lockett	+8	59.14	7	6.45	120.12	74.64
14	55	B	Philip McKelvey	+8	59.51	13	6.82	119.38	74.18
15	42	D	Jeremy Holden	+8	1:00.08	11	7.39	118.24	73.47
16	7	D	Mary Lindsay	+8	1:00.17	13	7.48	118.07	73.36
17	31	D	Leigh Sebba	+8	1:00.84	13	8.15	116.77	72.56
18	34	E	Peter Sargeant	+4	1:04.12	12	11.43	110.79	68.84
19	11	E	David James	+4	1:04.88	12	12.19	109.50	68.04

RACE				Race time		Behind		Best					
Pos	No	Class	Driver	Car	(mins:secs)	Laps	(secs)	kph	mph	lap	on	kph	mph
1	8	A	Peter Garland	+8	10:45.83	12		132.00	82.02	52.85	6	134.42	83.53
2	99	A	Matthew Wurr	+8	10:47.44	12	01.61	131.67	81.82	52.72	9	134.75	83.73
3	1	B	Rick Lloyd	+8	11:00.80	12	14.97	129.01	80.16	53.76	3	132.15	82.11
4	20	A	Simon McDermott	+8	11:10.32	12	24.49	127.18	79.02	54.24	8	130.98	81.38
5	53	C	Graham White	+8	11:20.74	12	34.91	125.23	77.82	55.75	11	127.43	79.18
6	13	C	Chris Acklam	+8	11:21.71	12	35.88	125.05	77.70	55.71	9	127.52	79.24
7	21	C	James Paterson	+8	11:36.71	12	50.88	122.36	76.03	56.27	5	126.25	78.45
8	50	C	Paul Burry	+8	11:40.02	12	54.19	121.78	75.67	56.61	10	125.49	77.98
9	54	D	Peter Horsman	+8	11:43.03	12	57.20	121.26	75.35	57.55	10	123.44	76.70
10	17	D	Jack Bellinger	+8	11:02.64	11	1 lap	117.93	73.28	58.79	10	120.84	75.09
11	27	C	Stephen Lockett	+8	11:03.03	11	1 lap	117.86	73.24	58.96	5	120.49	74.87
12	7	D	Mary Lindsay	+8	11:11.18	11	1 lap	116.43	72.35	59.50	6	119.40	74.19
13	31	D	Leigh Sebba	+8	11:12.55	11	1 lap	116.19	72.20	59.23	10	119.94	74.53
14	55	B	Philip McKelvey	+8	11:14.86	11	1 lap	115.80	71.95	58.90	11	120.61	74.95
15	42	D	Jeremy Holden	+8	11:16.19	11	1 lap	115.57	71.81	59.64	11	119.12	74.02
16	34	E	Peter Sargeant	+4	11:01.88	11	1 lap	118.07	73.36	1:04.12	3	110.79	68.84
17	11	E	David James	+4	11:09.55	11	1 lap	116.71	72.52	1:05.45	7	108.54	67.45

Not classified													
29	A	Keith Ahlers	+8	1:01.54	11	dnf		115.42	71.73	1:01.54	1	115.44	71.73
14	B	Grahame Walker	+8	0:00.00	11	dnf							

Fastest laps				(mins:secs)	kph	mph		
A	Peter Garland		52.72	134.75	83.73	New lap record, circuit change		
B	Rick Lloyd		53.76	132.15	82.11	New lap record, circuit change		
C	Chris Acklam		55.71	127.52	79.24	New lap record, circuit change		
D	Peter Horsman		57.55	123.44	76.70	New lap record, circuit change		
E	Peter Sargeant		1:04.12	110.79	68.84	New lap record, circuit change		

Old Lap Records				(secs)	kph	mph
4-May-98	A	Peter Garland	+8	50.96	139.41	86.62
4-May-98	B	Grahame Walker	+8	52.25	135.96	84.48
29-Jul-90	C	John Millbank	4/4	55.05	129.05	80.19
4-May-98	D	James Paterson	+8	53.01	134.02	83.27
4-May-98	E	Peter Horsman	+8	56.24	126.32	78.49

## NEXT RACE Donington Saturday 5 June



### Testing:

Cost is £300 full day or £200 half day. Must book and pay in advance.  
 Tel: 01332 810048

### Petrol:

Unleaded only available at the circuit.

### Circuit length

1.9573 miles

### Old lap records

### Morgans

**Class A** 1:06.78

Matthew Wurr

**Class B** 1:11.98

Grahame Walker

**Class C** 1:26.88

Alan Wickenden

**Class D** 1:25.57

Rick Lloyd

**Class E** 1:29.01

Peter Horsman

### Programme

**Sat:** AC, Austin Healey Championship, **Morgan Motor Company Challenge**, Anglo American, Historic Racing Saloon Car Championship, Porsche Classic, Historic Formula Junior.

**Sun:** Thoroughbred GP cars, Group C and Le Mans raced cars, Inter-Marque, Thundersports, F2 Trophy, Aston Martin Championship, International Healey, Pre-war Sports Cars

Circuit Brands Hatch													
Date 03-May-99													
LAP CHART													
Laps -->													
Pos	1	2	3	4	5	6	7	8	9	10	11	12	Qual
1	8	8	8	8	8	8	8	8	8	8	8	8	1
2	99	99	99	99	99	99	99	99	99	99	99	99	2
3	1	1	1	1	1	1	1	1	1	1	1	1	4
4	29	20	20	20	20	20	20	20	20	20	20	20	5
5	20	53	53	53	53	53	53	53	53	53	53	53	6
6	53	13	13	13	13	13	13	13	13	13	13	13	8
7	13	21	21	21	21	21	21	21	21	21	21	21	7
8	21	54	54	54	54	54	54	54	50	50	50	50	9
9	54	27	50	50	50	50	50	50	54	54	54	54	10
10	17	50	27	27	27	27	27	27	17	17	17	17	12
11	27	17	17	17	17	17	17	17	27	27	27	27	13
12	50	42	7	7	7	7	7	7	7	7	7	7	16
13	42	7	55	55	55	55	55	55	31	31	31	31	17
14	7	55	31	42	31	31	31	31	55	55	55	55	14
15	55	31	42	31	42	42	42	42	42	42	42	42	15
16	31	34	34	34	34	34	34	34	34	34	34	34	18
17	34	11	11	11	11	11	11	11	11	11	11	11	19
18	11												

Please note that I have included the Drivers Contact list with this issue (for Registered Drivers only). Please let me have any new or corrected information and I will then circulate an up-to-date list.  
 Chris Acklam

*Morgan Motor Company Challenge*  
 Any information, stories, photos or anything remotely interesting to participants in the race series  
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