



## The *Unofficial* Race Series Newsletter

### Boom Bang-A-Bang

The weather man said it would be a miracle if it didn't rain but once again we were blessed with a rain free day as the Morgan circus continued to follow the Aston Martin Owners Club around the country stopping off at Donington Park for round 4 of the championship.

With 2 withdrawals prior to the event, Chas Windridge made it 3 after qualifying. Having barbecued his car in qualifying at Snetterton, he saved it from further abuse for Spa where his bad luck had continued when his engine chewed itself up. By the end of qualification at Donington, last year's pole man had lost confidence in his unpredictable class A car which had tried it's best to throw him off the circuit on 3 occasions.

The roar of the Rovers seemed a little tame after the thoroughbred grand prix cars had shattered ear-drums earlier in the day, but nevertheless a healthy sound rattled around Donington as the 20 cars charged off the line and into Redgate. Garland got his customary flyer and led Matthew Wurr and Keith Ahlers safely round Redgate. Following them, Simon McDermott had Rick Lloyd on his inside and Chris Springall on his outside and they all went into Redgate together. Lloyd was travelling considerably faster than McDermott who was forced to turn into Redgate slightly earlier than he and Lloyd had planned having found Springall charging round him on the outside. Lloyd hit

McDermott and as they locked horns McDermott was pushed sideways across the corner and into the path of James Paterson who, with no



chance of avoiding the stranded McDermott scrubbed off as much speed as he could before meeting McDermott amidships. Chris Acklam went sideways over the rumble strip and across the gravel desperate to avoid the collision while Jeremy Holden (who had started 5 rows behind McDermott) saw what he thought was daylight as the cars in front of him went left and right to avoid the mêlée. Sadly for Holden the daylight was bouncing off Simon McDermott's car into which he ploughed and became the 3rd victim of the accident. Perhaps not surprisingly the race was stopped and those who had managed to avoid the collision waited on the grid as the 3 stranded cars and their angry drivers (all of whom were unhurt one of whom was performing air Kung-Fu in his disappointment) were collected from the scene of their accident.

With the race now reduced to a 7 lap sprint, the 17 remaining cars blasted off on the re-start. Again it was Garland who, fully aware of the importance of a good start against Wurr, made a great one and once again beat him

off the line from Keith Ahlers who "asleep today" was under pressure from Lloyd as they swept through the Craner Curves together. By the end of lap 1 Garland and Wurr had a fair slice of track between them but into Redgate Wurr ate it all up under braking and tried to slip inside Garland who had run wide but still managed to keep his lead. The battle went on lap after lap, Garland making ground through the corners maintaining it on the straight but losing it all under braking to Wurr who was spectacular through Goddards and Redgate, he tried passing on the inside, when that didn't work he tried round the outside and on lap 4 he tried sideways. By lap 6 he was getting desperate and as they approached Redgate together, Wurr performed the most spectacular manoeuvre of the year gaining 25 yards under braking passing Garland on the outside. It looked like he could



hold on but almost inevitably he lost grip on the 'marbles', ran out of corner and drifted on the more forgiving part of the gravel trap losing ground as he rattled back onto the circuit waving his hand in resignation. All this bluster belied the controlled drive Garland put together. He withstood the extraordinary

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#### Championship standings after 4 rounds

##### Class A

Peter Garland	32
Matthew Wurr	18
Simon McDermott	16
Chris Springall	12
Malcolm Paul	8
Keith Ahlers	6

##### Class B

Rick Lloyd	44
Philip McKelvey	24
Adrian van der Kroft	22
Grahame Walker	8

##### Class C

Chris Acklam	32
Graham White	25
James Paterson	16
Paul Burry	12
Chris Springall	11
Martin Kurrein	8
Stephen Lockett	2

##### Class D

Peter Horsman	43
Jack Bellinger	33
Leigh Sebba	18
Mary Lindsay	14
Kelvin Laidlaw	10
Jeremy Holden	2

##### Class E

David James	22
Peter Sargeant	19
Brian Jenkins	14

*continued from front page*

pressure from Wurr and drove to one of the finest wins and most entertaining Morgan races this writer has seen. The final podium position was taken by Keith Ahlers who, on his fourth outing of the year, at last finished a race and finally took some well deserved and hard earned points.

Behind him Rick Lloyd continued his steady march toward consecutive titles but not without his fair share of luck. Having recovered from the debacle at Redgate he had to perform some hasty modifications to his car prior to the restart (after getting permission from the marshals). His luck continued when, having put up Class B fastest lap once again, he passed the chequered flag as his radiator blew up.

Chris Springall held 5th position from start to finish briefly catching Lloyd as his fledgling relationship with his new class A car continued to improve.

With only 2 cars left in class C, Chris Acklam and Grahame White took up where they had left off at Brands. White managed to hold onto his grid position for the opening lap, but by the end of the next and under pressure from Acklam, his erratic driving left him grass-bound at the Esses and Acklam, only a whisker behind, got him. White spent the next lap close on the editor's tail eventually re-taking him in exactly the same place keeping him at bay during an intense and exiting battle for 6th place.

Next man along the road was Adrian Van de Kroft. After losing places in both starts, Van de Kroft drove a well controlled race on a circuit he didn't know, re-taking 8th place having first powered by Mary Lindsay then Jack Bellinger and Peter Horsman who were having a ferocious

tussle for the class D trophy. Amazed at his luck at avoiding the Redgate carnage, Bellinger held his concentration and made the better start keeping the joint championship leader in his mirrors until the second lap when Horsman out-braked him into Redgate and drove the next 5 laps sideways in his efforts to keep Bellinger behind. As they went through the Esses for the final time side by side, Horsman grabbed the better line and just did enough to pip Bellinger who made the usual excuses but he couldn't better Horsman's who displayed the errant gear knob which had fallen off on the 3rd lap.



Leigh Sebba and Mary Lindsay had another great dual for 11th place with the Class B interloper McKelvey who had out-dragged Lindsay into the 1st corner staying ahead of her until the 2nd lap when she slipped by and set off in pursuit of Sebba who had more luck keeping her behind while she tried everything to get past. On lap 6, Sebba 'gave up thinking of ways to block her' and lost his position on Starkey's Straight but on the final lap Lindsay got too wiggly through the Esses and an elated Sebba, who had kept her honest, took his chance and got by just in time to take the chequered flag and 11th place.

John Clarke reappeared for this round after an almost complete engine rebuild following his problems at Snetterton earlier in the season. Having qualified well on low revs, Clarke watched his counter as he ran the new motor in. By lap 3 he was concentrating less on the rev counter and more on a resurgent Peter Sargeant who

could see consecutive class wins on the horizon and closed. When Clarke ran wide into Redgate, Sargeant leapt into the vacated tarmac just as Clarke shut the door and they collided, Clarke spinning round and hitting Sargeant's car on the other side. Clarke retired to grass but Sargeant somehow managed to struggle round for another lap before he too pulled off and into retirement.



The unfortunate demise of Clarke and Sargeant had to be good news for someone. Had it not been for his multi-point harness, David James would have been jumping up and down in his car, for although he again spent the entire race alone avoiding the snarling class A cars as they lapped him, James cruised to a popular class win and the afternoon's biggest cheer when he stepped forward to collect the class winner's trophy.

Providing firm support for the rest of the field was Brian Jenkins. The affable retired draper had problems following a start line engine fire in a recent hill climb event but despite all this and his solitary race he enjoyed himself finishing last but reaping the rewards of his class mates' mishaps to finish 2nd in class.

Rick Lloyd's run of luck at Donington and Jack Bellinger's fastest lap left Peter Horsman a single point behind the '98 champion. Halfway into the season we have an outright leader for the first time. What chance then of stopping the Burley man's relentless charge towards consecutive titles? Only one-SABOTAAAAAAAAGE

*Jonathan Suffolk*

## AMAZING OFFER FOR SPA ENTRANTS IN SEPTEMBER

Reply-To:

<keith.ahlers@  
btinternet.com>

From: "Keith Ahlers"  
<Keith.Ahlers@  
btinternet.com>

Subject: **Spa-  
Francorchamps &  
Zandvoort this  
September**

I think Barry Siddery-Smith has another British Sports Car race at Spa on 11th September and we are at Zandvoort on 18th/19th Sept.

It occurred to me that if anyone is interested in both weekends but concerned about being away from home/work for too long, or, taking the racecar back to England after Spa only to ship it out again for Zandvoort then there is another solution.

Instead of drifting around the low countries between races I could make myself useful. Therefore here is the offer!

If anyone wants to go to both meetings but needs to get home in between then I will cheefully tow their trailer from Spa to Zandvoort in the intervening week (f.o.c.). The two places are not that far apart and I can soon zap back and forth in the Transit!

Maybe a note to this effect in MogSport would bring this to the attention of a wider audience.

Best wishes, Keith.

## Bentley Drivers' Club Meeting

Please note that this year we have been especially requested by the Secretary of the meeting to leave the garages free for the Formula Libre competitors.

## Days of Thunder

### Round 4 Donington Park Class E

+4s returned in greater numbers to Donington Park to witness a well deserved victory for David James.

What is it with these +4s? Just minutes before practice on a beautifully sunny morning, John Clarke, David James and Brian Jenkins were all looking gloomily under their bonnets. Collaring the renowned experts of Jack Bellinger and John Smith, the Supersports was being given a compression test, Brian was having his ignition system sorted and the saga of the misfiring Silver Arrow continued. Only the Sarge was looking relaxed as he wheeled out his glorious machine from its new boxed trailer.

All four +4s assembled for practice which saw John just pipping The Sarge for pole from David and Brian.

A few hours later and with the weather becoming increasingly threatening, the four +4s lined up on the grid. When the lights turned green, Peter and David had a flyer. Peter took John on the left whilst David stormed past on the right. Perhaps John had some foresight of things to come as by Redgate, the +8s were swirling and twirling, scattering glass and debris right across the track. The plucky +4 pilots all came through unscathed, but the carnage was too much for the marshalls and the red flag was shown.

At the re start, John seemed to have it more together as the +4s took off in qualifying order. Redgate was navigated without incident and the +4s streamed down through the Craner Curves. John and The Sarge quickly put some distance between David and Brian with David establishing a small gap on Brian by the end of the first lap.

The Sarge and John were having a great scrap. The Sarge was pushing John all the way. The Sarge poked his nose up the inside at the Old Hairpin and then again at McCleans. John seemed to steal a march at Coppice and pulled out a small lead down the Starkey

Straight but by Redgate, The Sarge was snapping at his heels.

By the fourth lap, The Sarge had closed right up on John and down the Starkey Straight they were neck and neck. With the Esses looming ever closer, The Sarge left his braking ever so late and scrambled through into the lead. John was having none of it, and with The Sarge searching for a gear, John re took the lead down the Wheatcroft Straight. Exciting stuff....but more.....

John thundered towards Redgate and seemed to leave his braking as late as possible turning in deep to the ever tightening corner. The Sarge was taking a more direct line and seemingly leaving his braking even later. The two cars were on a collision course and impact seemed certain. Inevitably, the two cars clattered together spinning John around and on to the grass. The Sarge managed to keep his car pointing in the correct direction and headed off down the Craner Curves. But the drama had not finished....

In the meantime, David had pulled out a significant lead over Brian and soon came across John stranded on the inside of Redgate. With renewed vigour, David set off after The Sarge.

You would have hardly recognised the former beauty as The Sarge manfully tried to keep his shattered wreck going. But with the rear tyre rapidly deflating, time was not on his side. Hoping that the race was soon to end, The Sarge was motoring on his rims watching the Silver Arrow draw ever closer. Across the start finish line, there was no chequered flag and The Sarge gave up the unequal struggle. David dashed by into the lead and took the chequered flag on the his next lap.

This was a well deserved and popular victory for David and he was warmly congratulated by the +4 and +8 pilots alike. Off to Mallory next – let's hope that all can be put right in time.

*I – Spy*



Dear Serena,

#### The Morris Stapleton Trophy

Further to our recent telephone conversation regarding the Bentley Drivers Club 50<sup>th</sup> celebrations this year at Silverstone, we are extremely keen that the Morgan Sports Car Club continues to enjoy sharing our day and helps us to celebrate this birthday. We regard the Morgans as a feature of the day and look forward to more entertainment of the quality we usually enjoy.

However, as I previously explained, we wanted to make this day a particularly memorable one by adding some exotic glamour to the proceedings which even the Morgans cannot supply! To this end, we have gained dispensation from the RAC MSA to run a Formula Libre race, much as was prevalent in the late forties and early fifties, mixing sports cars with single seaters. We have also received enormous support from the owners of these cars and will have no problem in filling a grid, primarily from members of the BDC who count themselves amongst the ranks of these fortunate individuals.

Consequently, the inclusion of this race, along with extra parades, places a great pressure upon the timetable for the day and our Clerk of the Course has insisted that we lose an existing race in order to create a suitable window. Therefore, it has been the reluctant decision of our Competitions sub-committee that the race that we feel we would be most comfortable losing would be the above. It has not been an easy decision and I would like to assure you that this should in no way be interpreted as any reduction in our normal level of support for your activities, especially given the many years of tangible support your members have given us for many years. We most definitely wish this mutually beneficial relationship to continue!

As a small measure of compensation, we would like to add a feature on the sporting activities of the MSCC, especially in relation to our meeting at Silverstone, in our commemorative programme for the day. If you can provide some copy (500 words, approx.) plus some photos, I will be happy to include it. Please let me know asap if this idea is appealing. The copy will be needed by the middle of June.

In conclusion, many thanks for your understanding and I look forward to speaking to you again soon.

Yours sincerely,

Simon Towle

Secretary of the Meeting

Circuit	Donington Park									
Date	05-Jun-99									
LAP CHART										
	Laps -->									
Pos	1	2	3	4	5	6	7		Qual	
1	8	8	8	8	8	8	8		1	
2	99	99	99	99	99	99	99		2	
3	29	29	29	29	29	29	29		3	
4	1	1	1	1	1	1	1		5	
5	35	35	35	35	35	35	35		7	
6	53	13	53	53	53	53	53		9	
7	13	53	13	13	13	13	13		10	
8	41	41	41	41	41	41	41		11	
9	17	54	54	54	54	54	54		13	
10	54	17	17	17	17	17	17		12	
11	31	31	31	31	31	7	31		16	
12	55	7	7	7	7	31	7		14	
13	7	55	55	55	55	55	55		17	
14	18	18	18	18	34	11			20	
15	34	34	34	34	11	26			21	
16	11	11	11	11	26					
17	26	26	26	26						

(supplied by Jan Jones)

(supplied by Jan Jones)



# Qualifying & Race Results: Race 4

Circuit	Donington Park				Length		1.9573 miles		
Date	5-Jun-99				Weather/track		Cloudy/dry		
PRACTICE					Time		Behind		
Pos	No	Class	Driver	Car	(mins: secs)	Lap	(secs)	kph	mph
1	8	A	Peter Garland	+8	1:19.70	11		142.28	88.41
2	99	A	Matthew Wurr	+8	1:19.86	6	0.16	142.00	88.23
3	29	A	Keith Ahlers	+8	1:21.47	11	1.77	139.19	86.49
4	6	A	Chas Windridge	+8	1:22.11	6	2.41	138.11	85.82
5	1	B	Richard Lloyd	+8	1:22.19	11	2.49	137.97	85.73
6	20	A	Simon McDermott	+8	1:22.31	8	2.61	137.77	85.61
7	35	A	Chris Springall	+8	1:24.27	10	4.57	134.57	83.62
8	21	C	James Paterson	+8	1:25.12	10	5.42	133.22	82.78
9	53	C	Graham White	+8	1:25.39	10	5.69	132.80	82.52
10	13	C	Chris Acklam	+8	1:26.11	10	6.41	131.69	81.83
11	41	B	Adrian van der Kroft	+8	1:28.34	10	8.64	128.37	79.76
12	17	D	Jack Bellinger	+8	1:29.06	10	9.36	127.33	79.12
13	54	D	Peter Horsman	+8	1:29.34	8	9.64	126.93	78.87
14	7	D	Mary Lindsay	+8	1:30.36	10	10.66	125.50	77.98
15	42	D	Jeremy Holden	+8	1:30.92	9	11.22	124.72	77.50
16	31	D	Leigh Sebba	+8	1:31.43	9	11.73	124.03	77.07
17	55	B	Philip McKelvey	+8	1:32.46	9	12.76	122.65	76.21
18	18	E	John Clarke	+4 SS	1:34.07	9	14.37	120.55	74.90
19	34	E	Peter Sargeant	+4	1:34.37	9	14.67	120.16	74.67
20	11	E	David James	+4	1:38.47	9	18.77	115.16	71.56
21	26	E	Brian Jenkins	+4	1:58.25	3	38.55	95.90	59.59

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	9:23.15	7		140.96	87.59	1:19.43	3	142.77	88.71
2	99	A	Matthew Wurr	+8	9:24.47	7	1.32	140.63	87.38	1:19.15	4	143.27	89.02
3	29	A	Keith Ahlers	+8	9:36.21	7	13.06	137.76	85.60	1:21.29	2	139.50	86.68
4	1	B	Richard Lloyd	+8	9:46.72	7	23.57	135.29	84.07	1:22.71	7	137.10	85.19
5	35	A	Chris Springall	+8	9:55.72	7	32.57	133.25	82.80	1:23.35	3	136.05	84.54
6	53	C	Graham White	+8	10:09.99	7	46.84	130.13	80.86	1:25.63	6	132.43	82.29
7	13	C	Chris Acklam	+8	10:10.23	7	47.08	130.08	80.83	1:25.39	7	132.80	82.52
8	41	B	Adrian van der Kroft	+8	10:27.35	7	1:04.20	126.53	78.62	1:28.44	2	128.22	79.67
9	54	D	Peter Horsman	+8	10:29.82	7	1:06.67	126.03	78.31	1:28.44	4	128.22	79.67
10	17	D	Jack Bellinger	+8	10:30.14	7	1:06.99	125.97	78.27	1:28.09	5	128.73	79.99
11	31	D	Leigh Sebba	+8	10:51.90	7	1:28.75	121.77	75.66	1:30.93	4	124.71	77.49
12	7	D	Mary Lindsay	+8	10:52.24	7	1:29.09	121.70	75.62	1:30.82	3	124.86	77.59
13	55	B	Philip McKelvey	+8	10:53.49	7	1:30.34	121.47	75.48	1:30.71	5	125.01	77.68
14	11	E	David James	+4	10:40.20	6	1 lap	106.28	66.04	1:44.40	2	108.62	67.49
15	26	E	Brian Jenkins	+4	10:49.14	6	1 lap	104.81	65.13	1:46.88	3	106.10	65.93

## Not classified

34	E	Peter Sargeant	+4	8:31.64	5	dnf	110.82	68.86	1:32.83	8	122.16	75.91
18	E	John Clarke	+4SS	6:22.04	4	dnf	118.73	73.78	1:33.07	6	121.84	75.71

## Fastest laps

		(mins: secs)	on	kph	mph	
A	Matthew Wurr	+8	1:19.15	4	143.27	89.02 New lap record
B	Rick Lloyd	+8	1:22.71	7	137.10	85.19 New lap record
C	Chris Acklam	+8	1:25.39	7	132.80	82.52 New lap record
D	Jack Bellinger	+8	1:28.09	5	128.73	79.99 New lap record
E	Peter Sargeant	+4	1:32.83	3	122.16	75.91 New lap record

## Existing Lap Records

Existing Lap Records			(mins: secs)	kph	mph	
	A	Matthew Wurr	+8	1:19.34	142.93	88.81
May-94	B	Chas Windridge	+8	1:20.73	140.47	87.28
May-94	C	Alan Wickenden	+4	1:26.88	130.52	81.10
27-Jun-98	D	Rick Lloyd	+8	1:25.57	132.52	82.35
27-Jun-98	E	Peter Horsman	+8	1:29.01	127.40	79.16

## Sub-Editor sacked

Apologies to Matthew Wurr and everyone for the sloppy sub-editing in the last issue. Among other errors, fastest Class A lap at Brands was wrongly attributed to race winner Peter Garland when it was really Matther Wurr's.

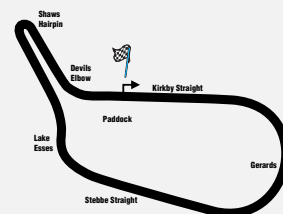
You just can't get the staff these days ...

## Entry Forms included

Entry forms are included for registered drivers for the **Bentley Drivers' Club** meeting on Saturday 7th August.

If yours are not included and you are registered please let me know. If you are not registered and you want to enter, contact Serena. *Chris Acklam*

## NEXT RACE Mallory Park Sunday 4 July



## Testing:

Every Wednesday morning. Cost is £50 (half day only). Tel: 01455 842931

## Noise:

Strict on noise levels here (and prepared to black flag cars over the limit). Also tested drivers for drugs and drink last time ...!

## Petrol:

Available

## Circuit length

1.35 miles

## Prevoius lap records

## Morgans

Class A 50.01

Peter Garland

Class B 52.11

Malcolm Paul

Class C 54.81

Alan Wickenden

Class D 55.49

Chris Springall

Class E 56.43

Peter Horsman

## Programme

AMOC Inter-Marque, Aston Martin Championship, Anglo American Challenge, Historic Formula Junior Championship, **Morgan Motor Company Challenge**, Fleming Thoroughbred Sports Cars, MGCC BCv8 Championship, TR register Championship, Jaguar XK Challenge, WRDA Championship.

Any information, stories, photos or anything remotely interesting to participants in the race series, please send or email to Chris Acklam at The Old Vicarage, Sellindge, Ashford, Kent TN25 6EH.

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