



MogSport



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The *Unofficial* Race Series Newsletter

Lloyd banks another winner

As long as I can remember, the Bentley Drivers meeting at Silverstone (the Jewel in the crown of the Morgan Race series) has always been a guarantor of spectacular and fine weather. So when it rained all day for the Bentley's 50th Anniversary bash, the bedraggled T-shirt and shorts wearers were as surprised as I was.

An enormous registration of 37 entrants (including 4 reserves) for the race reflected the 'affection which Morgan Drivers have for this meeting' and even the inevitable and now customary withdrawals meant a not inconsiderable grid of 32 assembled in the persistent rain for the 2 o'clock start of race No 4, the Tony Morgan-Tipp Memorial.

Matthew Wurr led the weaving field round to the grid on the green flag lap, bringing them to a standstill in the complex before the pit straight. As the damp Union Flag was waved from the bridge above the start line, Wurr got his customary terrible start as Peter Garland and Rick Lloyd passed him on the drag to Copse. By the time the leaders reached Brooklands, Wurr was past Lloyd and chased Garland over the line at the end of the first lap then Garland spun at Copse corner and dropped to 4th while Wurr began to eke out a bit of a gap to James Edgerton who had passed Lloyd for 2nd. By lap 4, Garland was on the charge again and took Lloyd for 3rd place but lost control again into Becketts. On lap 5, while Wurr consolidated his lead,

Edgerton closed and posted the race's fastest lap but on the next lap he was forced to retire when an oil pipe split. By lap 7, Wurr had a healthy lead over the scrap between Lloyd and Garland but, as he charged down the Revitt straight, his engine dramatically exploded throwing oil at the seasoned veteran who manhandled what remained of his car round Brooklands and the complex into retirement.

With water flooding across the circuit, the oil from Wurr's stricken motor had made its way onto the racing line and as the tail-enders twitched their way round Brooklands, David Sherman tiptoed into a tank-slapper. Then when Lloyd and Garland tried to squirt past the semi-retired property manager's transverse vehicle, Garland and Sherman's car met so Garland, his bodywork now scraping against his tyre, headed for the pits - spinning once more for good measure. Once there, fearing team aid Mike Duncan was not coming to the rescue, he undid his belts and prepared to jump out of the car, but Duncan was there, he sorted out the bodywork and the two then struggled to reassemble the seat belt losing considerable time in the process.

Garland's problems left Lloyd who kept his head (and car) on track while all around him (Garland) were losing theirs, and held a 7 secs cushion to the flag and a surprise win, maintaining his slender lead in the championship.

Second on the track and first

in class C was James Paterson. He made a cautious start and lost ground to Grahame White who he chased hard, eventually slipping by at Becketts on lap 6 while White struggled on the treacherous circuit. Behind them, Martin Kurrein made his season debut in his 1996 championship winning car and made an impressive start from 15th place taking advantage of others' caution through Becketts overhauling 4 cars by the end of lap 2 and passing Keith Ahlers on his way to an impressive 4th place. Ahlers meanwhile was also impressive. Following his demolition job at Mallory, Ian Grimes had worked hard to rebuild the car during the 4 week interval and Ahlers, nursing a 'box of neutrals', caressed his unfinished, 3-toned car round Silverstone to a Class win which amazed him and left him re-assessing his normally aggressive strategy.

Paul Burry was having a great time in the wet. The ex-cart racer had axle tramp as he tried to get off the line and was passed by Malcolm Paul then Kurrein and Ahlers so he tracked Simon Orebi Gann who was elated to be back and thrilled with his car but, on lap 8 Orebi Gann spun at Becketts and let both Burry and Horsman by.

Mark Baldwin was next. With factory support from the big chief, Baldwin ran well in 7th place in the 'works' car but on lap 6 he had a huge spin exiting Luffield demoting himself to 11th but re-passing Jack Bellinger who had himself

passed 5 cars (most importantly Mary Lindsay) en route to 10th.

Barry Sumner had a curious race in his Class A 'funny car'. Having spun into the gravel trap on lap 4, it took him nearly a complete lap to recover and he rejoined the field in virtually the same position as he had left it. This obviously caused some confusion to the timekeepers who, although Sumner had disappeared for an entire lap, still credited him with 11th place just ahead of Peter Garland and Chris Acklam.

Nineteen-Eighties winner Grahame Bryant managed to keep ahead of John Clarke who made the worst start of all. Having posted 14th fastest time in qualifying in his Super Sport, Clarke bogged down and went backwards on the grid then staged a dramatic recovery from 23rd at the end of lap 3. Once he realised there was oil on the track he said 'yyyyyesss' and on his way to 15th, took van de Kroft then Stephen Lockett round the outside through Luffield.

Mary Lindsay kept her car on track but had a luckless time as she had to back off twice to allow others to spin in front of her. Consolation was found later in the paddock when some cheesy hack from *The Times* interviewed and photographed her for his chip wrapping.

Kelvin Laidlaw finished 19th but thought he'd finished 17th having got by Lindsay and van de Kroft but when the chequered flag was brought out in front of the

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wrong car, the result was backed up 1 lap and taken from the end of the ninth lap.

Chris Springall spun 4 times on his way to 20th followed by Daniel Ward and Reiner Vierling who didn't enjoy the conditions and was rather more exited about his forthcoming trip around the Morgan factory.

Peter Sargeant pipped Philip McKelvey and Doug Taylerson to the line, both of whom were just pleased to have finished in the appalling mire.

The final three places were taken by David James, who had spun at Copse, Stephen Wheatley who was boxed at the start by his 'best mate' McKelvey, and Leigh Sebba who had a torrid time spinning on the oil at only 5mph.

Malcolm Paul erred on the side of caution and retired early from what he later found out to be 9th position.

Jonathan Suffolk

Circuit	Silverstone National										
Date	7-Aug-99										
LAP CHART											
	Laps -->										
Pos	1	2	3	4	5	6	7	8	9	10	Qual
1	8	99	99	99	99	99	1	1	1		99
2	99	3	3	3	3	1	21	21	21		8
3	1	1	1	8	8	8	8	53	53		1
4	3	8	8	1	1	21	53	36	36		3
5	53	53	53	53	53	53	36	29	29		53
6	21	21	21	21	21	16	29	50	50		21
7	43	43	43	43	43	43	39	54	54		43
8	16	16	16	16	16	36	50	39	39		39
9	29	29	29	29	29	29	16	43	43		50
10	39	36	36	36	36	39	54	57	17		16
11	50	39	39	39	39	50	43	17	57		52
12	36	50	50	50	50	54	57	52	8		57
13	54	54	54	57	54	57	52	13	13		18
14	57	57	57	54	57	52	17	18	52		36
15	7	7	17	17	52	17	13	27	18		13
16	41	41	52	52	17	13	27	8	27		29
17	13	17	41	13	13	27	18	41	41		54
18	17	13	7	41	41	41	41	7	7		35
19	52	52	13	27	27	18	35	16	71		7
20	71	27	27	7	35	35	7	71	35		17
21	18	71	35	35	7	7	71	35	25		41
22	27	18	71	18	18	71	25	25	62		71
23	35	35	18	71	71	25	62	62	34		25
24	34	11	11	62	62	62	34	34	55		47
25	11	34	25	25	25	34	55	55	23		27
26	25	25	62	34	34	55	23	23	11		62
27	31	62	34	31	31	31	11	11	44		11
28	62	31	31	55	55	23	44	44	31		34
29	23	55	55	23	23	11	31	31			55
30	55	23	23	47	47	44					23
31	47	47	47	11	11						31
32	44	44	44	44	44						44

(supplied by Jan Jones)

Birkett Stuff

The +8s have returned to their controversial ways by slipping in Class A and B cars into their 'standard' team. Not to be outdone, the four cylinder cars are planning a few surprises. Always the underdog, perhaps we should call the team 'the Ronnie Radfords'?

The 4 cylinder team is now one sandwich short of a picnic and a full announcement will appear in MogSport in due course.

If you are able to lend a hand on Saturday 23 October at Snetterton in sunny Norfolk then please give me a call on 01494837605 or Email me at JohnClarke@morgan-egal.freeserve.co.uk

John Clarke

Diary date

Don't forget that this year's Drivers' Meeting & Dinner is on Saturday 27th November. Details to be issued in due course.

SILVERSTONE August 7

Battling the Bentleys



Three-wheeler Morgans of Bill Tuer and Greg Bibby swarm over Stanley Mann's Bentley

Day-long rain didn't dampen the spirits of the Bentley Drivers Club, who put on a cracking show for the 50th anniversary of their Silverstone meeting. The AC, Lagonda, MG, and Morgan Owners Clubs helped create a varied race card.

The Bentley, Vintage and PVT race was a tale of two three-wheelers. Pole-man Michael Haig

fell foul of a wheel-nut failure on lap seven, so the frantic battle between two tiny Morgan three-wheelers and Stanley Mann's massive Bentley became a fight for the lead. The sight of Mann looking down on the little Morgans swarming past on the straight was unforgettable. The race ended with Morgan men Bill Tuer and Greg Bibby one-two, and

Mann's silver 'Monti' back in third.

Matthew Wurr led the Morgan Challenge and was 'well in control' when his engine suffered 'a huge blow out'. The wet track led to some hairy moments, but Richard Lloyd handled it well to win from fourth. James Paterson and Graham White rounded out the top three.

The Allcomers Handicap races were split into two. Henry Brooks won the race for slower cars in his Juno F3, with Simon Davidmann's Riley TT Sprite second, followed by Alaric Coombs' Aston Le Mans. Martin Barrow tasted victory in the race for the faster cars, ahead of Ian McCallum and Simon James.

The scratch race for allcomers saw Peter Garland tear away from the rest of the field and finish a full length of the Silverstone start-finish straight ahead of McCallum's Aston. Richard Lloyd finished third after the threatening Martin Barrow spun at Brooklands on the last lap.

Once Paul Smeeth got into the lead of the MG T and ACOC race on lap one, there was no catching him. He enjoyed a comfortable gap to

Andy Shepherd, who had space from David Clewley in third.

The duel between Kenneth White's 1953 Cooper Bristol and Julian Bronson's 1937 ERA ended the Formula Libre race in that order. Despite regularly changing places with the top two, Tony Bianchi had to settle for third in his Farrelac.

In the Bentley Lagonda Handicap, Nick Hine overcame a one-lap deficit to win from Clive Morley, with Sam Stretton in third. Gordon Riseley drove his Jaguar to a win in the Vintage and PVT handicap, ahead of Simon Davidmann's Riley and Mark Butterworth's Lagonda.

The Bentley Handicap race had cars with huge speed differences, so it started from the pit lane. Jock Mackinnon headed a hat-trick for the Bentley 3-litres, followed by Paul Mallin and Sebastian Welch in a race that epitomised a day full of fun.

Will Gray

+ **STAR DRIVE Peter Garland** took his Morgan +8 to a runaway victory in the allcomers race.

Championship standings with 2 rounds to go ...

1999 Morgan Motor Company Challenge				RACE 1 CASTLE COMBE 05-Apr-99			RACE 2 SNETTERTON 25-Apr-99			RACE 3 BRANDS HATCH 3-May-99			RACE 4 DONINGTON PARK 5-Jun-99			RACE 5 MALLORY PARK 4-Jul-99			RACE 6 SILVERSTONE NAT. 7-Aug-99			RACE 7 OULTON PARK 4-Sep-99			RACE 8 BRANDS HATCH 2-Oct-99			TOTAL	Less 1	round
No.	Class	Driver	Model	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points			
29	A	Keith Ahlers	+8	dnf	1:22.34					dnf	1:01.54		3	1:21.29	6				5	1:20.73	10						16	16		
52	A	Grahame Bryant	+8																14	1:22.71	4						4	4		
	A	James Edgerton	+8																dnf	1:15.74	1						1	1		
8	A	Peter Garland	+8	2	1:16.36	11	dnf	1:18.62	1	1	52.85	10	1	1:19.43	10				12	1:16.97	6						38	37		
20	A	Simon McDermott	+8				1	1:20.10	10	4	54.24	6	dnf														16	16		
16	A	Malcolm Paul	+8	3	1:22.26	8													dnf	1:20.39							8	8		
35	A	Chris Springall	+8				3	1:20.38	8				5	1:23.35	4				20	1:25.07	2						14	14		
57	A	Barry Sumner	+8																11	1:24.39	8						8	8		
6	A	Chas Windridge	+8																								0	0		
99	A	Matthew Wurr	+8				dnf	1:19.08		2	52.72	9	2	1:19.15	9				dnf	1:16.12							18	18		
43	B	Mark Baldwin	+8																9	1:20.07	8						8	8		
60	B	Christian Bock	+8																								0	0		
2	B	Andrew Jenkins	+8																								0	0		
41	B	Adrian van der Kroft	+8	7	1:20.45	6	10	1:24.27	8				8	1:28.44	8				17	1:24.30	6						28	28		
1	B	Rick Lloyd	+8	1	1:16.85	11	2	1:20.45	11	3	53.76	11	4	1:22.71	11				1	1:17.96	11						55	44		
55	B	Phillip McKelvey	+8	13	1:29.41	4	14	1:29.62	6	14	58.90	8	13	1:30.71	6				24	1:26.96	4						28	24		
14	B	Grahame Walker	+8	4	1:21.77	8				dnf																	8	8		
13	C	Chris Acklam	+8	6	1:21.34	8	6	1:23.40	6	6	55.71	9	7	1:25.39	7				13	1:21.61	1						31	30		
44	C	Paul Burry	+8	8	1:21.92	6	8	1:23.75	2	8	56.61	4							6	1:20.45	4						16	16		
36	C	Martin Kurrein	+8				5	1:23.94	8										4	1:20.05	6						14	14		
27	C	Stephen Lockett	+8							11	58.96	2							16	1:26.42	1						3	3		
39	C	Simon Orebi Gann	+8																8	1:20.73	2						2	2		
21	C	James Paterson	+8				4	1:23.11	10	7	56.27	6							2	1:18.74	11						27	27		
47	C	David Sherman	+8																dnf	1:28.86							0	0		
35	C	Chris Springall	+8	5	1:21.26	11																					11	5		
21	C	Daniel Ward	+8																21	1:25.39	1						1	1		
53	C	Graham White	+8				7	1:22.83	5	5	55.75	10	6	1:25.63	8				3	1:19.36	8						31	31		
17	D	Jack Bellinger	+8	10	1:23.83	8	11	1:26.74	8	10	58.79	8	10	1:28.09	9				10	1:23.00	8						41	33		
71	D	Jeremy Holden	+8							15	59.64	2	dnf															2	2	
54	D	Peter Horsman	+8	9	1:22.12	11	9	1:25.75	11	9	57.55	11	9	1:28.44	10				7	1:21.47	11						54	44		
57	D	Kelvin Laidlaw	+8	12	1:26.64	4	12	1:29.07	6										19	1:27.01	4						14	14		
7	D	Mary Lindsay	+8				13	1:28.81	4	12	59.50	6	12	1:30.82	4				18	1:26.77	6						20	20		
31	D	Leigh Sebba	+8	11	1:25.43	6	15	1:29.04	2	13	59.23	4	11	1:30.93	6				28	1:25.34	1						19	18		
166	D	Reiner Vierling	+8																22	1:26.05	2						2	2		
18	E	John Clarke	+4SS										dnf	1:33.07					15	1:23.31	11						11	11		
19	E	Chris Dady	+4																									0	0	
11	E	David James	+4				17	1:36.21	6	17	1:05.45	6	14	1:44.40	10				26	1:28.46	4						26	26		
26	E	Brian Jenkins	+4	14	1:43.68	6							15	1:46.88	8													14	14	
34	E	Peter Sargeant	+4				16	1:35.08	9	16	1:04.12	9	dnf	1:32.83	1				23	1:31.51	8						27	27		
23	E	Doug Taylerson	+4																25	1:28.16	6						6	6		
44	E	Stephen Wheatley	4/4																27	1:30.15	2						2	2		

Racy women love classic lines (excerpt from *The Times Saturday 21 August*)

Imagine lining up on the grid for your first race only to discover that the Morgan Plus 8 alongside is driven by Basher, wearing a black, full-face helmet, multilayer fireproof suit, just like Damon Hill's, and sporting a badge that declares 'Wilhire 24-hour race - competitor'.

The Wilhire was Britain's answer to Le Mans: only the tough finished. Ten laps later, suitably humbled by Basher's late braking and give-no-quarter driving, you meekly wander through the paddock and discover that 'Basher' is Mary Lindsey, who runs her own PR consultancy and has a 12-year-old son.

Welcome to the world of ladies who prefer to lunch at the Silverstone race circuit and Prescott hill-climb rather than in the Fulham Road.

Lindsey is a tough competitor: you don't finish fourth in the Wilhire in a home-prepared Morgan Plus 8 - a hairy car if ever there was one - by saying, "After you." You don't write off the Morgan racing, strain your shoulder in the process and then help hubby rebuild it if you aren't tough, or run your own PR business if you aren't equally determined.

But then she is also a mother, and there was a touch of wistfulness in her voice when she admitted that the money she spends racing could usefully go on a family holiday. Both Lindsey and I knew, however, that she did not really mean it: racing is in her blood and family holidays can wait. After all she has willed the

Plus 8 to her son.

Many woman racing drivers get involved in the sport because of a boyfriend, husband or father. For Lindsey it was case of enjoying her future husband's passion for motor sport - or alternatively staying at home.

... Suggest to any of these women that they might prefer to spend their Saturdays shopping and they look at you with that slightly patronising "poor man" look on their faces.

It's exactly the same sort of look you'd get from a lunching lady if you proposed that she went hill-climbing for the weekend.

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Morgan Motor Company Challenge

Any information, stories, photos or anything remotely interesting to participants in the race series
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Le Mans victory

Imagine being just twelve hours from a twelve hour race while looking at your engine in pieces and a handful of shrapnel that used to be your piston rings. That is what happened when, for the first time in 37 years, a Morgan was due to compete at the famous Le Mans circuit in France.

The 12 Heures du Mans endurance race took place at Le Mans on the 9th and 10th of July, and months of preparation had been invested in XOV 555, the 1959 +4 owned by The Morgan Heritage Trust.

Despite the pre-race hard work, Adrian van der Kroft, Rick Bourne and Bill Wykeham who made up the three man driving team for the race began to experience some serious problems during qualifying.

After the first timed practice early on Friday afternoon, in temperatures well over 30 degrees, the distributor self destructed.

At about this time Chris Acklam back in Kent, was preparing for a quiet Friday night in front of the telly. He gets a phone call from Rick, who manages to persuade him (without too much difficulty it has to be said) that a weekend being team manager at Le Mans was vastly preferable to staying at home to watch the British Grand Prix. Oh, and could he bring a new distributor with him

The second timed practice

session was probably great, but XOV spent it in the garage with the mechanical team, comprising Richard Walbyoff, Brett Syndercombe, Jack Bellinger and Ron Bourne all working feverishly to get her working again.

The afternoon got hotter, and the prospect of a glorious result got further away. After the third timed practice all three drivers were qualified, but XOV came back in covered in oil and something was obviously seriously wrong.

Several hundred miles away in Holland, Jens Beck was, quite conceivably, not thinking what fun it would be to



drive through the night to France with the rebuilt engine destined for his own restoration project in the back of his car. Nevertheless, that's what he did, following another, slightly more desperate phone call from the persuasive Mr Bourne.

After yet more persuasion, the team managed to get agreement from the organisers that they would only have

to do one complete lap per driver in the compulsory night practice (Oh yes! Did I forget to mention we still had that to come.) Somehow she made it, and after completing the last lap the team took XOV straight through the garage, emptied her of water and began the job of taking the engine apart to discover the cause of the problem.



drivers at the hotel, who nearly choked on their croissants when they heard the job had been done so quickly!

Rick took the car out for the morning warm up and, after sorting out a pinking problem, the car was running well. It was hot, everyone was tired, Chris Acklam hid under the peak of his baseball cap and Jans fell asleep in the boot of his car, but spirits were definitely lifting

Adrian took first stint in the driving seat and so had the honour of taking part in the 'Le Mans start'. It was very dramatic – he ran across the track and was one of the first drivers to get into the car, she started first time, he put her in reverse and headed straight for pit wall. Later he insisted that this was only to wake up his rather drowsy team of mechanics, of course! Whatever the reason, no damage was done and she was away.



Just before midnight the team had XOV's engine stripped, and the realisation really began to dawn that she might not ever start the race. The cause of the problem was that the engine had been over revved, the result was pistons destined to spend the rest of their lives as paperweights!

So here's where the real drama begins. Richard, Brett, Ron and Jack had done everything they could by about 2am and could only wait for Jans to arrive with the new engine. After returning to the hotel for just a couple of hours sleep they returned to the circuit at five in the morning to meet Jans.

Things did not go quite according to plan, but by 8.30am they had stripped the donor engine of its pistons and liners, fitted them into XOV's engine and had the car running! They rang the





the garage wall and marked XOV's position, which was steadily creeping nearer the front and leaving some of the competition in our tracks.

Bill's hand over to Rick and Rick's to Adrian were uneventful, apart from twice arriving at the communal refuelling rig just as it decided to break down. Some of the antics of our fellow competitors during their pit stops helped keep the team amused. Porsche 911's being waved at frantically to 'Go, go, go' while the drive was still looking at a windscreen covered in cleaning gunge, or even with a mechanic still attached to the wheel by his torque wrench were just some of the examples of the comic relief.

As the race progressed, a transition began to take place from hoping that the car would run went to hoping that a top ten finish was within our grasp. Now some pace was needed, while bearing in mind the history of the 'fresh engine'. It was so hot and all the cars were suffering, not to mention 'Les Girls' (Sarah Walbyoff, Joanna van der

Kroft and myself) who had by now spent hours standing next to a concrete radiator called the pit wall recording, signalling and reporting each and every lap.

As dusk changed to darkness and Bill handed over to Rick for the final stint, he advised that the brakes were long. In just a few laps, Rick realised that the brakes were in fact longer than his legs. With tyres that were way past their sell-by date he decided that a steady run to the finish was the safest option. Oh yeah! Well, ten laps later he gets the pit crew telling him to speed up, as they realise a Lotus Elan is within 30 seconds of stealing our chance of that top ten finish.

In the absence of a radio Rick resorted to sign language of a

Churchillian nature (well that's what it looked like in the dark!) but nevertheless put on enough pace to secure 10th place overall and the class win. The only error in his stint was possibly that he might have used main beam headlamps at some point so that he could see where he was going, but the fact that he was the only car on the track driving on dip beam meant that he was, at least, easy to spot when he turned on to the pit straight.



The last half hour was the longest any of the twelve members of the team had ever known. But at last that glorious chequered flag (which looks even better at Le Mans!) was waved to the relief of everyone – and their cars. A very tired XOV was eventually returned from parc ferme to a tumultuous and drunken reception from her crew who had, by this time, abandoned adherence to the rules of drinking and smoking in the pit lane. [Ed: compulsory in France]

The success was made all the more poignant due to the fact that each of the drivers felt

they were treading in the footsteps of Chris Lawrence during the legendary 1962 Le Mans 24-hour race, even to the extent that the organisers had given us the same no. 29. In that year, as we all know, Chris drove a similar Morgan +4 and finished first in class and 13th overall – and still drove TOK all the way home. Ah well, maybe next year!

Cathy Bourne

Postscript

During the race XOV consumed 12 tyres, two sets of brake pads and one set of shoes. Please don't ask how much fuel at 11.5 ff per litre.

All of her care was lovingly given by the crew who were:-

Team Manager

Chris Acklam

Mechanics

Richard Walbyoff
Brett Syndercombe
Jack Bellinger
Ron Bourne

Les Girls

Joanna van der Kroft
Sarah Walbyoff
Cathy Bourne

Flying organ donator

Jans Beck

Without all of the above we could not have started the race, let alone achieved the fantastic result that will last for ever.

Thank you

The Drivers



Zandvoort revisited

Unfortunately one year too late for its fiftieth anniversary, the circuit of Zandvoort has recreated an important part of the track which created its reputation. Not a Formula One Grand Prix track (yet), but a F1 test licence proves its efforts were not in vain. Of course I am biased, but I feel it is now one of the better circuits in Europe. It not only requires a lot of the car, but perhaps even more of the driver: a delicate balance between bravery and restraint. (Nothing for me, you said?)

It goes without saying that the comment hereafter is a very personal one and probably not very scientific, but based only on the experience of my D, sorry B, -class +8.

The good news is that the circuit has been resurfaced and has become kinder to your tyres. The bad news is it has become very, very hard on brakes. Please do not underestimate this. People who thought their brakes were 'still quite reasonable' have found themselves turning some corners (notably 'Nissan') into a 'Schumacher straight'.

Assuming the old part of the circuit is sufficiently well known, we will take it from the 'Hugenholz' corner up to the 'Hunzerug'. Normally you would keep to the left hand side, preparing for the right hander 'Toyota'. That is no more, so you keep to the middle.

From the brow of the Hunzerug you come to the left hand 'Slotemaker' corner. This is not to be confused with the right hander ('Nationale bocht' – no. 5) which is only used for the shorter (2911m) national circuit. It is hardly a corner, more of a dent in a straight line. However – especially the faster cars (and aren't we all!) need to follow, almost over-

do, the ideal line in order to be exactly in the right place for the next corner. Thus late in, clipping it exactly on the apex and back to the outside of the track.

Since you were coming from the top of the Hunzerug, you dive down into the Slotemaker and up again at the exit. This simple exercise is further compromised by an uneven – some say bumpy – surface plus a number of camber changes. In short: do not straighten this corner, let the car do the work and be very tidy. What you seem to lose will be paid back to you in the next corner; no 6.

This is the corner known as 'Scheivlak'. This is the place for heroism (as is proven by the enormous gravel trap). Coming over the brow, forming the exit from Slotemaker, you see the track ending in this huge high banked gravel trap. Fortunately the track does not end (most tracks don't) and it turns to the right, still going downhill. Hopefully your car was stable, otherwise you have a very short distance to stabilise it. There is a hint of a former service road from the left, which you may use as a marker. Remembering that you are arriving in top, you might be

willing to give the brakes a dab here, if only for confidence, because – as you have already guessed – the apex is blind and your clipping point is around the corner. There is a nice and gradual camber but, depending on your speed, you need all of it. I have managed this corner a couple of times without really lifting, but not within the first hundred laps! The exit is flat, without a problem, but do not bring the car to the extreme left of the track, since it is turning a bit inward and might thus compromise the next corner. Probably the best is to seek the left side of the track only after this indent, preparing for the next, right hand, corner, no 7.

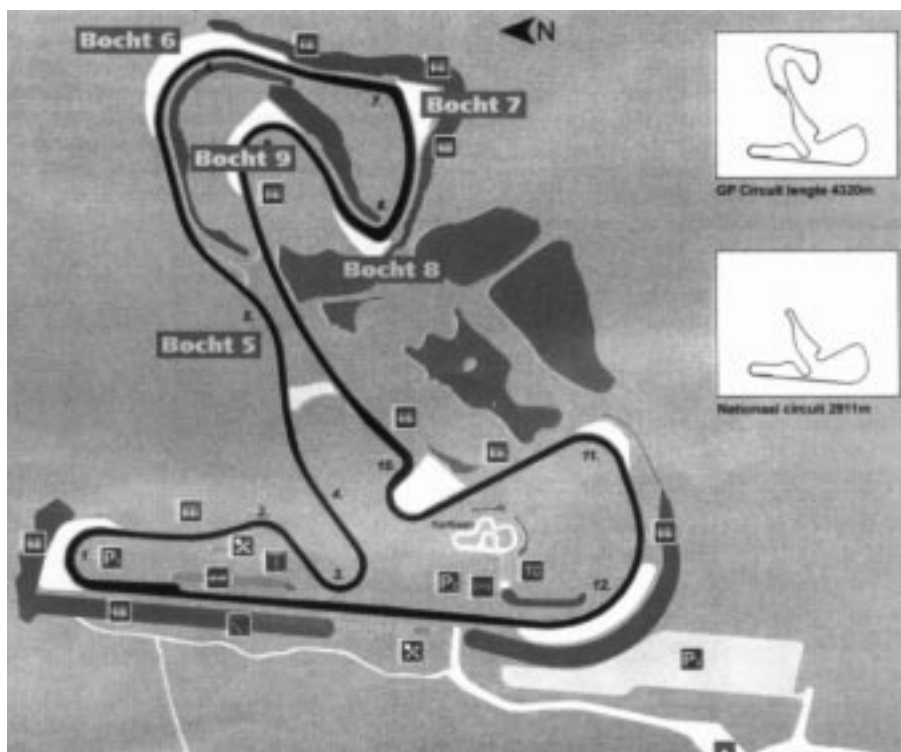
This corner, the "Morlboro-bocht" is weird, since the track becomes, as from the apex, suddenly twice as wide. This gives you two options: taking in much more speed than you considered possible, for what is seemingly a normal right hander or, turn in much earlier and clipping an imaginary apex somewhere in the middle of the track at the exit. The first option is the one for the lap time, the second for the race.

You have now done probably the quickest part of the circuit, mostly unsatisfied because you feel that you ought not to have braked and/or taken in more speed. In this mood you arrive at the next corner, a nasty super-tight right hander: the 'Renaultbocht'. The 'more-speed' mood suddenly turns into: 'Can I please have some more brakes, Sir'.

The right approach is to straightline the car, facing the marshals post, definitely shift down, brake very hard, and late, late turn in (almost back), in order to bring you back at the right hand side of the track. A bit of throttle and prepare for the next turn. This right hander, more than a corner of its own, is the entry of a still unnamed 180 degree left hander. Unnamed yes, but speak to anyone knowing the circuit about the 'shit' corner (or worse equivalent), and he immediately knows to which corner you refer. Not because of its difficulty. But it is completely flat, very wide and completely featureless. Nothing to aim for and the apex (classic two thirds of the corner) just too low to spot. The exit is a, slight uphill, straight towards 'Nissan'. Exit speed thus being vital, only the correct classic racing line gives you this speed out.

Thinking back on the two corners behind you, you will appreciate that the correct line presents enormous 'open doors' for an opponent. Defending these will make a fast exit from this corner almost impossible. You thus b

see the result of an overcourageous but successful overtaking manoeuvre in these corners be lost again on the



exit speed of 'shit corner'. (Marshalls are very sensitive to 'blocking' at this point – it might prove wise to read the Blue Book on this subject: it certainly is not the same as 'defending the line'!).

As said before, the exit is an uphill straight, long enough for most cars to reach top just before the brow (aim slightly right from the middle). Most cars go very light here. And on the brow you find an old friend: the right/left Nissan corner. Unfortunately, as in day to day life, curvy friends that have had facelifts look the same but are not. And Nissan has suddenly added a lot of vice. You see the kerb stones on the left, which you used to use coming from 'Toyota' (mostly in 3rd) and where you started to brake.

But now you are arriving in top, in a straight line, suddenly downhill with a car high up in its suspension. Using your old brake point is definitely a DNF. Even waiting until the car settles down makes it a bit late. I feather the throttle just before the brow in order to keep the car stable, and giving you enough time to brake as well to see who is where. But braking is very hard! Outbraking opponents here is not impossible, but the risk of an 'incident' is obvious, since the opponent has nowhere to go.

Nissan itself is slightly widened and its camber increased making it a nice technical corner, once again, important for exit speed.

The rest of the circuit is known to most of you and if not come and have a go, for this is really a drivers' circuit.

Adrian van der Kroft.

Brands' snatch

Brands Hatch staged the World Superbike meeting last Sunday, and it anticipated a greater number of spectators than went to the British Grand Prix at Silverstone. However, it offered completely inadequate public facilities. Conditions were worse, if possible, than the last time the circuit held the GP in 1986.

Insufficient toilets, drinks, bins and programmes, and a poor PA system compounded the problem. I was full of admiration for the

Seen in Autosport (12 August 1999).

This Ashton woman, whoever she is, has a point you know ...

good-humoured way in which such appalling conditions were accepted by bike fans. No doubt Brands Hatch would say they will improve these for the GP, but this was a world

event, and the circuit failed miserably. Or is it only bike fans they treat with contempt?
Serena Ashton
Hertfordshire

Rain Dancing – BDC Silverstone

Sheltering in the stands from a real stinker of the day, it was interesting to over hear how rain adds to the excitement of watching a motor race. Rain also adds to the spectacle in the paddock, so I wandered down to have a look. Some drivers were deep in denial 'Are you going to put your wets on?' I was aghast, other drivers shook their heads in disbelief.

Then I listened to the debates.... "Should I put my tyre pressures up or down?"

Now in a dry race, I heard, "there is a careful balance between optimising the surface area of the tyre in contact with the tarmac together with generating sufficient heat to make that contact area as sticky as possible". (wow I thought, this is heady stuff). Hence some of the boys had pyrometers which, I am told, measures the temperature across the surface of the tyre. If the temperature is the same, the thinking went, then all of the tyre must be in contact with the tarmac and the tyre pressures are therefore set at their optimum. Most drivers seemed to agree that pumping up the tyres will generate more heat, make the tyres more sticky and allow more grip. But pump them up too far and grip can be lost either through too much build up of heat or through reducing the surface area of the tyre in contact with the tarmac.

However in very wet conditions, one lot of drivers thought it very difficult to get any sort of temperature into a tyre so they were opting to maximise the tyre's contact

area with the tarmac by letting the tyres down. Some drivers were adamant that pumping up the tyres was the way to go as any heat generated would be beneficial. Back in the stand, I discussed this with the mob.... We tended to side with the 'let the tyres down' camp as then the tyre has more contact with the tarmac and it could act as a secondary shock absorber.

Then inevitably the debate moved on to shock absorbers. "Slacken them off for the wet" I heard, "as you want them to work harder to cushion the weight transfer around corners and delaying the point when the car wants to slide. If the tyres are also sufficiently low, then the sidewalls could provide more flex and act as a secondary shock absorber". Mmmmm, seemed to make sense to us and nobody seemed to be winding up their shock absorbers.

We pitied the poor guys who had to run windscreens. In such atrocious conditions, water was hitting the visor and the inside of the windscreen. Added to the fact that those little windscreen wipers are ineffective at best, they must of been running blind. Those with hardtops seemed to fair little better swapping spray for fuf. And as for those aero screens, drivers were bitterly complaining that when the spray hit the aero there was so little visibility that it might as well have been replaced by a sheet of metal.

The canny drivers had tiny aeros cut down so that they did not get in the way of their line of sight. Rainex and simi-

lar products applied to their visors ensured they had the clearest view possible.

With a break in the rain, those really in the know were leathering down their cars so that once on the move they were not hit by a wall of water streaming off their bonnets and we thought they were just concourse freaks!

And so to the race. What a start!!! Couldn't see much because of the spray but some got away much better than others. And what about that starting flag. By the time we in the stand saw the flag fall, we were staring at an empty start finish straight!!

Then the fun started. We really enjoyed the slides and varied driving styles of the super smooth Peter Garland and Rick Lloyd who came round Woodcote with negligible adjustments. This was in contrast with the others who maniacally sawed at the wheel over and under adjusting the slide of the car. No names (too controversial) but there were a lot of white cars in this category!!

And when the oil went down it really separated the men from the boys. Nice to see the smaller engined cars going round the outside of the +8s at Luffield. What a fantastic spectacle.

So hats off to the class winners for an exemplary display. There is quite an art to this rain dancing, much of which seems to take place in the paddock!!

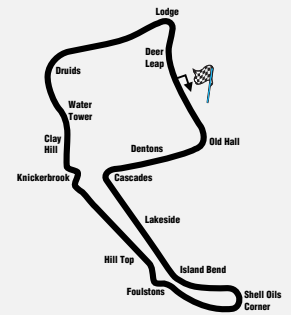
Boost

Entry forms
for Brands &
Zandvoort included
for registered drivers

Circuit		Silverstone		Length		1.639 miles							
Date		7-Aug-99		Weather/track		Raining/Wet							
PRACTICE				Time		Behind							
Pos	No	Class	Driver	Car	(mins:secs)	(secs)	kph	mph					
1	99	A	Matthew Wurr	+8	1:15.28		126.14	78.38					
2	8	A	Peter Garland	+8	1:16.80	1.52	123.64	76.83					
3	1	B	Richard Lloyd	+8	1:18.79	3.51	120.52	74.89					
4	3	A	James Edgerton	+8	1:18.81	3.53	120.49	74.87					
5	20	A	Simon McDermott	+8	1:19.91	4.63	118.83	73.84					
6	53	C	Graham White	+8	1:20.18	4.90	118.43	73.59					
7	21	C	James Paterson	+8	1:20.35	5.07	118.18	73.43					
8	43	C	Mark Baldwin	+8	1:20.63	5.35	117.77	73.18					
9	39	C	Simon Orebi Gann	+8	1:20.91	5.63	117.36	72.93					
10	50	C	Paul Burry	+8	1:20.91	5.63	117.36	72.93					
11	16	B	Malcolm Paul	+8	1:21.28	6.00	116.83	72.59					
12	52	A	Grahame Bryant	+8	1:21.90	6.62	115.94	72.04					
13	57	A	Barry Sumner	+8	1:21.92	6.64	115.92	72.03					
14	18	E	John Clarke	+4SS	1:22.46	7.18	115.16	71.55					
15	36	C	Martin Kurrein	+8	1:22.50	7.22	115.10	71.52					
16	13	C	Chris Acklam	+8	1:22.56	7.28	115.02	71.47					
17	29	A	Keith Ahlers	+8	1:22.73	7.45	114.78	71.32					
18	54	D	Peter Horsman	+8	1:23.09	7.81	114.28	71.01					
19	35	A	Chris Springall	+8	1:23.57	8.29	113.63	70.60					
20	7	D	Mary Lindsay	+8	1:23.95	8.67	113.11	70.28					
21	17	D	Jack Bellinger	+8	1:24.06	8.78	112.96	70.19					
22	41	B	Adrian van der Kroft	+8	1:24.30	9.02	112.64	69.99					
23	71	D	Kelvin Laidlaw	+8	1:24.99	9.71	111.73	69.42					
24	25	C	Daniel Ward	+8	1:26.00	10.72	110.42	68.61					
25	47	C	David Sherman	+8	1:26.94	11.66	109.22	67.87					
26	27	C	Stephen Lockett	+8	1:27.09	11.81	109.03	67.75					
27	62	D	Reiner Vierling	+8	1:27.33	12.05	108.73	67.56					
28	11	E	David James	+4	1:27.47	12.19	108.56	67.46					
29	34	E	Peter Sargeant	+4	1:27.72	12.44	108.25	67.26					
30	55	B	Philip McKelvey	+8	1:27.96	12.68	107.96	67.08					
31	23	E	Doug Taylerson	+4	1:29.62	14.34	105.96	65.84					
32	31	D	Leigh Sebba	+8	1:30.34	15.06	105.11	65.31					
33	44	E	Stephen Wheatley	4/4	1:30.83	15.55	104.54	64.96					
RACE				Race time		Behind		Best					
Pos	No	Class	Driver	Car	(mins:secs)	Laps	(secs)	kph	mph	lap	on	kph	mph
1	99	B	Richard Lloyd	+8	12:13.66	9		116.49	72.38	1:17.96	3	121.80	75.68
2	21	C	James Paterson	+8	12:21.06	9	07.40	115.32	71.66	1:18.74	6	120.60	74.94
3	53	C	Graham White	+8	12:32.38	9	18.72	113.59	70.58	1:19.36	5	119.65	74.35
4	36	C	Martin Kurrein	+8	12:44.39	9	30.73	111.80	69.47	1:20.05	5	118.62	73.71
5	29	A	Keith Ahlers	+8	12:48.15	9	34.49	111.26	69.13	1:20.73	5	117.62	73.09
6	50	C	Paul Burry	+8	12:48.51	9	34.85	111.20	69.10	1:20.45	5	118.03	73.34
7	54	D	Peter Horsman	+8	12:49.07	9	35.41	111.12	69.05	1:21.47	5	116.56	72.42
8	39	C	Simon Orebi Gann	+8	12:50.52	9	36.86	110.91	68.92	1:20.73	5	117.62	73.09
9	43	B	Mark Baldwin	+8	12:56.89	9	43.23	110.01	68.35	1:20.07	5	118.59	73.69
10	17	D	Jack Bellinger	+8	13:12.07	9	058.41	107.90	67.04	1:23.00	4	114.41	71.09
11	57	A	Barry Sumner	+8	13:13.13	9	059.47	107.75	66.95	1:24.39	5	112.52	69.92
12	8	A	Peter Garland	+8	13:16.97	9	1:03.31	107.23	66.63	1:16.97	5	123.37	76.66
13	13	C	Chris Acklam	+8	13:16.97	9	1:03.31	107.23	66.63	1:21.61	5	116.36	72.30
14	52	A	Grahame Bryant	+8	13:19.13	9	1:05.47	106.94	66.45	1:22.71	5	114.81	71.34
15	18	E	John Clarke	+4SS	13:19.80	9	1:06.14	106.85	66.40	1:23.31	5	113.98	70.82
16	27	C	Stephen Lockett	+8	13:26.16	9	1:12.50	106.01	65.87	1:26.42	6	109.88	68.28
17	41	B	Adrian van der Kroft	+8	13:35.68	9	1:22.02	104.77	65.10	1:24.30	5	112.64	69.99
18	7	D	Mary Lindsay	+8	13:37.04	9	1:23.38	104.60	65.00	1:26.77	2	109.44	68.00
19	71	D	Kelvin Laidlaw	+8	13:39.11	9	1:25.45	104.34	64.83	1:27.01	6	109.13	67.81
20	35	A	Chris Springall	+8	13:40.85	9	1:27.19	104.11	64.69	1:25.07	5	111.62	69.36
21	25	A	Daniel Ward	+8	12:21.06	8	1 lap	102.51	63.70	1:25.39	5	111.20	69.10
22	62	D	Reiner Vierling	+8	12:26.08	8	1 lap	101.82	63.27	1:26.05	5	110.35	68.57
23	34	E	Peter Sargeant	+4	12:26.94	8	1 lap	101.70	63.20	1:31.51	6	103.77	64.48
24	55	B	Philip McKelvey	+8	12:27.50	8	1 lap	101.63	63.15	1:26.96	5	109.20	67.85
25	23	E	Doug Taylerson	+4	12:28.82	8	1 lap	101.45	63.04	1:28.16	5	107.71	66.93
26	11	E	David James	+4	12:42.29	8	1 lap	99.66	61.92	1:28.46	2	107.35	66.70
27	44	E	Stephen Wheatley	4/4	12:45.24	8	1 lap	99.27	61.68	1:30.15	5	105.33	65.45
28	31	D	Leigh Sebba	+8	13:14.30	8	1 lap	95.64	59.43	1:25.34	5	111.27	69.14
Not classified													
16	A		Malcolm Paul	+8		8				1:20.39	5	118.12	73.40
99	A		Matthew Wurr	+8		6				1:16.12	4	124.75	77.51
3	A		James Edgerton	+8		5				1:15.74	5	125.37	77.90
47	C		David Sherman	+8		5				1:28.86	5	106.86	66.40
Fastest laps				(mins:secs)		on		kph		mph			
A			James Edgerton	+8	1:15.74	5		125.37		77.90			
B			Richard Lloyd	+8	1:17.96	3		121.80		75.68			
C			James Paterson	+8	1:18.74	6		120.60		74.94			
D			Peter Horsman	+8	1:21.47	5		116.56		72.42			
E			John Clarke	+4SS	1:23.31	5		113.98		70.82			
Old Lap Records				(mins:secs)		kph		mph					
09-Aug-97	A		Peter Garland	+8	1:04.48	4		147.27		91.51			
09-Aug-97	B		Malcolm Paul	+8	1:07.15	3		141.41		87.87			
08-Aug-98	C		Peter Sargeant	+4	1:15.63	4		125.56		78.02			
26-Sep-98	D		Graham White	+4	1:08.12	2		139.40		86.62			
26-Sep-98	E		Adrian van der Kroft	+8	1:12.31	3		131.32		81.60			

Qualifying & Race Results: Race 6 Bentley Drivers' Club

NEXT RACE
Oulton Park
Sat 4 September



Testing:

Testing available the day before. Cost is £115 for a half day, £180 for a full day. Must book and pay in advance. Tel: 01829-760301.

Petrol:

Available.

Circuit length

2.775 miles

Previous class lap records

Class A 1:51.45

Peter Garland

Class B 1:57.00

Malcolm Paul

Class C 2:08.33

Alan Wickenden

Class D 2:07.65

Martin Kurrein

Class E 2:11.69

Colin Treble

Programme

ACEquip Championship, XK Challenge, Tom Rowe Centurion Challenge, Ace Delivery Challenge, TR Register, JCC Jaguar Challenge, **Morgan Motor Company Challenge**, Sports Racing & GT Championship, MGCC BCV8 Championship, Welsh Sports & Saloon Car Championship.