



## The *Unofficial* Race Series Newsletter

### Yellow Peril

Just outside Crewe in the Cheshire countryside lies Oulton Park, the venue for the penultimate round of the race series. While it may be grim up north, the weather was anything but, the hottest weekend of the year for the race series' first visit for 3 years.

Things were looking distinctly grim however for Barry Sumner when the neck of his radiator cracked on his first lap of the late-morning practice session. His failure to complete the mandatory 3 laps and no spares left him with little hope of making the race. That was before David James revealed the plumbers' treasures hidden in his van. After some sharp welding and an appeal to the Clerk of the Course, Sumner was allowed to start at the back of the grid with a ten second penalty.

Grim too was the state of Keith Ahlers' car, (as if it hasn't been through enough already this season). Stuart Anderson, who was sharing the driving for the day's second event, the Centurian race, stalled the car on the grid and was stung in the rear by a Fletcher Hornet and the race was red flagged. After checking the car, Ahlers was satisfied he could make the championship race, however, having qualified 3rd, he too managed to bog down at the off but he had Morgan drivers behind him and was not interfered with as he demoted himself to second last which would have been last had Sumner not still been sitting in detention.

Peter Garland had once again taken pole position and disappeared into the distance in

a controlled if uneventful lead which he kept to the flag.

Behind him Malcolm Paul had a similarly solitary time finishing second.

Having passed 11 cars on the 1st lap and 4 more on the 2nd, by lap 4 Ahlers was hot on the heels of Chris Springall who locked up into the Knickerbrook chicane dropping to 8th and gifting Ahlers 3rd position.

Rick Lloyd had been practising at the circuit the day before when the engine on his championship-leading car expired. To the rescue came Rob Wells who lent his car to Lloyd who tip-toed round qualifying with it ensuring he returned it un-sullied for Wells to drive in the Centurian race. The Centurian race over, a more relaxed Lloyd shot off the line passing Mark Baldwin who was balked at the Ahlers' chicane. Lloyd set off in pursuit of Adrian Van de Kroft who, using only 3rd gear, slipped up on lap 2 allowing Lloyd through to salvage 4th, a class win and his single point lead in the championship.

When is a door not a door, Mark Baldwin and Grahame White tussled over the question in their battle for 6th position, White prevailing.

Simon Orebi Gann scrapped with Chris Acklam for the first 3 laps until Acklam, who had serious brake fade, put two wheels on the grass at Lodge allowing Gann to slip by. They nearly collided in Knickerbrook Acklam locking up and Gann narrowly missing a tyre barrier on his way to 8th.

Chris Springall also took advantage of Acklam's problems on lap 6 taking 9th place happy that he'd been to Oulton without hitting anything.

Paul Burry had a quiet time finishing 10th ahead of Philip McKelvey who had his most competitive race yet. Having lost position to John Clarke, he powered past him and then Leigh Sebba before Peter Horsman had an off at Cascades on lap 3 and McKelvey got past him. The championship contender exchanged places with McKelvey for the next 5 laps but was kept at bay by the Lightweight driver until the flag.

Kelvin Laidlaw had a bad start which gave him plenty of time to avoid Ahlers but allowed John Clarke and Sebba by. With some squidgy brakes, Laidlaw got by Sebba who had been given some very dubious tactical advice and was passed by both Clarke and Sebba within the first 2 laps. Laidlaw then took Clarke who was having a great race re asserting himself claiming 14th position closely followed by Laidlaw who was still fending off Sebba as they crossed the line together.

Having replaced his rotor arm, David James was astonished to find himself amongst the plus 8s at the start and Peter Sargeant was 'alarmed' to see the plumber get by as he too fell victim to the melee on the grid. Together they provided the best entertainment of the day, exchanging places several times until side by side into Cascades Sargeant braved it past James and as James floored the throttle out

of Lodge for the last time Sargeant pipped him by one third of a second.

19th and 20th positions were taken by Ian Hepburn and Doug Taylerson. Hepburn, made a 'pigs ear' of the start losing 3 places but got past Taylerson on lap 2 Hepburn enjoying himself on his first championship outing.

Presumably it was the extra back pressure from Barry Sumner's newly welded radiator which, on lap 6, caused a bottom hose to let go flooding his visor as he roared into Cascades and retirement from 14th position.

Not even a rental car could keep Rick Lloyd from a bundle of points and his lead in the Morgan race series.

Mr. & Mrs. Orange graced the paddock with northern charm.

*Jonathan Suffolk*

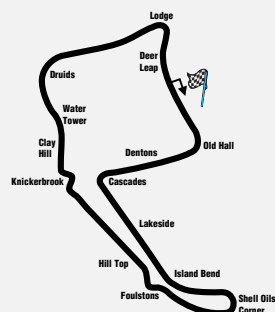
#### Technical Regs 2000

It is proposed to leave the technical regulations for 2000 the same as 1999 with the following amendment.

*To allow the use of 4.0 litre Morgan production blocks in appropriate Classes.*

If any competitor has other suggestion, please let Mark or Serena know so they can be included on the Agenda for the Drivers' Meeting.

## NEXT RACE Brands Hatch Sat 3/Sun 4 October



### Testing:

Limited testing available.

### Petrol:

Available 0900-1100 and 1300 to 1400.

### Lap records

#### Morgans

**Class A** 52.72

Matthew Wurr

**Class B** 53.76

Rick Lloyd

**Class C** 55.71

Chris Acklam

**Class D** 57.55

Peter Horsman

**Class E** 1:04.12

Peter Sargeant

### Programme

**Sat: Enduro Race B (1 hr) 13:30;** Morgan Scrutineering 14:30, Morgan qualifying, 15:45-16:00

**Sun:** MG Car Club race MGSs and Midgets 10:25; AMOC Anglo-American Challenge; Moss International & ACEquip Championship MGBs, MGCs & Midgets; MG Metro Cup; Cox & Buckles TR Register Championship 12:30; Moss BCv8 Championship; Flemings Thoroughbred Sports Car Championship; **Morgan Challenge;** AMOC Challenge; MG Anglia Phoenix Championship; AMOC Inter-marque Championship; **Classic Sports Car FIA race; Marque Team Challenge;** All Comers handicap; Abingdon Classic Pit Stop.

## Weaving A Spell

Scorcher of a race on a scorcher of a day at Oulton Park. Conditions couldn't have been any further removed from Silverstone. Congratulations to all the class victors but particularly to Leigh Sebba and Kelvin Laidlaw and David James and The Sarge who provided the main sport of the day with a series of epic battles around this mini Nurburgring.

After watching a truly entertaining programme of races, my thoughts turned to driving styles and my conundrum is this. When is a driver protecting his line and when is he deemed to be weaving?

Let's take a relatively straight forward case first. Imagine a long straight with one car slip streaming the other approaching a left hand bend (a.k.a. Revett Straight at Snetterton). Now the lead car could move to the left to protect the corner and if the car behind has failed to make any impression, could move back to the right to give them the best approach to the left hand corner. Now, despite the lead car moving left and then right, I cannot construe this as weaving. Mind you, if they moved to the left at the start of the straight, then right, then left and then right...this has to be weaving and the culprit should be dealt with accordingly.

However, should the lead car move to the inside to protect the corner yet the car behind pulls out to the right of the slip stream and up onto the rear wheel of the car in front then, in my opinion, the leading car should not move back across the track in an attempt to get the best approach to the corner and thereby squeezing the challenging car off the track. I would call this weaving. The lead car has the advantage anyway (the inside line), so the only thing they can possibly gain is to force the challenging car to have an accident.

So what if the cars approach the same bend and the challenger moves up onto the inside rear wheel of the leader? Well, if the cars arrive at the turn in point in this position, then it is probably acceptable for the leader to hold their line and to turn in as normal. This will cause the challenger to brake sharply and probably mutter a few expletives under their breath. But this is racing and hard fought positions are not given up easily. However, if the challenger has reached the door handle of the leader, surely the leader must give way, otherwise an accident will certainly happen.

So what are the rules? I am not aware of anything being written down and cannot recall any driver being called up by the stewards on a charge of weaving. The rule of the land would appear to be self preservation. This is not a good situation as it can penalise the 'safe' faster drivers and gives an advantage to the slower hooligans out there!

So what are the drivers' experiences? What criteria do they apply when protecting a hard fought place?

Looking forward to Brands Hatch.

*Boost*

## PLUS FOUR PLUS Birkett 6 Hour Relay Team

The Birkett 6 hour relay is now on Sunday 24th October at Snetterton starting at 10.00am and finishing at 4.00pm. The Plus Four Plus team are now up against two teams of +8s so we'll be doubly satisfied by 4pm!!

This year we have the best team yet and comprises Matt Taylerson (+4), John Clarke (+4SS), Tony Howard (+4SLR), Jack Bellinger (blue beast 4/4), Chris Dady (+4 Twin Cam) and Barry Sumner in the Black Sheep (+4 Plus Four).

Doug Taylerson is the team manager and Brian Gateson the pit manager. If anyone wishes to lend a hand and be part of a winning team, please call Doug on 0181 977 3508 or John Clarke on 01494 837 605.

## Loss of road traffic licence

As most of you have picked up from the latest MSA newsletter, it will no longer be necessary (from 1 Jan 2000) for a competition licence holder to notify the MSA if they are disqualified from driving on the public highway.

Entirely unconnected to this statement is an interesting web site for those interested in speed cameras and other such unpleasant items. All that you need to know, and more, can be found at [www.geocities.com/MotorCity/2195/speedtrap\\_bible.html](http://www.geocities.com/MotorCity/2195/speedtrap_bible.html)

## 36 new cameras on M25.

As of Monday 14th June 1999, there were 36 new gantry-mounted cameras on the M25 motorway in England, between the A3 and M4 junctions as per the variable speed limit operation area. These are all live-linked infra-red capable video-based devices. This means no flashguns, and a direct link to "You're Nicked" HQ. The units have the capacity to capture and issue fines for 60,000 vehicles per hour. The video cameras have been housed in the old grey boxes on the back of the gantries where the SERCo film cameras used to be. You can tell which gantries now have the new video units because they have a 'T' shaped microwave aerial on the top-left side of the gantry platform, linking the units directly to the police. Unconfirmed reports tell me that when the imposed limits are turned off, ie. the usual 70mph limit, the cameras trigger at 90mph.

# Championship standings with 1 round 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	3	1:56.540	6				22	22
52	A	Grahame Bryant	+8																14	1:22.71	4							4	4
3	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	1	1:54.23	11				49	48
28	A	Ian Hepburn	+8																			19	2:17.46	2				2	2
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		2	1:57.610	8				16	16
35	A	Chris Springall	+8				3	1:20.38	8				5	1:23.35	4				20	1:25.07	2	9	2:00.030	4				18	18
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	7	2:01.010	6				14	14
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	5	2:00.270	8				36	36
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	4	1:59.440	11				66	55
55	B	Philip 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	12	2:08.010	4				32	28
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	10	2:01.220	6				37	36
44	C	Paul Burry	+8	8	1:21.92	6	8	1:23.75	2	8	56.61	4							6	1:20.45	4	11	2:02.150	4				20	20
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	8	2:01.370	8				10	10
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	6	2:00.780	11				42	42
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	41
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	13	2:06.240	11				65	55
57	D	Kelvin Laidlaw	+8	12	1:26.64	4	12	1:29.07	6										19	1:27.01	4	15	2:11.120	8				22	22
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	16	2:10.770	6				25	24
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	14	2:10.090	11				22	22
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	18	2:13.930	6				32	32
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	17	2:14.230	8				35	35
23	E	Doug Taylerson	+4																25	1:28.16	6	20	2:19.880	4				10	10
44	E	Stephen Wheatley	4/4																27	1:30.15	2							2	2

Circuit  
Date

Oulton Park  
4-Sep-99

## LAP CHART

Laps -->

Pos	1	2	3	4	5	6	7	8	Qual
1	8	8	8	8	8	8	8	8	1
2	16	16	16	16	16	16	16	16	2
3	35	35	35	29	29	29	29	29	3
4	41	1	1	1	1	1	1	1	8
5	1	41	29	41	41	41	41	41	6
6	53	29	41	53	53	53	53	53	5
7	43	53	53	43	43	43	43	43	7
8	13	43	43	39	39	39	39	39	10
9	39	13	13	13	13	35	35	35	4
10	29	39	39	35	35	13	13	13	9
11	50	50	50	50	50	50	50	50	11
12	54	54	55	55	55	55	55	55	13
13	55	55	54	54	54	54	54	54	12
14	31	18	22	22	22	18	18	18	16
15	18	71	18	18	18	71	71	71	15
16	71	31	71	71	71	31	31	31	14
17	34	22	31	31	31	34	34		17
18	11	34	11	11	34	11	11		20
19	22	11	34	34	11	28	28		18
20	23	28	28	28	28	23	23		19
21	28	23	23	23	23				

(supplied by Jan Jones)



Jack attempts to prove his car is FIA Legal

## 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.  
Tel: +44 (0)1303 813803 Fax: +44 (0)1303 813737  
email: [chris@acklam.co.uk](mailto:chris@acklam.co.uk)

# Spa - Round 2 - September

One day I was talking to Rob Wells on the phone and mentioned that there was a 1 hour race coming up at Spa. By the end of the day we had agreed to do it together in my car but little did we know then what a drama it would prove to be to actually get there and compete.

Our story really began when we had an unfortunate valve spring cap failure at Oulton Park the Friday before the Morgan Challenge race which left our plans for Spa in complete chaos. As it happened Rob Wells saved the day at Oulton by giving me my first experience of a Moss box Morgan by way of a loan of the "Yellow Peril". (Great experience, thank you Rob) *[Ed: there speaks a customer - through gritted teeth]*

At the close of play on the Saturday we drove to John Eales beautiful Mill near Hinckley and left the black car with John to look at. All thoughts of Spa had all but disappeared by then, but luckily for us John Eales and Rob Wells had other ideas.

By Monday the cylinder heads were off and the problem identified - these Crane components are not supposed to fail. "Never mind", says John, "I put together another engine in case we had a problem." Rob rushed up to Hinckley to assist with the installation and by 6pm the car was on its way to Dover. Incredible !!! (Thank you John & Shirley)

Our problems were only beginning however. Mechanic

Chris duly arrived at the Hoverspeed terminal only to find that the time shown on the booking slip did not exist and that there were no more crossings until the following morning. Even then the Hover was fully booked so he had to travel back to Folkestone and camp at the terminal to await the 8.00am crossing.

The morning arrived as did the guy who checks the heights of vehicles. Yes, that's right we were too high to get on the boat, so Chris had to climb on the roof and dismantle the Top Box. It couldn't get worse he thought as he finally drove onto the Hover. Or could it ?

Thursday started well. Chris was in Boulogne and on his way to Spa. Meanwhile we had stayed with Rob & Janet Wells so that we could catch the 10am Hover to Calais. No problems for us. About one hour later we were heading for Brussels and phoned Chris to check on his progress, only to realise that he was only about 2 kms in front of us. We pulled him in at the first petrol stop and made another inspired decision. Why not take the Morgan off the trailer so that one of us can drive it for a couple of hours to run it in.

Who to drive it ? It seemed obvious to me, Chris needed to drive the motorhome and trailer and Rob needed time in the car to prepare for the Endurance race. (It was nothing to do with the 30 degree temperature or the fact that

the Audi has air conditioning, honest Rob).

So, the convoy moved on towards Brussels, or should I say into Brussels because what we actually did of course was to miss the Ring road and drive straight into the centre of the City. *[Ed. Ha, I know the feeling.]* This would not have been too bad except for the fact that the Morgan has a single plate sintered clutch, which doesn't like stopping and starting, and on top of this the temperature was climbing even higher.

On our second lap of Brussels City centre we suddenly realised that Chris Acklam's earlier article in MogSport was right and that once you are on the inner ring road there are no signs telling you how to get off. Soon it didn't matter which turning we took as the Morgan had boiled over and stalled in the middle of hundreds of commuters right outside the US Embassy. (We had seen it twice before).

You have never seen a car loaded onto a trailer so fast in all your life. With Nicky holding back half of the Brussels workforce with the Audi, we completed the whole job in about 4 minutes !!

Anyway we finally found our way out and duly arrived at Spa about 3 hours later than planned, but in one piece.

Friday dawned and by the time Rob, Nicky and I got to the circuit Chris had got the car scrutineered and we all relaxed for the first time. First

practice was for the 2 driver 1 hour race and we agreed that I should go out for the first 3 laps, bed in some brakes and then hand over to Rob who needed to get used to both the car and the circuit. All went well and we felt that we had probably qualified in the top 10 but weren't sure.

In the meantime I also had to qualify for the 10 lap HSSC race for which I was a reserve. This also went well and I put the car in 2nd place on the grid - beaten only by the 650 bhp Mustang of Demon Tweaks fame.

What of the one hour results though? 4 hours had passed and there was obviously a problem with the times. At about 5pm we finally got the grid positions, but lo and behold no Morgan to be seen anywhere.

We rushed to the organiser's office and explained that something must be wrong, as my time in the 10 lap race would indicate that we should be in the top 10. Needless to say the Belgians were really helpful and told us to come back in the morning.

The next dilemma was what to do about the 10-lap race. Was I in or not? Normally this wouldn't matter too much but due to the high number of races this was due to start at 8.30am. Nobody could decide, so in the end the best advice we got was to turn up, be ready to race by 8am and if we can fit you in we will.

We woke up (early) on Saturday not knowing after all our dramas whether we were actually going to get a race at all !!!

Circuit		Spa Francorchamps		Length		4.330 miles							
Date		11-Sep-99		Weather/track		Sunny/dry							
ONE HOUR RACE													
Pos	No	Driver	Car	Race time (mins: secs)	Laps	Behind (secs)	kph	mph	Best lap	on	kph	mph	
1	70	Rick Lloyd & Rob Wells	+8	1:01:47.07	18		121.801	75.68	2:54.178	4	144.02	89.49	
2	113	Carrington & Scarborough	Mustang	1:02:37.42	18	50.35	120.169	74.67	2:53.569	4	144.52	89.80	
3	57	Alan Lloyd & Gerry Wainwright	E type	1:02:52.32	18	1:05.25	119.694	74.37	2:56.704	3	141.96	88.21	
4	101	Stephen Mimprio	Marcos GT	1:03:06.07	18	1:19.00	119.260	74.10	2:59.223	16	139.96	86.97	
5	22	Simon Crompton & J Hill	BMW	1:03:33.91	18	1:46.84	118.389	73.56	2:57.656	7	141.20	87.74	
6	56	Jon & Jason Minshaw	MGB GT v8	1:04:04.43	18	2:17.35	117.449	72.98	2:59.830	15	139.49	86.68	
7	95	John Goldsmith & Ian Moss	DB6	1:04:19.64	18	2:32.56	116.987	72.69	3:02.283	7	137.61	85.51	
8	116	Bruce Stapleton & Alastair Cowan	+8	1:04:31.49	18	2:44.41	116.629	72.47	3:02.149	6	137.72	85.57	
9	43	Peter Dunn	Marcos GT	1:04:37.52	18	2:50.45	116.447	72.36	3:06.932	15	134.19	83.38	
10	89	Peter & Andrew Hiley	MGB	1:04:49.93	18	3:02.86	116.076	72.13	3:07.868	3	133.52	82.97	
11	48	Andrew Marler & Richard Hayhow	Elan	1:04:50.80	18	3:03.72	116.050	72.11	3:01.245	2	138.40	86.00	




Put a set of slicks and split rims on and suddenly it's 39 OK ...



## Zandvoort, Saturday Challenge

Circuit	Zandvoort				Length	2.670 miles							
Date	18-Sep-99				Weather/track	Dry practice, dry race							
PRACTICE					Time	Behind							
Pos	No	Class	Driver	Car	(mins:secs)	Lap	(secs)	kph	mph				
1	29	7	Keith Ahlers	+8	1:59.578	7							
2	82	7	Frits Kremer	TVR Griffith	2:01.182	4	1.604	127.665	79.33				
3	13	6	Chris Acklam	+8	2:03.807	9	4.229	124.959	77.65				
4	98	7	Alan H. Price	TR7 V8	2:04.897	9	5.319	123.868	76.97				
5	86	7	Graham Miller	TR7 V8	2:04.966	4	5.388	123.800	76.93				
6	39	6	Simon Orebi Gann	+8	2:05.805	9	6.227	122.974	76.41				
7	56	6	Henk Bökenkamp	Elan	2:08.404	8	8.826	120.485	74.87				
8	7	6	Chris Conoley	TR4	2:09.069	6	9.491	119.864	74.48				
9	50	6	David Smithies	Healey 3000	2:09.457	3	9.879	119.505	74.26				
10	173	6	Ulrich Seeger	RS2000	2:11.455	8	11.877	117.689	73.13				
11	1	7	Matthias Te Neues	+8	2:12.018	5	12.440	117.187	72.82				
12	16	6	Eric Woolley	Healey 3000	2:12.323	3	12.745	116.917	72.65				
13	119	6	Ian Cox	Healey 3000	2:12.860	3	13.282	116.444	72.35				
14	73	6	Chris Clarkson	Healey 3000M	2:13.217	7	13.639	116.132	72.16				
15	35	6	Robert Jan T Hoen	Healey 3000M	2:14.034	6	14.456	115.424	71.72				
16	53	6	Allen Tice	Healey 3000	2:14.472	8	14.894	115.048	71.49				
17	30	6	Chris Riley	Healey 3000M	2:15.368	6	15.790	114.287	71.01				
18	27	7	Stephen Lockett	+8	2:15.468	4	15.890	114.202	70.96				
19	71	7	Jan Willem Andre	Mustang	2:16.016	5	16.438	113.742	70.68				
20	55	7	Christian Bock	+8	2:18.465	4	18.887	111.730	69.43				
21	6	5	Robert Mills	Healey 100	2:19.012	7	19.434	111.291	69.15				
22	23	5	Doug Taylerson	+4	2:23.552	8	23.974	107.771	66.97				
23	11	5	David James	+4	2:24.133	8	24.555	107.337	66.70				
SATURDAY CHALLENGE					Race time	Behind			Best				
Pos	No	Class	Driver	Car	(mins:secs)	Laps	(secs)	kph	mph	lap	on	kph	mph
1	29	7	Keith Ahlers	+8	20:37.574	10		125.009	77.68	2:00.532	6	128.354	79.76
2	13	6	Chris Acklam	+8	20:50.966	10	13.392	123.670	76.85	2:02.844	5	125.938	78.25
3	39	6	Simon Orebi Gann	+8	20:56.217	10	18.643	123.154	76.52	2:03.655	10	125.112	77.74
4	86	7	Graham Miller	TR7 V8	20:58.285	10	20.711	122.951	76.40	2:04.449	5	124.314	77.25
5	98	7	Alan H. Price	TR7 V8	21:22.160	10	44.586	120.662	74.98	2:06.134	9	122.653	76.21
6	7	6	Chris Conoley	TR 4	21:46.271	10	1:08.70	118.434	73.59	2:08.595	8	120.306	74.75
7	173	6	Ulrich Seeger	RS 2000	21:46.726	10	1:09.15	118.393	73.57	2:08.779	8	120.134	74.65
8	27	7	Stephen Lockett	+8	22:10.366	10	1:32.79	116.289	72.26	2:09.216	4	119.728	74.40
9	50	6	David Smithies	Healey 3000	22:16.709	10	1:39.14	115.738	71.92	2:11.272	3	117.853	73.23
10	55	7	Christian Bock	+8	22:16.897	10	1:39.32	115.721	71.91	2:09.455	5	119.507	74.26
11	16	6	Eric Woolley	Healey 3000	22:27.652	10	1:50.08	114.798	71.33	2:13.009	2	116.314	72.27
12	35	6	Robert Jan T Hoen	Healey 3000M	22:30.227	10	1:52.65	114.579	71.20	2:12.374	9	116.872	72.62
13	53	6	Allen Tice	Healey 3000	22:32.170	10	1:54.60	114.414	71.09	2:12.080	8	117.132	72.78
14	73	6	Chris Clarkson	Healey 3000M	22:32.818	10	1:55.24	114.359	71.06	2:13.107	2	116.228	72.22
15	30	6	Chris Riley	Healey 3000M	22:40.079	10	2:02.50	113.749	70.68	2:13.756	10	115.664	71.87
16	119	6	Ian Cox	Healey 3000	22:41.516	10	2:03.94	113.629	70.61	2:14.248	4	115.240	71.61
17	6	5	Robert Mills	Healey 100	21:09.093	9	1 lap	109.714	68.17	2:18.544	9	111.667	69.39
18	11	5	David James	+4	21:09.984	9	1 lap	109.637	68.13	2:18.031	6	112.082	69.64
19	43	5	Annet de Vries	MGB B	21:10.798	9	1 lap	109.566	68.08	2:18.178	6	111.962	69.57
20	23	5	Doug Taylerson	+4	21:11.362	9	1 lap	109.518	68.05	2:18.347	6	111.826	69.49
Not classified													
82	7		Fritz Kremer	TVR Griffith	14:23.457	7		125.421	77.93	1:58.152	2	130.939	81.36
111	7		Matthias Te Neues	+8	11:37.440	5		110.911	68.92	2:12.959	4	116.357	72.30
71	6		Karel Sauerbier	Crosslé 33F	12:17.724	5		104.855	65.15	2:18.174	4	111.966	69.57
56	6		Henk Bökenkamp	Lotus Elan	2:17.711	1		112.342	69.81				



**Zandvoort**

**Saturday**

**Challenge**

Circuit **Zandvoort** Length 2.6719 miles  
Date 19-Sep-99 Weather/track Dry

**Zandvoort,**

**Morgan &**

**MG race**

**PRACTICE**

					<b>Time</b>		<b>Behind</b>		
<i>Pos</i>	<i>No</i>	<i>Class</i>	<i>Driver</i>	<i>Car</i>	<i>(mins: secs)</i>	<i>Lap</i>	<i>(secs)</i>	<i>kph</i>	<i>mph</i>
1	29	29	Keith Ahlers	+8	1:59.326	5		129.728	80.61
2	39	31	Simon Orebi Gann	+8	2:02.920	9	3.594	125.935	78.25
3	13	31	Chris Acklam	+8	2:04.143	3	4.817	124.695	77.48
4	27	31	Stephen Lockett	+8	2:08.841	5	9.515	120.148	74.66
5	111	30	Matthias Te Neues	+8	2:09.905	5	10.579	119.164	74.04
6	55	30	Christian Bock	+8	2:10.936	6	11.610	118.225	73.46
7	1	25	Pier Winsemius	MGB	2:11.825	8	12.499	117.428	72.97
8	2	25	Jacco Valenteijn	MGB	2:12.000	3	12.674	117.273	72.87
9	10	25	Rick Hendriks	MGB GT	2:12.325	8	12.999	116.984	72.69
10	8	25	Teun Bleijenberg	MGB	2:12.366	3	13.040	116.948	72.67
11	15	25	Maurits de Koning	MGB	2:12.581	5	13.255	116.759	72.55
12	91	28	Ab Flipse	MGBGT V8	2:13.660	4	14.334	115.816	71.96
13	31	25	Ha Pé Hamer	MGB	2:13.674	3	14.348	115.804	71.96
14	35	26	Robert Jan T Hoen	AH3000M	2:13.778	2	14.452	115.714	71.90
15	3	25	Joost Wertwijn	MGB	2:13.912	3	14.586	115.598	71.83
16	92	28	Rob V.D. Poel	MGB V8	2:14.701	3	15.375	114.921	71.41
17	25	25	Albert Veldman	MGB	2:16.268	7	16.942	113.599	70.59
18	54	27	Rolf Soesman	MG Midget	2:16.521	9	17.195	113.389	70.46
19	51	27	Ton Meijer	MGA	2:17.143	9	17.817	112.875	70.14
20	109	25	Jim Lowry	MGB	2:17.164	9	17.838	112.857	70.13
21	19	25	Albert Jan V.D. Wal	MGB	2:17.610	3	18.284	112.492	69.90
22	53	27	Jan Extra	MGA	2:17.791	7	18.465	112.344	69.81
23	43	25	Annet de Vries	MGB	2:18.845	5	19.519	111.491	69.28
24	66	32	Reiner Vierling	+8	2:19.298	8	19.972	111.128	69.05
25	33	25	Esper van Heesewijk	MGB	2:19.448	7	20.122	111.009	68.98
26	38	33	Gerd Wünsch	+4/4	2:19.982	8	20.656	110.585	68.71
27	11	33	David James	+4	2:20.190	8	20.864	110.421	68.61
28	79	27	Mark Dols	MG Midget	2:20.674	2	21.348	110.041	68.38
29	23	33	Doug Taylerson	+4	2:21.974	8	22.648	109.034	67.75
30	18	25	René Gielisse	MGB	2:22.611	8	23.285	108.547	67.45
31	16	25	Jan Willem Ypkemeule	MGB GT	2:26.210	7	26.884	105.875	65.79
32	30	25	Brian Playford	MGB	2:26.506	8	27.180	105.661	65.65
33	81	27	Terry Bryant	MGA	2:27.078	8	27.752	105.250	65.40
34	52	27	Marinus Valenteijn	MGA	2:30.839	2	31.513	102.626	63.77

**MORGAN RACE**

					<b>Race time</b>		<b>Behind</b>			<b>Best</b>			
<i>Pos</i>	<i>No</i>	<i>Class</i>	<i>Driver</i>	<i>Car</i>	<i>(mins: secs)</i>	<i>Laps</i>	<i>(secs)</i>	<i>kph</i>	<i>mph</i>	<i>lap</i>	<i>on</i>	<i>kph</i>	<i>mph</i>
1	29	29	Keith Ahlers	+8	20:47.015	10		124.136	77.13	2:02.064	3	126.818	78.80
2	13	31	Chris Acklam	+8	20:49.811	10	02.796	123.858	76.96	2:02.531	5	126.335	78.50
3	39	31	Simon Orebi Gann	+8	20:57.169	10	10.154	123.134	76.51	2:02.535	5	126.331	78.50
4	27	31	Stephen Lockett	+8	22:13.023	10	26.008	116.127	72.16	2:09.370	6	119.657	74.35
5	1	25	Pier Winsemius	MGB	22:15.994	10	28.979	115.869	72.00	2:11.524	10	117.697	73.13
6	10	25	Rick Hendriks	MGB GT	22:17.406	10	30.391	115.746	71.92	2:12.265	2	117.038	72.72
7	92	28	Rob V.D. Poel	MGB V8	22:26.328	10	1:39.313	114.979	71.44	2:11.291	2	117.906	73.26
8	8	25	Teun Bleijenberg	MGB	22:29.727	10	1:42.712	114.690	71.26	2:12.772	5	116.591	72.45
9	91	28	Ab Flipse	MGB GT V8	22:48.155	10	2:01.140	113.145	70.30	2:13.025	5	116.369	72.31
10	3	25	Joost Wertwijn	MGB	22:56.833	10	2:09.818	112.432	69.86	2:15.355	2	114.366	71.06
11	43	25	Annet de Vries	MGB	20:48.156	9	1 lap	111.620	69.36	2:15.769	5	114.017	70.85
12	54	27	Rolf Soesman	MG Midget	20:48.790	9	1 lap	111.564	69.32	2:16.681	3	113.256	70.37
13	33	25	Esper van Heesewijk	MGB	20:57.382	9	1 lap	110.801	68.85	2:16.017	6	113.809	70.72
14	109	25	Jim Lowry	MGB	21:00.699	9	1 lap	110.510	68.67	2:16.803	3	113.155	70.31
15	19	25	Albert Jan V.D. Wal	MGB	21:01.091	9	1 lap	110.476	68.65	2:17.080	5	112.927	70.17
16	25	25	Albert Veldman	MGB	21:02.029	9	1 lap	110.393	68.60	2:17.317	5	112.732	70.05
17	53	27	Jan Extra	MGA	21:04.668	9	1 lap	110.163	68.45	2:17.832	5	112.310	69.79
18	51	27	Ton Meijer	MGA	21:05.702	9	1 lap	110.073	68.40	2:18.568	5	111.714	69.42
19	11	33	David James	+4	21:18.374	9	1 lap	108.982	67.72	2:19.025	5	111.347	69.19
20	23	33	Doug Taylerson	+4	21:19.970	9	1 lap	108.846	67.63	2:19.682	9	110.823	68.86
21	62	26	Stefan Bierman	AHSprite	21:30.838	9	1 lap	107.930	67.06	2:17.894	9	112.260	69.76
22	18	25	René Gielisse	MGB	21:45.751	9	1 lap	106.697	66.30	2:21.726	9	109.225	67.87
23	16	25	Jan Willem Ypkemeule	MGB GT	21:59.262	9	1 lap	105.604	65.62	2:23.003	4	108.249	67.26
24	30	25	Brian Playford	MGB	22:05.671	9	1 lap	105.094	65.30	2:24.352	2	107.238	66.63
25	81	27	Terry Bryant	MGA	22:23.858	9	1 lap	103.671	64.42	2:26.487	2	105.675	65.66
26	31	25	Ha Pé Hamer	MGB	20:58.756	8	2 laps	98.383	61.13	2:14.783	4	114.851	71.37
27	38	33	Gerd Wünsch	+4/4	22:08.983	8	2 laps	93.184	57.90	2:23.563	6	107.827	67.00

**Not classified**

2	25	Jacco Valenteijn	MGB		15:44.945	7	9 laps	114.673	71.25	2:12.993	5	116.397	72.33
55	30	Christian Bock	+8		13:07.953	6	9 laps	117.875	73.24	2:09.270	2	119.749	74.41

Circuit **Oulton Park** Length 2.775 miles  
 Date **4-Sep-99** Weather/track Sunny/dry

# Qualifying

## & Race

## Results:

## Race 7

## Oulton

## Park

PRACTICE					Time	Behind		
Pos	No	Class	Driver	Car	(mins: secs)	(secs)	kph	mph
1	8	A	Peter Garland	+8	1:53.23		141.99	88.23
2	16	A	Malcolm Paul	+8	1:55.75	2.52	138.90	86.31
3	29	A	Keith Ahlers	+8	1:56.30	3.07	138.24	85.90
4	35	A	Chris Springall	+8	1:58.48	5.25	135.70	84.32
5	53	C	Graham White	+8	1:59.31	6.08	134.75	83.73
6	41	B	Adrian van der Kroft	+8	2:00.08	6.85	133.89	83.19
7	43	B	Mark Baldwin	+8	2:00.78	7.55	133.11	82.71
8	1	B	Richard Lloyd	+8	2:00.93	7.70	132.95	82.61
9	13	C	Chris Acklam	+8	2:02.02	8.79	131.76	81.87
10	39	C	Simon Orebi Gann	+8	2:02.15	8.92	131.62	81.78
11	50	C	Paul Burry	+8	2:04.26	11.03	129.38	80.40
12	54	D	Peter Horsman	+8	2:04.48	11.25	129.16	80.25
13	55	B	Philip McKelvey	+8	2:09.17	15.94	124.47	77.34
14	31	D	Leigh Sebba	+8	2:09.93	16.70	123.74	76.89
15	71	D	Kelvin Laidlaw	+8	2:11.36	18.13	122.39	76.05
16	18	E	John Clarke	+4SS	2:11.41	18.18	122.34	76.02
17	34	E	Peter Sargeant	+4	2:15.42	22.19	118.72	73.77
18	28	A	Ian Hepburn	+8	2:16.08	22.85	118.15	73.41
19	23	E	Doug Taylerson	+4	2:19.18	25.95	115.51	71.78
20	11	E	David James	+4				

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	15:52.08	8		135.09	83.94	1:54.23	5	140.75	87.46
2	16	A	Malcolm Paul	+8	15:58.10	8	06.02	134.24	83.42	1:57.61	4	136.70	84.94
3	29	A	Keith Ahlers	+8	15:59.72	8	07.64	134.02	83.27	1:56.64	8	137.84	85.65
4	1	B	Richard Lloyd	+8	16:16.88	8	24.80	131.66	81.81	1:59.44	3	134.61	83.64
5	41	B	Adrian van der Kroft	+8	16:21.45	8	29.37	131.05	81.43	2:00.27	6	133.68	83.06
6	53	C	Graham White	+8	16:28.74	8	36.66	130.08	80.83	2:00.78	6	133.11	82.71
7	43	B	Mark Baldwin	+8	16:29.03	8	36.95	130.05	80.81	2:01.01	6	132.86	82.56
8	39	C	Simon Orebi Gann	+8	16:34.89	8	42.81	129.28	80.33	2:01.37	8	132.47	82.31
9	35	A	Chris Springall	+8	16:35.20	8	43.12	129.24	80.31	2:00.03	7	133.94	83.23
10	13	C	Chris Acklam	+8	16:39.06	8	46.98	128.74	80.00	2:01.22	7	132.63	82.41
11	50	C	Paul Burry	+8	16:44.07	8	51.99	128.10	79.60	2:02.15	7	131.62	81.78
12	55	B	Philip McKelvey	+8	17:19.78	8	1:27.70	123.70	76.86	2:08.01	2	125.59	78.04
13	54	D	Peter Horsman	+8	17:22.82	8	1:30.74	123.34	76.64	2:06.24	2	127.36	79.13
14	18	E	John Clarke	+4SS	17:44.04	8	1:51.96	120.88	75.11	2:10.09	5	123.59	76.79
15	71	D	Kelvin Laidlaw	+8	17:51.26	8	1:59.18	120.06	74.60	2:11.12	4	122.62	76.19
16	31	D	Leigh Sebba	+8	17:52.08	8	2:00.00	119.97	74.55	2:10.77	4	122.94	76.39
17	34	E	Peter Sargeant	+4	16:00.21	7	1 lap	117.21	72.83	2:14.23	6	119.77	74.42
18	11	E	David James	+4	16:00.53	7	1 lap	117.17	72.80	2:13.93	7	120.04	74.59
19	28	A	Ian Hepburn	+8	16:21.50	7	1 lap	114.66	71.25	2:17.46	7	116.96	72.68
20	23	E	Doug Taylerson	+4	16:34.50	7	1 lap	113.16	70.32	2:19.88	6	114.94	71.42

### Not classified

22	A	Barry Sumner	+8	11:03.59	5					2:06.55	4	127.04	78.94
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Fastest laps					(mins: secs)	on	kph	mph
A	Peter Garland	+8	1:54.23	5	140.75	87.46		
B	Richard Lloyd	+8	1:59.44	3	134.61	83.64		
C	Graham White	+8	2:00.78	6	133.11	82.71		
D	Peter Horsman	+8	2:06.24	2	127.36	79.13		
E	John Clarke	+4SS	2:10.09	5	123.59	76.79		

New lap record, class change  
 New lap record, class change  
 New lap record, class change  
 New lap record, class change

Old Lap Records					(mins: secs)	kph	mph
05-Oct-96	A	Peter Garland	+8	1:51.45	4	144.26	89.64
05-Oct-96	B	Malcolm Paul	+8	1:57.00	3	137.41	85.38
May-94	C	Alan Wickenden	+4	2:08.33	4	125.28	77.85
05-Oct-96	D	Martin Kurrein	+8	2:07.65	2	125.95	78.26
05-Oct-96	E	Colin Treble	+8	2:11.69	3	122.08	75.86