



The *Unofficial* Race Series Newsletter

Horsman reigns

The 1999 Morgan Motor Co. Challenge Race Series drew to its controversial conclusion at Brands Hatch on the weekend of the 2nd and 3rd of October. With the absence of Peter Garland who had been unexpectedly detained when his boss sent him on a last minute business trip to the States, it was Keith Ahlers who, on a bright and dry Saturday, grabbed pole by over half a second from Malcolm Paul. Championship leader Rick Lloyd took 3rd place from where he looked well placed to win class B and seal his 2nd consecutive championship.

At 2.30 on race day the temperature dropped suddenly as thick clouds gagged the autumn sun. From the gloom emerged 23 Morgans lunging at Paddock Hill bend and the roller-coaster ride to Druids which is where, for Rick Lloyd at least, it all went wrong. Since Peter Horsman had had a point for fastest lap cruelly ripped away from him by part-timer Jack Bellinger, Lloyd had managed to keep himself that single point ahead even when he'd had to rent-a-wreck at Oulton Park. But now at the most critical moment in his season his luck changed as quickly as the weather.

In what was widely seen to be an extraordinarily over ambitious manoeuvre, it was Chris Springall who, having already made contact with Malcolm Paul at the start, charged up the inside of Lloyd into Druids. With no hope of making the corner, contact was inevitable and while Springall used Lloyd's car to get round the corner, Lloyd knew his championship was in tatters pounding his steering wheel as the entire field passed the

champion stranded in the gravel trap.

Peter Horsman thought all his Christmas's had come at once when he passed Lloyd. Horsman had been lucky to make the start after realising he had no fuel and (as with all services at Brands Hatch) having found the garage closed, but he managed to borrow some four star from Rick Bourne. After making a cracking start passing both Simon Orebi-Gann and Leigh Sebba he concentrated on making it to the finish and getting the 2 points he now needed to become the 'reluctant' champion. Horsman finished an ironic 13th and was the bridesmaid no longer. He had wanted to beat Lloyd in a straight fight but you take it what ever way it comes.

Keith Ahlers won the race, his first championship victory and although he was never headed, Malcolm Paul made sure he had to work hard for it until he lost ground with a brief excursion onto the grass. After his topsy-turvy season, Ahlers was happy that it had all come good in the end and was perhaps unsurprisingly filled with hope for next season.

One of the two great battles occurred between James Paterson and Grahame White for 3rd position. White, a driving instructor at Brands has (as I may have mentioned in a past report) completed over 1000 tours of the circuit and so had absolutely no excuse for failing to beat Paterson in qualifying. They both made good starts and avoided the destruction derby at Druids on the first lap and from then on they were never separated by more than a second as White chased Paterson probing for his 'weak point'. By

the penultimate lap, as the rain fell, he thought he'd found it and as Paterson ran a fraction wide from his defensive line through Clearways, White pounced and held Paterson off to the flag.

Next along the road was Chris Springall then Mark Baldwin who, on his way to 6th had got by Chris Acklam at Paddock and Adrian Van de Kroft when Kroft lost it coming out of Druids for the 8th time and slammed into the Armco causing substantial damage to his silver +8 which he was devastated about.

In 7th place came oil trader Paul Burry who, balked by the melee at Druids, was passed by Baldwin round the outside and then by Sumner down into Graham Hill Bend. Burry got Sumner back into Druids and then Acklam (who has put his poor season down to age!) through Clearways and with 3 laps to go managed to defend the position from the attentions of both Acklam and Sumner until the flag.

Alone and sad in 10th was Simon Orebi-Gann who had crashed at Druids earlier in the day. 17 seconds of tarmac later came Phil McKelvey resplendent (or so he thought) in his cravat. He had made a bad start but at the close of his first season of Morgan racing was pleased to have 'toughed' it out past Horsman and Daniel Ward and to be racing at last and not for last. Ward, in only his 2nd championship appearance, had raised his game after Lloyd had shown him what the car was capable of during the previous day's endurance race.

Champion Horsman was followed home by seamstress

continued on page 2

Championship standings

1	Peter Horsman	66
2	Rick Lloyd	66
3	Graham White	52
4	Peter Garland	49
5=	Jack Bellinger	41
5=	Peter Sargeant	41
7	Chris Acklam	40
8	Philip McKelvey	36
9=	Adrian van der Kroft	36
9=	James Paterson	36
9=	David James	36
12	Chris Springall	35
13=	Keith Ahlers	32
13=	John Clarke	32
15	Leigh Sebba	30
16	Mary Lindsay	28
17	Paul Burry	26
18	Kelvin Laidlaw	26
19=	Malcolm Paul	25
19=	Mark Baldwin	25
21	Matthew Wurr	18
22	Simon McDermott	16
23=	Brian Jenkins	14
23=	Martin Kurrein	14
25=	Simon Orebi Gann	12
25=	Barry Sumner	12
27	Doug Taylerson	10
28	Matt Taylerson	9
29	Grahame Walker	8
30=	Grahame Bryant	4
30=	Stephen Wheatley	4
32	Stephen Lockett	3
33	Ian Hepburn	2
34=	Daniel Ward	2
34=	Jeremy Holden	2
34=	Reiner Vierling	2
35	James Edgerton	1

continued from front page

Mary Lindsay who had stitched up both Kelvin Laidlaw and Leigh Sebba when they were held up at Druids and she spent the duration of the race aware that if she put a wheel wrong the 'canny' Sebba would have got her.

Behind Laidlaw was another great battle. Doug Taylerson gave up his ride to his son Matt, a Formula Ford racer with 10 years of racing experience, none of them in a Morgan. Axle-tramping off the line, Taylerson lost a place to David James but by the end of lap 3 had passed him and Peter Sargeant, from where he launched an assault on John Clarke passing him spectacularly through Paddock Hill Bend on lap 5. Clarke tracked Taylerson for 2 laps and got by him through Graham Hill Bend using a technique he had tried out earlier on Sargeant. After that, as he so eloquently put it, he had a 'bollocks of a job' keeping him behind for the final 6 laps but 'had a great time.. about time somebody in a +4 gave me a race' he said.

Peter Sargeant had a great time passing virtually stationary cars at Druids but one by

one they all got back past him which didn't worry The Sarge who wanted to win the war and not the battle. David James got the better of Taylerson off the line but on lap 2, under pressure, gave it all away as he whirled out at Druids. Stephen Wheatley couldn't believe his luck as he managed to avoid the spinning car but James quickly recovered and Wheatley had to fend him off until, on lap 6 he steamed past Wheatley at Paddock Hill Bend.

So another season of the Morgan Championship has come to an end. I have had a great time reporting for the tyrant editor of MogSport and enjoyed getting to know the actors drivers and supporting cast involved in the race series. Many thanks to all of you who have tolerated me and my tape machine. I am sure I have upset enough of you and to those whom I haven't, I apologise (apart that is from Cobra-driving ****ers). Next year this position is vacant and I hope, for my Mother's sake, that someone will emerge from the shadows to take up the baton (and English).

*Yours anonymously
Jonathan Suffolk*

Circuit		Brands Hatch											
Date		2-Oct-99											
LAP CHART													
Pos	Grid	Laps -->											
		1	2	3	4	5	6	7	8	9	10	11	12
1	29	29	29	29	29	29	29	29	29	29	29	29	29
2	16	16	16	16	16	16	16	16	16	16	16	16	16
3	1	21	21	21	21	21	21	21	21	21	21	53	53
4	35	53	53	53	53	53	53	53	53	53	53	21	21
5	21	35	41	41	35	35	35	35	35	35	35	35	35
6	53	41	13	35	41	41	41	41	43	43	43	43	43
7	13	13	35	13	13	43	43	43	13	13	50	50	50
8	41	43	43	43	43	13	13	13	22	50	13	13	13
9	50	22	22	22	22	22	22	22	50	22	22	22	22
10	43	50	50	50	50	50	50	50	39	39	39	39	39
11	39	54	39	39	39	39	39	39	55	55	55	55	55
12	22	39	54	54	25	25	55	55	25	25	25	25	25
13	25	25	25	25	55	55	25	25	54	54	54	54	54
14	55	55	55	55	54	54	54	54	7	7	7	7	7
15	54	7	7	7	7	7	7	7	31	31	31	31	31
16	31	31	31	31	31	31	31	31	71	71	71	71	71
17	71	71	71	71	71	71	71	71	18	18	18	18	18
18	7	94	94	18	18	23	23	18	23	23	23	23	23
19	18	18	18	94	23	18	18	23	94	94	94	94	94
20	94	11	23	23	94	94	94	94	11	11	11	11	11
21	23	23	44	44	44	44	44	11	44	44	44	44	44
22	11	44	11	11	11	11	11	44					
23	44												

(supplied by Jan Jones)

Class standings

Class A

Peter Garland	49
Keith Ahlers	32
Malcolm Paul	25
Chris Springall	24
Matthew Wurr	18
Simon McDermott	16
Barry Sumner	12
Grahame Bryant	4
Ian Hepburn	2
James Edgerton	1

Class B

Rick Lloyd	66
Philip McKelvey	36
Adrian van der Kroft	36
Mark Baldwin	25
Grahame Walker	8

Class C

Graham White	52
Chris Acklam	40
James Paterson	36
Paul Burry	26
Martin Kurrein	14
Simon Orebi Gann	12
Chris Springall	11
Stephen Lockett	3
Daniel Ward	2

Class D

Peter Horsman	66
Jack Bellinger	41
Leigh Sebba	30
Mary Lindsay	28
Kelvin Laidlaw	26
Jeremy Holden	2
Reiner Vierling	2

Class E

Peter Sargeant	41
David James	36
John Clarke	32
Brian Jenkins	14
Doug Taylerson	10
Matt Taylerson	9
Stephen Wheatley	4

Rich Pickings At the Paddock (Class E at Brands Hatch)

Peter Sargent was crowned champion of Class E and John Clarke completed a hat trick of wins during an incident packed race at Brands Hatch.

The last race of the season brought out a bevy of +4s and the gorgeous 4/4 of Stephen Wheatley. Matt Taylerson had managed to prise the steering wheel out of his Dad's hands and lined up alongside the +4 stalwarts of David James, John Clarke and The Sarge. Matt normally competes in historic Formula Ford (when funds allow) and also partners his dad in long distance events - in fact, before practice, the Taylersons had taken a class win in the 1 hour race for faster cars. Sadly, Chris Dady had been unable to get the newly installed twin cam fettled in time and we will now have to wait until next season to witness Italian power.

With the weather looking threatening, John and The Sarge lined up on the grid closely followed by Matt and David with Stephen nestling in behind. Qualifying had seen the field split by less than one second, so the race was always going to be close.

On the green light, The Sarge surged into the lead with David taking up position behind John. As the field streamed up towards Druids, Matt and Stephen were able to make up ground lost at the start. With the +8s doing their usual banging and crashing, this was no time for heroes, and the +4s held station down to the revised Graham Hill Bend.

By the next lap, Matt was beginning to put real pressure on David. Matt dived inside under braking at Paddock and carried a minor advantage up the hill towards Druids. David was not finished though, and left his braking ever so late for the tight right hander. Perhaps too late, as with Matt on the inside line, David drifted wide on the exit, stuck a wheel in the mud and spun.

Meanwhile, John was hounding The Sarge and took his chance on the third lap, powering out of Graham Hill Bend and holding the inside line for Surtees.

It was not long before Matt followed suit. Matt was again quickest of the +4s into Paddock, and

CODE OF DRIVING CONDUCT ON CIRCUITS

Mr, or possibly Ms, Boost recently queried how drivers should react to certain situations on the track and asked 'What are the Rules?'. Well, it has been pointed out to me that the FIA publish the full list of Regulations on their (rather primitive) website at www.fia.com from which the following is taken (and which uses very similar wording to the Blue Book Regulations).

CHAPTER IV: 1 – OBSERVANCE OF SIGNALS

The instructions detailed in articles 4, 5 and 6 of Appendix H to the International Sporting Code are deemed to be part of this code of driving conduct. All drivers must be thoroughly acquainted with them.

2 – OVERTAKING

a) during a race, a car alone on the track may use the full width of the said track. However, as soon as it is caught up on a straight by a car which is either temporarily or constantly faster, the driver shall give the other vehicle the right of way by pulling over to one side in order to allow for passing on the other side.

b) if the driver who has been caught does not seem to make full use of his rear-view mirror the flag marshal(s) will give a warning by waving the blue flag to indicate that another competitor wants to overtake.

Any driver who does not take notice of the blue flag may be penalised by a fine imposed by the Sporting Stewards.

Systematic or repeated offences may result in the exclusion of the offender from the race.

c) curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left.

However, manoeuvres liable to hinder other drivers such as premature direction changes, deliberate crowding of cars towards the inside or the outside of the curve or any other abnormal change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

d) any obstructive manoeuvre carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of several vehicles, as well as fan-shaped arrangement, is authorised only if there is not another car trying to overtake. Otherwise the blue flag will be waved.

e) the penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.

f) the repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) may entail the exclusion of the drivers concerned.

g) the race track alone shall be used by the drivers during the race.

deftly took the Sarge on the inside and was well clear by Druids.

Matt now had the bit between his teeth, and with cheers from the family, repeated the manoeuvre at Paddock for a third time on John to take a well deserved lead. John, however, was not going to give up his position quite as easily, and the cars were neck and neck into Druids. Again, Matt held the inside line but the two cars were one on the entry into Graham Hill Bend. This was going to be close and so it proved. With an ounce of more speed on the exit, John drew alongside up the Cooper Straight and again held the inside line into Surtees. With Matt forced to follow, the cars thundered around the Clark Curve and onto the Brabham straight.

With a bit more savvy than the previous lap, John held the inside line around Paddock and clung to the infield up to Druids. If Matt was going to regain the lead, he was going to have to go the long way round.

If this wasn't enough, the clouds grew darker and 4 laps from the end, dumped sufficient water around the circuit to make life a bit more interesting for the drivers.

The Sarge slowed and settled for third place whilst Matt saw his chance to take the class win. Being far faster than John around McLaren and the Clark Curve, Matt was right up behind John through Paddock and Druids. John eked out a small advantage through Graham Hill Bend then threw the car sideways through Surtees with Matt snapping at his heels. As the Class A cars thundered past, time was running out for Matt and so it proved. John took the chequered flag by a whisker with Matt notching up a fine second place and a new lap record. The Sarge took a leisurely third place and in doing so, robbed David for the class championship.

So a fitting end to a great season of +4 racing. Congratulations to The Sarge and all the other competitors who have made 1999 such an enjoyable season.

For Sale

Low mileage, 2-year old, excellent condition trailer
Standard Brian James A-Frame type (6' 1" bed width) with tyre rack. Perfect for transporting Morgan of any type or larger vehicle. Storage constraint forces sale. Great deal at £1500.
Ring Simon Orebi Gann on 0208 789 1089.

5 Morgan +8 15" alloy wheels complete with Yokohama A520s. My road wheels with 4 tyres used on the roads last winter, 1 unused as spare.

John Eales 3.9 Rover engine. Built to Class C spec. 3 years ago and refurbished last winter. Complete with injection system and with original gearbox. £2000 as is.
Chris Acklam on 01303 813803.

Wanted

15" alloy wheels for +8.
Contact Paul Chauveau:
(work tel) 01538 372424.

16" split rims or alloys.
Contact Chris Acklam on 01303 813803

Ace/race reporter

Many thanks to Jonathan Suffolk for putting together such entertaining race reports this season. Apart from certain abusive and ageist comments creeping in at the end, the reports have been marked by a knowledge of the Championship, a care for detail and cartoon-like descriptions of the drivers and their antics (perhaps not always appreciated by his victims). One minor fault may have been a tendency to be too complimentary to Cobra drivers.

He now retires to a life of sybaritic splendour in France or Spain.

SO, a volunteer please for this wonderful opportunity to be rude about the drivers, the organisers and to follow the Series to its glamorous destinations. For great pay and conditions and massive expenses, contact Bernie Ecclestone, otherwise have a quiet word with Serena.

**1999
Morgan Motor Company Challenge**

No.	Class	Driver	Model	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	Class
				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	1	54.444	10	32	32	2		
52	A	Grahame Bryant	+8													14	1:22.71	4							4	4	8			
3	A	James Edgerton	+8													dnf	1:15.74	1							1	1	10			
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	49	1		
28	A	Ian Hepburn	+8															19	2:17.46	2					2	2	9			
20	A	Simon McDermott	+8				1	1:20.10	10	4	54.24	6	dnf												16	16	6			
16	A	Malcolm Paul	+8	3	1:22.26	8										dnf	1:20.39		2	1:57.610	8	2	54.433	9	25	25	3			
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	5	55.769	6	24	24	4	
57	A	Barry Sumner	+8													11	1:24.39	8					9	56.775	4	12	12	7		
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	5			
43	B	Mark Baldwin	+8															9	1:20.07	8	7	2:01.010	6	6	56.449	11	25	25	4	
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	dnf		36	36	3			
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	dnf		66	66	1			
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	11	58.032	8	40	36	2		
14	B	Grahame Walker	+8	4	1:21.77	8				dnf														8	8	8	5			
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	8	56.448	4	41	40	2		
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	7	56.966	6	26	26	4		
36	C	Martin Kurrein	+8				5	1:23.94	8								4	1:20.05	6						14	14	5			
27	C	Stephen Lockett	+8							11	58.96	2					16	1:26.42	1						3	3	8			
39	C	Simon Orebi Gann	+8														8	1:20.73	2	8	2:01.370	8	10	56.690	2	12	12	6		
21	C	James Paterson	+8				4	1:23.11	10	7	56.27	6				2	1:18.74	11				4	56.317	9	36	36	3			
47	C	David Sherman	+8														dnf	1:28.86							0	0				
35	C	Chris Springall	+8	5	1:21.26	11																			11	11	7			
21	C	Daniel Ward	+8														21	1:25.39	1			12	58.952	1	2	2	9			
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	3	56.393	10	52	52	1		
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	2		
71	D	Jeremy Holden	+8							15	59.64	2	dnf													2	2	6=		
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	13	59.056	11	76	66	1		
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	16	59.887	4	26	26	5		
7	D	Mary Lindsay	+8				13	1:28.81	4	12	59.50	6	12	1:30.82	4		18	1:26.77	6			14	59.309	8	28	28	4			
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	15	59.590	6	31	30	3		
166	D	Reiner Vierling	+8														22	1:26.05	2						2	2	6=			
18	E	John Clarke	+4SS									dnf	1:33.07				15	1:23.31	11	14	2:10.090	11	17	1:00.943	10	32	32	3		
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	20	1:02.450	4	36	36	2		
26	E	Brian Jenkins	+4	14	1:43.68	6							15	1:46.88	8										14	14	4			
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	19	1:01.436	6	41	41	1		
23	E	Doug Taylerson	+4														25	1:28.16	6	20	2:19.880	4			10	10	5			
23	E	Matt Taylerson	+4																				18	1:00.891	9	9	9	6		
44	E	Stephen Wheatley	4/4														27	1:30.15	2				21	1:05.245	2	4	4	7		

+4 Morgan Team win the Birkett 6-Hour Relay (again!)

It had been so long coming that the news, when it did come was still unreal and hard to take in. Several hours after the end of another extremely wet "Birkett" – the 6 hour handicap relay race run by the 750 Motor Club at Snetterton in Norfolk – the winners were announced as the Morgan "+4+'s", a collection of early (real) +4's and 4/4's, and by a margin of 3 laps over the second placed Spur Engineering fielding a team of quick (well they're all quick really!) Caterham 7's. Sadly, they had decided to contest their second place, which only resulted in our spending more time in the bar after the event than we would have liked. (no really!)

The outcome of handicap races always tend to be a mystery to everyone except the poor old handicapper himself (although there are plenty of people who think they could do the job better!) and this was no exception, with the handicap changing during the day as the weather changed from wet to very wet with gale force winds, although some blue sky was visible at around mid day. However, this was shortly before the end of a period behind the safety car when an Austin Healey 3000 powering up the pit straight unexpectedly found himself going round and round in circles, before trying to leave the circuit through the pit wall. This proved to be too much for the overworked marshalls, and the race was red flagged to give time for the weather to improve (it didn't), and to recover the many cars that had left the pits

never to return in the atrocious conditions.

It is a great credit to us that none of our drivers had an "off" all day, neither did we experience much in the way of mechanical difficulties. As a result our regular workshop back up man, Brian Gateson of "Techniques" had a relatively easy time mopping up the sandwiches in Barry Sumner's motor home. However, it was questionable whether the gentle rocking motion of the same was caused by the gales outside or by John Clarke pacing up and down inside waiting for his stint in his very rapid and desirable +4 Supersports. As luck would have it, Barry Sumner's 1953 Flat Rad +4, which has had a V8 shoehorned into it this season, (bringing back memories of the 2½ litre V8 Daimler +4 of Hon. Basil Fielding) and which had a crushing outing at the Manx Classic this autumn, managed only three laps before niggling problems with the throttle linkage and water pump sidelined him. Thus it was that the remaining two cars of rain meister Jack Bellinger in his crossflow 4/4 and Matt Taylerson in the Kieft +4, VON777, together with the aforementioned John Clarke in his +4 supersport were left to uphold the "four cylinder" honours, there being also two other teams of Morgan +8 running amongst the 40 teams in total.

The sheer variety of cars entered is a feature of the "Holly Birkett" ranging from a team of pre-war Austin 7's, harking back to the origins of the 750 Motor Club who run

Position	Class	Team Name	Laps	Gross	Car Type
1	C	+4+'s	144	171	Morgan +4s
2	A	Spurr Race Engineering	159	168	Caterham Roadsports
3	C	Proton Survivors	149	167	Proton Coupes
4	B	Team Lotus Six	134	167	Lotus 6s
5	B	Drayton Manor Metros	141	167	MG Metro Turbos
6	C	Alfa Trofeo Historic	144	167	Alfa Romeo 33s
7	C	Morgan Challenge	155	167	Morgan +8s
8	C	Triumph TR3	144	167	Triumph TR3s
9	B	Millenium Midgets	141	166	MG Midgets
10	B	Re-hatched Krasimotos	145	165	Peugeot 205 GTIs
11	B	Betty Swollocks Sextet	145	165	Lotus Elan S3s
12	A	Goldarts	160	165	Caterham Hondas
13	H	Furnells Team Seven	120	165	Austin 7 Ulsters
14	H	Donalds Ducks	138	165	Austin Healey Silverstone/100
15	C	Harrow Arrows	152	164	Porsche/Lotus/BMW/Chevy
16	C	Abingdon A-B-Cs	142	164	MGA/B/C
17	A	Madcat 1400s	148	164	Caterham 7s
18	C	The Other Eights	155	163	Morgan +8s
19	C	Abingdon Bs	138	162	MGB
20	H	Chain Gangers	126	162	Fraser Nash
21	C	Team Longnecks	148	162	Austin Healey 3000
22	B	RSM Racing	140	161	Ford Escort XR3i
23	C	Alice & the Argonauts	143	161	Austin Healey 3000
24	C	TR Residue	139	161	TR4s
25	B	Allsorts From Everywhere	141	161	Ford/Toyota/Peugeot/VW
26	H	Bugatti	137	161	Bugatti T51/T35B
27	B	The Healet Spritzers	134	161	Austin Healey Frogeyes
28	H	Vintage Chain Gangers	129	161	Frazer Nash
29	B	BWRDC Ladies First	132	161	Toyota/MGF/Lancia
30	B	The Hart Attacks	160	160	Mallocks
31	A	Six Sevens	153	160	Caterham 7s
32	C	The Bombhole Bandits	144	158	Triumph TR6
33	C	The Radical Caterhams	153	158	Caterham 7
34	B	Classic Clubmans	153	157	Mallocks
35	B	Woodwards Wonders	154	155	Lola/Mallock
36	C	Supersports Reunited Again	145	154	Sylva/Daren/Juno
37	C	Sports Racing & GT Challenge	136	152	Jaguar/Porsche/Cobra
38	B	Dan's Demons	125	152	MG Midget

the event, through Bugattis, Triumph TR, Austin Healeys, Morgans (of course!), the inevitable collection of Lotus 7 derivatives, to Alfas, Escorts, a thinly disguised Proton factory team, to the winners of the scratch race, a team of Mallock sports racers. Speed differentials are obviously huge but characterise the event

A trawl through past records (this year's event was the 49th) reveals that a certain Morgan +4 team also won this prestigious event in 1959. And the drivers then were Peter Morgan, Chris Lawrence, Jim Goodall, Meredith, Blair (don't be silly! not that one) and Belcher in VON777, the very same car that ran in this years team 40 years on. The drivers of that race might be thinking of putting their feet up by now, but this is a luxury not extended to at least one of their cars!

However, back to the present, and also entered in the +4+'s team this year but sadly not running on the day for various reasons were Tony Howard in his +4 SLR and Chris Dady with his Fiat twin cam, who being car-less, nevertheless took on the timekeepers role with Phil Brown. Enduring the sustained drenching on the pit wall, they deserved a medal all of their own. Briefly sharing their role while "her boy" circulated in the spray, Caroline then took shelter to administer to those essential sandwiches.

And next year? Anniversaries being all the rage, this will be the 50th. Birkett and to celebrate, how about a 12 hour race? That's what is proposed, and the provisional date is June 10th. Will we be there? Silly question really!

Doug Taylerson,
Team Manager



The joyous winning +4 team oblivious now to the continuing rain, savour the glory long after everyone has left the circuit.

Circuit **Brands Hatch** Length 1.2262 miles
 Date 3-Oct-99 Weather/track Changeable

Qualifying

& Race

Results:

Race 8

Brands

Hatch

PRACTICE					Time	Behind			
Pos	No	Class	Driver	Car	(mins:secs)	Lap	(secs)	kph	mph
1	29	A	Keith Ahlers	+8	53.783	3		132.09	82.08
2	16	A	Malcolm Paul	+8	54.396	14	0.61	130.60	81.15
3	1	B	Richard Lloyd	+8	54.519	9	0.74	130.31	80.97
4	35	A	Chris Springall	+8	55.785	13	2.00	127.35	79.13
5	21	C	James Paterson	+8	55.866	8	2.08	127.16	79.02
6	53	C	Graham White	+8	55.938	9	2.15	127.00	78.91
7	13	C	Chris Acklam	+8	56.478	11	2.70	125.79	78.16
8	41	B	Adrian van der Kroft	+8	56.617	8	2.83	125.48	77.97
9	50	C	Paul Burry	+8	57.070	14	3.29	124.48	77.35
10	43	B	Mark Baldwin	+8	57.096	15	3.31	124.42	77.31
11	39	C	Simon Orebi Gann	+8	57.271	11	3.49	124.04	77.08
12	22	A	Barry Sumner	+8	57.833	12	4.05	122.84	76.33
13	25	C	Dan Ward	+8	58.202	8	4.42	122.06	75.84
14	55	B	Philip McKelvey	+8	58.360	11	4.58	121.73	75.64
15	54	D	Peter Horsman	+8	59.045	6	5.26	120.32	74.76
16	31	D	Leigh Sebba	+8	59.617	11	5.83	119.16	74.04
17	71	D	Kelvin Laidlaw	+8	1:00.260	13	6.48	117.89	73.25
18	7	D	Mary Lindsay	+8	1:00.368	12	6.58	117.68	73.12
19	18	E	John Clarke	+4	1:01.066	5	7.28	116.34	72.29
20	94	E	Peter Sargeant	+4	1:01.535	8	7.75	115.45	71.74
21	23	E	Matt Taylerson	+4	1:01.548	12	7.76	115.42	71.72
22	11	E	David James	+4	1:01.997	8	8.21	114.59	71.20
23	44	E	Stephen Wheatley	4/4	1:05.916	12	12.13	107.78	66.97

RACE					Race time	Behind				Best			
Pos	No	Class	Driver	Car	(mins:secs)	Laps	(secs)	kph	mph	lap	on	kph	mph
1	29	A	Keith Ahlers	+8	11:11.661	12		126.92	78.87	54.444		130.49	81.08
2	16	A	Malcolm Paul	+8	11:20.383	12	08.72	125.30	77.86	54.433		130.51	81.10
3	53	C	Graham White	+8	11:33.424	12	21.76	122.94	76.39	56.393		125.98	78.28
4	21	C	James Paterson	+8	11:33.771	12	22.11	122.88	76.35	56.317		126.15	78.38
5	35	A	Chris Springall	+8	11:43.795	12	32.13	121.13	75.27	55.769		127.39	79.15
6	43	B	Mark Baldwin	+8	11:44.766	12	33.11	120.96	75.16	56.449		125.85	78.20
7	50	C	Paul Burry	+8	11:45.218	12	33.56	120.88	75.11	56.966		124.71	77.49
8	13	C	Chris Acklam	+8	11:45.905	12	34.24	120.77	75.04	56.448		125.85	78.20
9	22	A	Barry Sumner	+8	11:47.565	12	35.90	120.48	74.86	56.775		125.13	77.75
10	39	C	Simon Orebi Gann	+8	11:49.129	12	37.47	120.22	74.70	56.690		125.32	77.87
11	55	B	Philip McKelvey	+8	12:06.014	12	54.35	117.42	72.96	58.032		122.42	76.07
12	25	C	Dan Ward	+8	12:08.779	12	57.12	116.98	72.69	58.952		120.51	74.88
13	54	D	Peter Horsman	+8	12:10.100	12	58.44	116.76	72.55	59.056		120.30	74.75
14	7	D	Mary Lindsay	+8	11:14.819	11	1 lap	115.80	71.96	59.309		119.78	74.43
15	31	D	Leigh Sebba	+8	11:22.088	11	1 lap	114.57	71.19	59.590		119.22	74.08
16	71	D	Kelvin Laidlaw	+4	11:22.304	11	1 lap	114.53	71.17	59.887		118.63	73.71
17	18	E	John Clarke	+4	11:33.701	11	1 lap	112.65	70.00	1:00.943		116.57	72.43
18	23	E	Matt Taylerson	+4	11:34.343	11	1 lap	112.55	69.93	1:00.891		116.67	72.50
19	94	E	Peter Sargeant	+4	11:42.547	11	1 lap	111.23	69.12	1:01.436		115.64	71.85
20	11	E	David James	+4	11:12.608	11	1 lap	116.18	72.19	1:02.450		113.76	70.69
21	44	E	Stephen Wheatley	4/4	11:13.290	11	1 lap	116.07	72.12	1:05.245		108.88	67.66

Not classified

41 B Adrian van der Kroft +8 6:50.22 7 dnf 115.42 71.73 57.016 1 124.60 77.42

Fastest laps

		(mins:secs)	kph	mph
A	Malcolm Paul	54.433	130.51	81.10
B	Mark Baldwin	56.449	125.85	78.20
C	James Paterson	56.317	126.15	78.38
D	Peter Horsman	59.056	120.30	74.75
E	Matt Taylerson	1:00.891	116.67	72.50

New lap record

Lap Records

		(secs)	kph	mph	
3-May-99	A	Matthew Wurr	52.72	134.75	83.73
3-May-99	B	Rick Lloyd	53.76	132.15	82.11
3-May-99	C	Chris Acklam	55.71	127.52	79.24
3-May-99	D	Peter Horsman	57.55	123.44	76.70
3-May-99	E	Peter Sargeant	1:04.12	110.79	68.84