

The *Unofficial* Race Series Newsletter

Garland or Horsman to win 1997 Series

The annual pilgrimage to Silverstone for the Bentley Drivers' Club meeting was on Saturday 9th August. With an unusually early end to the season - to accommodate the unofficial round at Zandvoort on September 7th - it was the penultimate round of the Morgan Motor Company Challenge. At 8am the silent, deserted track belied the activity in the paddock and, as the smell of cooking bacon gave way to Castrol R, you might have mistaken the scrutineering queue for Sainsburys on Saturday morning. But what a queue! Bentleys, Lagondas, Alvis' and the now customary superb array of 3 and 4-wheeler Morgans. Among them Christian Bock who had driven his car from Germany, Alan Biggar from Edinburgh and, new faces to Morgan racing, Brian Jenkins in the ex-Lew Spenser +4 and Phil Brown in his +8. Tony Howard was giving a first outing for many years to the John Sprinzel/Chris Lawrence SLR and Matthew Wurr had sacrificed a place on the Tuscan grid to be there. The 29 entrants for the Challenge race also included Kelvin Laidlaw and Jim Deacon; both appearing for the first time this season. Sadly Chas Windridge was to withdraw from all events after his son was injured in the paddock and required hospital treatment. Happily he is now recovering well.

Under clear blue sky and with temperatures climbing towards one of the hottest days of the year, 28 Morgans were on the track at 9.50am at the start of qualifying. Matthew was quickest in a time of 1:04.37 and alongside him on the front row would be Craig Jones and Peter Garland, whose car was sounding none too good. Grahame Walker had a serious engine problem which would mean an end to his season and the Class B Championship going to Malcolm Paul.

Racing began at 12.30 with the slow handicap. The result was a good victory for Iain Stewart in his 3-wheeler Super Aero. The third race was red-flagged after an MG flipped over at Luffield and the Bentley/Lagonda Handicap which preceded the Morgan Challenge was halted at 5 laps when a 4½ litre Bentley demolished the armco at the end of the pit lane. With these delays and a time curfew the Clerk of the Course felt it necessary to reduce all remaining races to 8 laps. As the Challenge competitors waited patiently in the sweltering heat a further delay was announced as the armco required a complete rebuild. When the cars finally took to the track I was summoned again to the Clerk of the Course to be told of the cancellation of two later races. Unfortunately one of these was the second 'all Morgan' race - the Morris Stapleton Trophy.

Shortly after 3.30pm the flag fell and Peter and Craig stormed ahead. By Copse Matthew was in front of them both and heading for a several cars length lead by the end of the first lap. Craig was sec-

The championship - after 7 rounds

Class A	
Peter Garland	67
Simon McDermott	26
James Edgerton	22
Mike Fellows	18
Keith Ahlers	14
Craig Jones	14
Matthew Wurr	10
Chas Windridge	8
Class B	
Malcolm Paul	52
Grahame Walker	39
Christian Bock	8
Alan Biggar	6
Tony Howard	6
Class C	
Peter Sargeant	48
Brian Jenkins	4
Stephen Lockett	15
Doug Taylerson	12
Tony Howard	8
Class D	
James Paterson	58
Martin Kurrein	55
Chris Acklam	43
Simon Orebi Gann	30
Chris Springall	27
Kelvin Laidlaw	1
Class E	
Peter Horsman	61
Jack Bellinger	40
Mary Lindsay	40
Colin Treble	40
John Clarke	21
Chris Phillips	11
Barry Sumner	10
David James	5
Rick Bourne	2
Jim Deacon	1
Doug Taylerson	1

ond and Peter G third ahead of James Edgerton and Mike Fellows. Keith Ahlers was 6th followed by Malcolm Paul. In 8th and leading Class D was James Paterson but class rival Martin Kurrein was right on his tail. Chris Springall, Chris Acklam and Simon Orebi Gann were in front of Class E leader Colin Treble and Christian Bock and Kelvin Laidlaw behind. Second in Class E, Peter Horsman, was being hotly pursued by Mary Lindsay. Jack Bellinger, John Clarke, Barry Sumner and Jim Deacon were in front of Phil Brown and Class C leader Peter Sargeant. Alan Biggar, Tony Howard, Doug Taylerson and Brian Jenkins completed the field. By the second lap Peter G had passed Craig. Chris Acklam had recovered from a bad start and was sitting behind the Class D battle which was now led by Martin. Mary had thundered past Peter H to be lying second in Class E and with only Kelvin between her and class leader Colin and the SLR was just ahead of Peter S. As Peter G crossed the line for the third time his car was about to let him down, bringing to an end his brilliant run of success which nevertheless may secure him the Championship on August 31st. By mid-race James P was back in front of Martin but for much of the lap they were side by side. This was only one of four interesting battles. Peter S was again leading his tussle with the SLR and Keith was catching Mike Fellows - now lying 4th. Mary recorded her fastest lap on the 4th and when Kelvin passed Colin on the 5th her target was in sight! She continued to close the gap but as the laps ran out she was beaten to the line by Colin just ½ second ahead. As the squealing tyres of the leading Class D cars went through Woodcote for the last time it was James who was in front and heading for a Class win which would take that battle down to the wire at Silverstone on the 31st. After a really good race Peter S won Class C and Malcolm Paul secured Class B. Recording identical times Mike crossed the line just feet in front of Keith to take 4th and 5th behind James Edgerton and Craig Jones. A good return to the series for Matthew with an excellent first win of the year - in a Morgan!

Morgans triumphed later in the day when the Allcomers Handicap was brilliantly won by Chris Springall. Martin Kurrein was second and Simon Orebi Gann and Colin Treble 4th and 5th respectively. The final race was won by an AC Cobra after Matthew's car developed engine problems. But a race long duel between Mike Fellows and Grahame Walker's son Ian in his Westfield resulted in a 5th place for Mike and 6th for Ian. Craig Jones took fastest lap.

© Serena Aston, Morgan Challenge
Round 7, Silverstone, 9 August 1997

The Championship

Most of the Classes now have undisputed winners (looking at adjusted totals):

Class A	Peter Garland	66 points
Class B	Malcolm Paul	52 points
Class C	Peter Sargeant	48 points
Class E	Peter Horsman	59 points

However in Class D it will go down to the wire – a late charge by James Paterson has given him 54 points against the 55 points of last year's winner and Series Champion, Martin Kurrein. James only has to finish in front of Martin to win as he has accumulated more points over all the races in the Series.

And so the Championship itself can only now be won by Peter Garland or Peter Horsman. The Class A champion has to be the odds-on favourite though, as he only has to pick up 5 points in the last race to be clear. And even if Garland scores no further points Peter Horsman must finish 1st or 2nd in Class (or 3rd with fastest lap) to go ahead.

Circuit		Silverstone National								
Date		9-Aug-97								
LAP CHART										
		Laps -->								
Pos	Grid	1	2	3	4	5	6	7	8	
1	99	99	99	99	99	99	99	99	99	
2	15	15	8	8	15	15	15	15	15	
3	8	8	15	15	3	3	3	3	3	
4	3	3	3	3	2	2	2	2	2	
5	1	2	2	2	29	29	29	29	29	
6	6	29	29	29	16	16	16	16	16	
7	29	16	16	16	21	21	21	21	21	
8	2	21	1	1	1	1	1	1	1	
9	21	1	21	21	13	13	13	13	13	
10	1	35	13	13	35	35	35	35	35	
11	13	13	35	35	39	39	39	39	39	
12	60	39	39	39	60	60	60	60	60	
13	39	25	60	60	25	25	156	156		
14	35	60	25	25	156	156	25	25		
15	25	156	156	156	7	7	7	7		
16	156	54	7	7	54	54	54	54		
17	7	7	54	54	17	17	17	17		
18	54	17	17	17	18	18	18	18		
19	18	18	18	18	10	10	10	22		
20	17	22	10	10	24	4	4	10		
21	66	10	24	24	4	22	22	4		
22	22	24	66	66	66	24	66	66		
23	24	4	4	4	22	66	23	23		
24	30	30	30	30	30	30	30	30		
25	10	66	23	23	23	23	24			
26	4	23	22	22	26	26	26			
27	23	26	26	26						
28	26									

From Ray G Wiltshire, President and Race Steward of the Bentley Drivers' Club

Dear Serena,

My purpose in writing is to apologize for the fact that this Club was unable to offer a valued fellow Club the races we were committed to providing at last Saturday's meeting.

I am very sensitive to the fact that your Club has come to rely on two Morgan races at our event as part of all the good things you offer to your competing members. 'Murphy' was clearly determined to arrive early and even managed to upset the practice sessions, which is almost unheard of. However, in all the thirty years that I have been involved with the running of this meeting, the afternoon's incidents were quite the worst that Murphy and his famous law has managed to impose upon a BDC programme.

We are extremely grateful for the tolerance and good humour with which you and your members responded to these unwelcome incidents. We look forward to giving you better sport next year.

With every good wish,

Ray G Wiltshire

1997 Morgan Motor Company Challenge				RACE 1 SNETTERTON 30-Mar-97			RACE 2 CASTLE COMBE 19-Apr-97			RACE 3 BRANDS HATCH 05-May-97		
No.	Class	Driver	Model	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points
3	A	Keith Ahlers	+8	7	1:24.44	4	dnf			5	55.02	6
3	A	James Edgerton	+8	2	1:18.21	8						
2	A	Mike Fellows	+8				2	1:10.65	8	dnf	54.29	
8	A	Peter Garland	+8	1	1:17.69	11	1	1:08.07	11	1	51.01	1
15	A	Craig Jones	+8									
20	A	Simon McDermott	+8	3	1:19.35	6				4	53.22	8
6	A	Chas Windridge	+8									
99	A	Matthew Wurr	+8									
30	B	Alan Biggar	+8									
60	B	Christian Bock	+8									
24	B	Phil Brown	+8									
66	B	Tony Howard	+8				9	1:16.58	6			
16	B	Malcolm Paul	+8	5	1:19.74	6	3	1:10.76	10	2	52.37	9
14	B	Grahame Walker	+8	4	1:20.28	9	4	1:10.10	9	3	52.75	6
66	C	Tony Howard	SLR									
26	C	Brian Jenkins	+4									
27	C	Stephen Lockett	+4	16	1:29.37	7				19	1:04.13	8
34	C	Peter Sargeant	+4				16	1:30.86	7	20	1:03.40	7
23	C	Doug Taylerson	+4									
13	D	Chris Acklam	+8	9	1:25.57	6	7	1:15.46	6	8	56.09	6
1	D	Martin Kurrein	+8	6	1:25.08	10	5	1:13.71	11	6	55.34	10
56	D	Kelvin Laidlaw	+8									
39	D	Simon Orebi Gann	+8	8	1:24.94	8				9	55.85	4
21	D	James Paterson	+8	10	1:24.70	5	6	1:14.27	8	7	55.30	9
35	D	Chris Springall	+8	11	1:25.56	2	8	1:14.24	4	10	56.28	2
17	E	Jack Bellinger	+8	15	1:29.35	5	10	1:17.58	10	13	58.03	6
5	E	Rick Bourne	4/4							16	58.77	1
18	E	John Clarke	+4SS	13	1:29.38	8				15	58.74	2
10	E	Jim Deacon	+4SS									
54	E	Peter Horsman	+8	12	1:29.94	10	15	1:16.91	2	11	56.92	1
11	E	David James	+4	19	1:31.90	1	14	1:20.66	2	17	59.07	1
7	E	Mary Lindsay	+8	14	1:29.63	6	11	1:17.84	8	12	57.77	8
33	E	Chris Phillips	+4	18	1:30.15	1						
22	E	Barry Sumner	+4	20	1:34.87	1	13	1:20.32	4	dnf	1:01.51	
23	E	Doug Taylerson	+4							18	1:00.65	1
25	E	Colin Treble	+8	17	1:29.77	2	12	1:20.48	6	14	57.43	4

Champ-Eee-ons

The sun and Colin Treble shone brightly through the gloom of a heavily disrupted race meeting at Silverstone at the weekend. Colin set pole position, a new lap record and scored a convincing win with only Mary Lindsay offering any sort of challenge. But if Colin won the battle, Peter Horsman won the war as his comfortable 3rd place was enough to secure the Class E championship.

A day of celebrations for Colin and Peter but for my money, both were surpassed by the return of Tony Howard in the recently restored Morgan +4 SLR. Built for GT racing in the late '60s, this beautiful coupe is clothed in hand-beaten aluminium and is powered by a Lawrencetune TR4A motor. Resplendent in British racing green with twin stripes accentuating its wind cheating shape, the only criticism that can be

levelled at the car is that it is too damn hot!

Another welcome addition to the class was Brian Jenkins – Brian raced extensively in the late '60s and early '70s in what is now John Worrall's Supersports. Unable to get John to part with his pride and joy, Brian imported a +4 from the States and has spent the last 18 months bringing the car up to racing standards.

So there were 11 contenders taking their grid positions in front of an old man with a flag. Colin sat comfortably on pole with Mary and Peter in their moss box +8s alongside. John Clarke in his +4 Supersports had upset the +8 domination by pushing Jack Bellinger down to 5th closely followed by Barry Sumner in the rapid +4 flat rad. Jim Deacon had his Supersports out for its annual thrash and was together with the SLR. The 'wide boys' of Peter Sargeant and Doug

Taylorson took their usual honoree Class E positions with Brian completing the field.

When the flag at last dropped, Colin and Mary had tremendous starts whilst Peter appeared to be waiting for the non-existent red lights to come on! Jack and John were also away smoothly but Barry had a flyer and was level with them both as they exited Copse. With Barry looking very determined, he pushed the flat rad's nose up the inside at Becketts and then said his farewells as the +4 went on another circuitous safari! By the time he had consulted his map, the +4s were through and there started Barry's determined drive through the field.

Meanwhile at the front, Colin was desperately trying to shake off Mary. Each time Colin slowed for the complex, there was Mary snapping at his heels just waiting for the back end to step out. Peter, Jack and John followed but each keeping a wary distance between each other.

In the battle of the +4s, Jim was comfortably ahead of the Sarge who was leading the gorgeous SLR. Doug had the better of the new boy Brian who was getting to grips with his 1st race in over 20 years.

Barry though was a man on a mission. Having deposited yet more sand from the recesses of the flat rad, he took no time in passing the +4s of Brian and Doug. Barry then flew past the SLR and the Sarge, took an acute line to pass Jim and promptly side swiped the Supersports in his eagerness to catch up with leaders. Jim did not look too impressed!

Barry was putting in some very rapid laps and was equalling the best lap times of the +8s. With the flat rad getting closer to John all the time, Barry looked like being 'best of the rest'. All too soon, the chequered flag fell to signal the end of the shortened 8 lap race. Colin had driven immaculately throughout and had kept Mary down to 2nd place. Peter had a quiet race but had done enough to secure the championship. Jack for once led John comfortably throughout, followed by the ever menacing Barry. Jim, the Sarge, Tony, Doug and Brian completed the field which had proven to be a very successful shake down for the SLR, Brian's +4 and Brian himself.

So with one more race to go, Peter and his +8 has it all sewn up. A successful last race though could see the overall championship fall to Peter ... a major achievement in a season where Class E has been more competitive than ever.

RACE 4 MALLORY PARK 18-May-97			RACE 5 DONINGTON PARK 08-Jun-97			RACE 6 PEMBREY 27-Jul-97			RACE 7 SILVERSTONE NAT. 09-Aug-97			RACE 8 SILVERSTONE INT. 30-Aug-97			TOTAL	Best 6/7
Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap	Points		
			7	1:28.55	2				5	1:07.09	2				14	14
			2	1:21.86	8				3	1:06.23	6				22	22
						4	1:09.01	6	4	1:07.12	4				18	18
1	0:50.01	11	1	1:19.92	11	1	1:03.68	11	dnf	1:04.48	1				67	66
nc			3	1:22.18	6				2	1:05.30	8				14	14
2	0:52.35	8	6	1:23.62	4	dnf	1:04.97								26	26
						3	1:07.38	8							8	8
									1	1:04.48	10				10	10
									24	1:17.41	6				6	6
									12	1:12.72	8				8	8
									dnf	1:17.32					0	0
															6	6
			4	1:25.32	8	2	1:06.40	8	6	1:07.15	11				52	52
3	52.22	7	5	1:24.50	7	dnf	1:06.14	1							39	38
									22	1:17.01	8				8	8
									25	1:24.37	4				4	4
															15	15
17	1:05.02	7	21	1:42.37	7	14	1:17.99	9	21	1:16.24	11				48	48
						23	1:18.03	6	23	1:17.56	6				12	12
8	55.74	2	9	1:28.46	8	6	1:09.21	9	9	1:10.71	6				43	41
4	55.91	10	10	1:28.44	6	dnf	1:09.43		8	1:10.65	8				55	55
									13	1:13.59	1				1	1
6	55.81	6	11	1:29.54	4	7	1:10.05	6	11	1:11.65	2				30	30
7	55.88	4	8	1:28.34	11	5	1:09.45	10	7	1:10.45	11				58	54
5	55.49	9	16	1:32.05	2	10	1:11.04	4	10	1:11.97	4				27	25
10	57.13	8	19	1:31.95	1	11	1:13.02	6	17	1:14.88	4				40	39
			18	1:32.88	1										2	2
14	58.48	1	15	1:32.07	4	12	1:13.41	4	18	1:16.75	2				21	21
									20	1:16.94	1				1	1
9	56.43	11	12	1:31.24	11	8	1:11.37	10	16	1:14.44	6				61	59
16	59.28	1	dnf	1:36.32											5	5
13	57.82	2	13	1:31.70	8				15	1:13.76	8				40	40
12	57.75	4	14	1:31.35	6										11	11
15	59.11	1	20	1:34.32	1	13	1:13.59	2	19	1:14.96	1				10	10
															1	1
11	57.95	6	17	1:32.59	2	9	1:11.28	9	14	1:13.76	11				40	38

Morgan Motor Company Challenge

Circuit **Silverstone** Length 1.639 miles
Date 09-Aug-97 Weather/track Dry and sunny

Qualifying & Race Results

PRACTICE				Time	Behind	kph	mph
Pos	No	Class	Driver	Car (mins: secs)	(secs)		
1	99	A	Matthew Wurr	+8 1:04.37		147.52	91.66
2	15	A	Craig Jones	+8 1:05.41	1.04	145.17	90.21
3	8	A	Peter Garland	+8 1:05.46	1.09	145.06	90.14
4	3	A	James Edgerton	+8 1:05.83	1.46	144.25	89.63
5	16	B	Malcolm Paul	+8 1:06.59	2.22	142.60	88.61
6	14	B	Grahame Walker	+8 1:06.85	2.48	142.05	88.26
7	29	A	Keith Ahlers	+8 1:07.70	3.33	140.26	87.16
8	2	A	Mike Fellows	+8 1:07.92	3.55	139.81	86.87
9	21	D	James Paterson	+8 1:10.06	5.69	135.54	84.22
10	1	D	Martin Kurrein	+8 1:10.67	6.30	134.37	83.49
11	13	D	Chris Acklam	+8 1:11.34	6.97	133.11	82.71
12	60	B	Christian Bock	+8 1:12.95	8.58	130.17	80.88
13	39	D	Simon Orebi Gann	+8 1:13.01	8.64	130.06	80.82
14	35	D	Chris Springall	+8 1:13.11	8.74	129.88	80.71
15	25	E	Colin Treble	+8 1:13.37	9.00	129.42	80.42
16	156	D	Kelvin Laidlaw	+8 1:14.03	9.66	128.27	79.70
17	7	E	Mary Lindsay	+8 1:14.40	10.03	127.63	79.31
18	54	E	Peter Horsman	+8 1:14.84	10.47	126.88	78.84
19	18	E	John Clarke	+4 SS 1:14.92	10.55	126.75	78.76
20	17	E	Jack Bellinger	+8 1:15.03	10.66	126.56	78.64
21	66	C	Tony Howard	SLR 1:15.59	11.22	125.62	78.06
22	22	E	Barry Sumner	+4 1:15.63	11.26	125.56	78.02
23	24	B	Phillip Brown	+8 1:16.42	12.05	124.26	77.21
24	30	B	Alan Biggar	+8 1:17.78	13.41	122.09	75.86
25	10	E	Jim Deacon	+4 SS 1:17.95	13.58	121.82	75.69
26	4	C	Peter Sargeant	+4 1:18.45	14.08	121.04	75.21
27	23	E	Doug Taylerson	+4 1:19.48	15.11	119.47	74.24
28	26	C	Brian Jenkins	+4 1:23.94	19.57	113.13	70.29
29	6	A	Chas Windridge	+8 Not Seen			
30	20	A	Simon McDermott	+8 Not Seen			
31	85	C	Chris Dady	+4 Not Seen			

RACE				Race time	Behind	kph	mph	Best lap	on	kph	mph	
Pos	No	Class	Driver	Car (mins: secs)	Laps (secs)							
1	99	A	Matthew Wurr	+8 8:44.27	8		144.90	90.04	1:04.48	3	147.27	91.51
2	15	A	Craig Jones	+8 8:55.27	8	11.0	141.92	88.19	1:05.30	3	145.42	90.36
3	3	A	James Edgerton	+8 9:00.50	8	16.2	140.55	87.33	1:06.23	3	143.38	89.09
4	2	A	Mike Fellows	+8 9:11.36	8	27.1	137.78	85.61	1:07.12	2	141.47	87.91
5	29	A	Keith Ahlers	+8 9:11.36	8	27.1	137.78	85.61	1:07.09	2	141.54	87.95
6	16	B	Malcolm Paul	+8 9:18.20	8	33.9	136.09	84.56	1:07.15	3	141.41	87.87
7	21	D	James Paterson	+8 9:35.23	8	51.0	132.06	82.06	1:10.45	4	134.79	83.75
8	1	D	Martin Kurrein	+8 9:36.86	8	52.6	131.69	81.83	1:10.65	7	134.41	83.52
9	13	D	Chris Acklam	+8 9:41.15	8	56.9	130.72	81.22	1:10.71	4	134.29	83.45
10	35	D	Chris Springall	+8 9:51.22	8	1:07.0	128.49	79.84	1:11.97	6	131.94	81.98
11	39	D	Simon Orebi Gann	+8 9:51.61	8	1:07.3	128.41	79.79	1:11.65	6	132.53	82.35
12	60	B	Christian Bock	+8 9:56.13	8	1:11.9	127.43	79.18	1:12.72	6	130.58	81.14
13	156	D	Kelvin Laidlaw	+8 8:50.89	7	1 lap	125.21	77.80	1:13.59	4	129.04	80.18
14	25	E	Colin Treble	+8 8:51.44	7	1 lap	125.08	77.72	1:13.68	4	128.88	80.08
15	7	E	Mary Lindsay	+8 8:51.94	7	1 lap	124.96	77.65	1:13.76	4	128.74	79.99
16	54	E	Peter Horsman	+8 8:58.51	7	1 lap	123.43	76.70	1:14.44	3	127.56	79.26
17	17	E	Jack Bellinger	+8 8:59.40	7	1 lap	123.23	76.57	1:14.88	2	126.81	78.80
18	18	E	John Clarke	+4 SS 9:11.72	7	1 lap	120.48	74.86	1:16.75	7	123.72	76.88
19	22	E	Barry Sumner	+4 9:13.54	7	1 lap	120.08	74.62	1:14.96	5	126.68	78.71
20	10	E	Jim Deacon	+4 SS 9:15.12	7	1 lap	119.74	74.40	1:16.94	5	123.42	76.69
21	4	C	Peter Sargeant	+4 9:15.97	7	1 lap	119.56	74.29	1:16.24	5	124.55	77.39
22	66	C	Tony Howard	SLR 9:23.88	7	1 lap	117.88	73.25	1:17.01	2	123.31	76.62
23	23	E	Doug Taylerson	+4 9:24.49	7	1 lap	117.75	73.17	1:17.56	6	122.43	76.08
24	30	B	Alan Biggar	+8 9:26.34	7	1 lap	117.37	72.93	1:17.41	7	122.67	76.22
25	26	C	Brian Jenkins	+4 8:44.27	6	2 laps	108.67	67.53	1:24.37	2	112.55	69.93

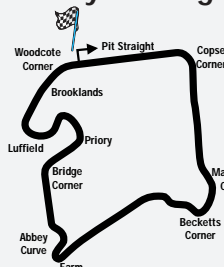
Not classified

24	B	Phil Brown	+8		6	dnf			1:17.32	4	122.81	76.31
8	A	Peter Garland	+8		2	dnf			1:04.48	2	147.27	91.51

Fastest laps

		(mins: secs)	on	kph	mph		
A	Peter Garland	+8 1:04.48	2	147.27	91.51	New lap record	Circuit change
B	Malcolm Paul	+8 1:07.15	3	141.41	87.87	New lap record	Circuit change
C	Peter Sargeant	+4 1:16.24	5	124.55	77.39	New lap record	Circuit change
D	James Paterson	+8 1:10.45	4	134.79	83.75	New lap record	Circuit change
E	Colin Treble	+8 1:13.68	4	128.88	80.08	New lap record	Circuit change

NEXT RACE
Silverstone
Summerfest '97
International circuit
Sunday 31 August



Testing:

Testing available on Friday 29 August. Cost is £60 for two 30 minute sessions at 11.15-11.45 and 15.15-15.45 (with Porsche Classic and Historic Saloons). Must book and pay in advance.

Petrol:

Available.

Circuit length

2.252 miles

Lap records

New circuit.

Programme

Saturday:

Morgan scrutineering and testing

SDC Single seater championship; SDC Saloon Championship

Sunday:

Formula Saloon Championship; Porsche Classic Championship; Classic FF1600 Championship; Champion of Mallory FF1600; Serie Internationale Groupe N; Morgan Motor Company Challenge; Historic Racing Saloon Car Championship; Tomcat Turbo Cup / 216 GTi Championship