

The future is orange for Simon McD

Morgan Motor Challenge Round One — Snetterton.

A new year of the challenge began on 26 April at Snetterton in Norfolk. This year there are some forty contestants currently enlisted to race and we welcomed three new racers to the first event of the season – in Class D David Sherman and Leigh Sebba and in Class E Jeremy Holden; best of luck to you all.

The day began dry and bright, dimming slightly during practice. As this was the first race of the calendar everyone was very keen to get started and many cars were running with untested mechanical / bodywork improvements attained over the winter months. Simon McDermott sporting a very distinctively coloured car with an orange body, blue cowl and full roll cage.

The day started early for Rick Lloyd's mechanic. He had received Rick's car back at 11.30 pm from a hastily arranged visit to Libra Motive and then had the privilege of working right through the night to correct an oil pressure problem.

Practice was a mere six laps. We fielded twenty five cars, an excellent turnout for our first event. Practice went relatively well for most competitors: Chris Springall was delighted with his performance having not driven his car since August 31st last year; Jeremy Holden complained of having a sticking clutch and Chas Windridge outbraked himself at the end of Revetts straight, headed for the run off but couldn't find his way between the closely spaced tyre wall. His car was damaged as a result although only superficially. Our only real casualty was Class E runner Jim Deacon who limped home on the last lap with low oil pressure in his Plus Four Supersports.

Peter Garland won pole position putting in a commanding performance and pushing Simon McDermott in to second place.

We were race number five, but during race three the weather took a turn for the worse when the heavens opened for a fifteen minute downpour and all racing was stopped shortly afterwards. Our race started at three fifteen with conditions slowly improving – the track beginning to show a dry line although it was still very wet in parts.

Peter Garland was very unfortunate to be ordered off the grid and pole position when a marshall saw oil leaking from his car. Simon McDermott though made a good start with Keith Ahlers making a super start closely followed by Class B runners Malcolm Paul and Grahame Walker.

On reaching the esses Chas Windridge, who was racing on dry tyres, spun, blocking the racing line for a few vital seconds whilst trying a little too hard to stay in touch with Simon McDermott. Class D racers Chris Acklam and Simon Orebi Gann enjoyed their own battle from the off. At lap two Chris had managed to pass Peter Horsman and get right behind Simon. All was well until lap five when Simon spun at the esses which enabled Chris to pass. Much the same could be said for Class D runner Chris Springall in his Plus Eight and Class E

runner John Clarke in his Plus Four Supersports, who fought each other until the end, with Chris coming home in front. Peter Horsman also made an excellent start and even though Jack Bellinger was driving like a demon, defending his line superbly, Peter still found a route past.

Chas Windridge rejoined behind Mary Lindsay and in front of Tony Howard in the SLR. Peter Sargeant had a try at passing Class B contender Phil Brown but was unsuccessful. Simon McDermott was pulling out a convincing lead over Keith Ahlers who was a little off line at the Esses. An exciting battle was starting to develop between the SLR of Tony Howard and the 4/4 4 seater of Chris Dady which was also to last the length of the race. Chris deserved full credit for managing to regain control of his car when briefly leaving the track at the Esses, although because of this he dropped a place to Tony. By lap four Simon McDermott had pulled out some six hundred yards over Keith Ahlers, with the next twelve cars being up to eight hundred yards further back. The cars of Malcolm Paul, Grahame Walker, James Paterson and Rick Lloyd enjoyed their own contest by staying in constant touch providing some very close, exciting racing with the occasional swapping of places.

Malcolm had decided after much deliberation to race on wet tyres. As the race progressed the track dried out which was to Malcolm's detriment, but to Grahame's benefit as by lap six he had managed to pass both Malcolm and Keith to finish in second place. James Paterson had also passed Malcolm by the sixth to finish third with Rick Lloyd in fifth.

Chris Dady had managed to pass Tony Howard on the bends but lost out to the superior straight line speed of the SLR, both cars having pulled out another seven hundred yards over Class D runners David Sherman, Leigh Sebba, Class E runner Jeremy Holden, Class B runner Phil Brown and Class C runners Doug Taylorson and Peter Sargeant. A further hundred yards back was David James – racing whilst still running in his new engine (an interesting concept !).

Mary drove a positive race finishing in fourteenth with Leigh Sebba succeeding to pass David Sherman to finish seventeenth. Peter Sargeant drove superbly managing to pass Jeremy, Doug and Phil to take eighteenth.

Simon McDermott achieved his first well-deserved win after his run of bad luck last year – well done. Grahame Walker won Class B with Tony Howard, James Paterson and Peter Horsman winning Classes C, D, and E consecutively.

Garland back to front at Brands

Round Two of the Challenge took place at Brands Hatch on Bank Holiday Monday May 4th. On arrival at the circuit the weather conditions were good, sunny, dry and rather warm which bade well for a good race after last week.

We fielded an amazing twenty seven cars – truly superb for the second race of the season. We had yet another two new competitors whom we would like to welcome. Graham White usually prepares Chris Springall's car but, as Chris was unable to race at this event, he very kindly lent his car to Graham – how about that! Our second newcomer is Adrian Van de Kroft who came over from the Netherlands. Adrian owns many Morgans including the 1996 factory works GT race car amongst selected others. We also had three contenders who have all raced previously but not this season, Tony Dillon who raced in the championship seven years ago, Steven Lockett who won Class C two years ago and the inimitable Rick Bourne, owner of Brands Hatch Morgans, racing in Class C in a car lent to him by Jack Bellinger.

Practice started well for Mary Lindsay when she achieved her fastest time on only her second lap with a 59.21. Peter Garland took pole position with a truly superb 50.21 being 1.18 seconds in front of Simon McDermott. Simon though retired with a broken gearbox flange after overtaking Simon Orebi Gann on what he believed would have been his fastest lap. Terribly bad luck.

Malcolm Paul initially failed scrutineering owing to an empty fire extinguisher – his mechanic was to be seen returning from Rick's garage with a new one just in time. He was also late for practice after having to get out en route to shut a door and an ajar bonnet – one of those days!! Despite his problems, Malcolm still managed a good session with a 53.65 putting him 3rd on the grid.

Chas Windridge, who had managed to repair the damage sustained at Snetterton within the week, also retired after producing a 53.06 with a crank sensor problem. Rick Bourne was seen scurrying back to his garage in order to get a new part in order to try and repair Chas's car in time for the race, unfortunately this was not possible – again terribly bad luck. At this stage Class A was looking seriously depleted with only two cars racing, those of Peter Garland and Keith Ahlers. Jeremy Holden had repaired his clutch problem of last week by some minor adjustments. Peter Horsman had a superb session putting in a 55.84, which was much quicker than expected. Unfortunately Peter had a small altercation with Adrian Van de Kroft at Graham Hill bend causing slight damage to the rear wing of Adrian's car. David James had an electrical problem but with a push from his friends managed to get going and attained 21st on the grid with 59.85. Jack Bellinger ran a very light fuel load causing a slight starvation problem when cornering hard on the bends of the circuit. Class D runners James Paterson and Rick Lloyd fought the closest contest of all with a wonderful battle qualifying seventh and eighth with 53.46 and 53.65 consecutively. Class C runner Rick Bourne, driving a relatively unknown car, achieved tenth place on the grid taking complete control of his class some five places over his nearest rival Tony Dillon.

As the cars were being set up on the grid the Marshalls spotted Class C runner Doug Taylerson's car dropping a little oil. He was withdrawn from the grid but, as luck would have it, had enough time and banter to convince an amiable Aston Martin

owner to lend him a set of spanners in order to fix the leak. The only drawback being that Doug had to start from the pitlane

The grid was set and from the green light Peter Garland made a great start, almost instantly pulling away from third and fourth placed Class B runners Malcolm Paul and Graham Walker. Class E runner John Clarke picked up three places with Mary Lindsay making up four. James Paterson dropped nine places after an overtaking manoeuvre led to an excursion across the grass at Cooper Straight (full credit to him for exercising some excellent control to bring the car back on line and for pulling back an amazing five places on arrival at the top of Hailwood Hill by the next lap). By the second lap Peter had pulled out a good seventy yards over Malcolm and Graham and even at this early stage was looking completely dominant. Class D runner Chris Acklam had made up three places along with Simon Orebi Gann, both cars moving ahead of Rick Bourne. Jack Bellinger also tended the garden at

Clarke Curve losing one place to arch rival John Clarke, but staying ahead of Mary Lindsay whilst having a super battle with both cars. Class C runners Tony Howard and Chris Dady were separated by Class D runner David Sherman who in turn was challenged by Class E runners Adrian Van Der Kroft and David James. Running slightly back but not out of contention were Class C runners Peter Sargeant and Doug Taylerson.

As the race progressed Peter Garland continued to stride out and barring disaster looked set for his first win of the season. Class D runners Richard Lloyd, Chris Acklam, Simon Orebi Gann and Graham White continued an intense race being joined by James Paterson on the fifth lap after a super fight back. Peter Sargeant was having a super race picking up four places by the fifth to challenge Tony Howard in the SLR. Class E runner Peter Horsman and Class C runner Rick Bourne enjoyed a good battle that lasted some five laps only ending when Peter came up behind Adrian Van Der Kroft, and declined to overtake on having flashbacks to the incident in practice. Class D runner Leigh Sebba gained a place over Mary Lindsay with Jeremy Holden driving very defensively and staying constantly in touch despite taking a short cut at Surtees bend. Class D runner Steven Lockett lost a few places at the start of the race but, by driving steadily, was successful in regaining a couple of places to finish behind Class C runner Tony Dillon, providing a positive first outing despite a couple of problems with his car. Leigh Sebba and John Clarke provided some thrills in a closely-fought contest as each driver gained a place and then lost a place on successive laps. Tony Howard just kept control of the SLR at McLaren Curve avoiding a spin to finish in nineteenth place and third in Class with a pleasing performance. Grahamie Walker out performed himself on lap ten going off and losing a place to arch rival Malcolm Paul. Graham was able to regain control, although not position, to finish behind Malcolm. Keith Ahlers finished second in Class with a wholly satisfying performance, being a full two seconds a lap quicker than last year.

Peter Garland deservedly won Class A with an outstanding performance. Class B went to Malcolm Paul, Class C to Rick Bourne, Class D to Rick Lloyd and Class E to Peter Horsman. Well done to all the winners.

Jon Hopkins

Championship standings after 2 rounds

Class A

Keith Ahlers	14
Simon McDermott	11
Peter Garland	9
Chas Windridge	6

Class B

Grahame Walker	18
Malcolm Paul	16
Phil Brown	6

Class C

Tony Howard	17
Rick Bourne	11
Chris Dady	10
Peter Sargeant	10
Tony Dillon	8
Doug Taylerson	5

Class D

James Paterson	18
Rick Lloyd	18
Chris Acklam	14
Simon Orebi Gann	6
Graham White	4
Leigh Sebba	2
David Sherman	2
Chris Springall	2
Stephen Lockett	1

Class E

Peter Horsman	22
Jack Bellinger	16
John Clarke	12
Mary Lindsay	8
Jeremy Holden	4
David James	2
Adrian van der Kroft	1

Morgan Motor Company Challenge

Circuit
Date
Inside track
04-May-88
Length
Weather track
1.2036 miles
Sunny/dry

Qualifying & Race Results: Race 2

PRACTICE									
Pos	No	Class	Driver	Car	Time (m:ss.sss)	Laps	Behind (secs)	kph	mph
1	1	A	Peter Garland	+B	50.93	8		136.78	84.98
2	20	A	Simon McDermott	+B	52.16	7	1.18	133.68	83.07
3	16	B	Malcolm Paul	+B	53.04	11	2.06	131.47	81.68
4	14	B	Grahame Walker	+B	53.06	12	2.08	131.42	81.66
5	6	A	Chris Windridge	+B	53.21	7	2.23	131.06	81.43
6	28	A	Keith Ahlbe	+B	53.41	3	2.43	130.56	81.13
7	21	D	Janee Padewon	+B	53.46	4	2.48	130.44	81.06
8	37	D	Richard Lloyd	+B	53.65	3	2.67	129.88	80.76
9	53	D	Graham White	+B	54.08	6	3.10	128.84	80.12
10	5	C	Rick Bourne	4A	55.18	7	4.20	126.37	78.52
11	13	D	Chris Acklam	+B	55.31	13	4.33	126.08	78.34
12	38	D	Simon Drebb Gann	+B	55.35	14	4.37	125.88	78.28
13	54	E	Peter Howman	+B	55.84	6	4.86	124.88	77.60
14	17	E	Jack Bellinger	+B	57.08	8	6.10	122.17	75.81
15	31	D	Leigh Sebba	+B	58.27	8	7.28	118.67	74.36
16	18	E	John Clarke	+4	58.49	8	7.51	118.22	74.08
17	32	C	Tony Dillon	+4	58.50	8	7.52	118.20	74.07
18	42	E	Jeremy Holden	+B	59.20	7	8.22	117.78	73.18
19	7	E	Mary Lindsey	+B	59.21	2	8.23	117.77	73.18
20	27	D	Stephen Lockett	+B	59.51	8	8.53	117.18	72.81
21	11	E	David James	+4	59.85	8	8.87	116.51	72.40
22	66	C	Tony Howard	SLR	1:00.33	12	9.36	115.58	71.82
23	47	D	David Sherman	+B	1:01.37	8	10.39	113.63	70.60
24	41	E	Adrian van der Kroft	+4	1:01.67	12	10.68	113.07	70.26
25	19	C	Chris Dady	4A	1:02.57	8	11.58	111.45	69.25
26	34	C	Peter Sargeant	+4	1:02.79	12	11.81	111.06	68.81
27	23	C	Doug Taylerson	+4	1:02.88	12	11.90	110.80	68.81

RACE									
Pos	No	Class	Driver	Car	Race time (m:ss.sss)	Laps	Behind (secs)	kph	mph
1	1	A	Peter Garland	+B	10:31.00	12		132.44	82.30
2	16	B	Malcolm Paul	+B	10:48.49	12	16.88	128.04	80.18
3	14	B	Grahame Walker	+B	10:51.09	12	18.28	128.52	79.86
4	28	A	Keith Ahlbe	+B	10:58.61	12	26.81	127.06	78.86
5	37	D	Richard Lloyd	+B	10:59.03	12	27.23	126.87	78.80
6	13	D	Chris Acklam	+B	11:09.00	12	37.20	125.08	77.72
7	21	D	Janee Padewon	+B	11:09.43	12	37.63	125.00	77.67
8	53	D	Graham White	+B	11:09.69	12	37.88	124.86	77.64
9	38	D	Simon Drebb Gann	+B	11:17.21	12	45.41	123.56	76.78
10	5	C	Rick Bourne	+B	11:21.62	12	49.82	122.76	76.28
11	54	E	Peter Howman	+B	10:37.92	11	1 lap	120.24	74.72
12	17	E	Jack Bellinger	+B	10:44.54	11	1 lap	118.01	73.86
13	31	D	Leigh Sebba	+B	10:51.76	11	1 lap	117.68	73.13
14	18	E	John Clarke	+4.55	10:52.00	11	1 lap	117.66	73.10
15	7	E	Mary Lindsey	+B	10:54.44	11	1 lap	117.21	72.83
16	32	C	Tony Dillon	+4	11:00.30	11	1 lap	116.17	72.18
17	27	D	Stephen Lockett	+B	11:04.70	11	1 lap	115.40	71.71
18	42	E	Jeremy Holden	+B	11:04.72	11	1 lap	115.40	71.70
19	66	C	Tony Howard	SLR	11:23.68	11	1 lap	112.18	69.71
20	34	C	Peter Sargeant	+4	11:29.93	11	1 lap	111.18	68.88
21	19	C	Chris Dady	+4	11:30.81	11	1 lap	111.04	68.80
22	41	E	Adrian van der Kroft	+4	11:31.43	11	1 lap	110.84	68.83
23	11	E	David James	+4	10:32.48	10	2 laps	110.25	68.51
24	23	C	Doug Taylerson	+4	10:37.41	10	2 laps	108.40	67.88
25	47	D	David Sherman	+B	10:48.78	10	2 laps	107.48	66.78

Not classified

Fastest laps		(m:ss.sss)	kph	mph	
A	Peter Garland	+B	50.96	136.84	New lap record
B	Grahame Walker	+B	52.25	133.46	New lap record
C	Rick Bourne	4A	55.16	126.42	
D	Janee Padewon	+B	53.01	131.55	New lap record
E	Peter Howman	+B	56.24	123.88	New lap record

Existing Lap Records			(secs)	kph	mph	
05/05/87	A	Peter Garland	+B	51.01	136.70	84.84
05/05/87	B	Malcolm Paul	+B	52.37	133.15	82.74
28/07/80	C	John Millbank	4A	55.06	126.67	78.71
05/05/87	D	Janee Padewon	+B	55.30	126.10	78.35
05/05/87	E	Peter Howman	+B	56.02	122.51	76.12

NEXT RACE Pembrey Sunday 14 June



Date for last entries

3 June 1998

Testing:

Available on the day before our race. Cost is £125 full day or £75 half day. Tel: 01554 891042. NB last year they didn't take credit cards.

Petrol:

Not in circuit, but outside on the A484 1½ miles east or 1 mile west

Circuit length

1.456 miles

Lap records

Morgans

Class A 1:03.68

Peter Garland

Class B 1:06.14

Grahame Walker

Class C 1:11.00

Alan Wickenden

Class D 1:09.21

Chris Acklam

Class E 1:11.28

Colin Treble

Programme

Jaguar XK Saloon Challenge (A & B); Cox & Buckles TR Championship; Sports Racing & GT Championship; Jaguar Challenge; Welsh Sports & Saloon Car Championship; Sportscar Race; MG BCV8 Championship; Centurion Challenge (100 mile race)

Spare Tickets

Any spare tickets please send to Brian Jenkins at Elm Cottage, 37 Norton Road, Mumbles, Swansea SA3 5TQ who has kindly offered to distribute them.

It May Not Be Formula 1.... The Class (C & E) of '98 at Snetterton

The Williams malaise was not carried forward to the Morgan Motor Company Challenge Series as the reigning champion, Jacques Horsman ran out on to the track in his 1998 car and was never headed to the chequered flag. With a new engine package, revised rear suspension and transmission, the new car flew from the off – never missing a beat.

Challenging the Williams driver was Jack (Schuey) Bellinger in his much improved red car. With a new contract with Avon and radical front/rear tyre sizes, the red car had noticeably better handling throughout the swoops and curves of the Norfolk track. Having dispensed with the new look tall door mirrors, the red cars aerodynamics remain unsullied except for Mary Irvine's radical front and rear splitters. Fashioned out of the latest carbon fibre to resemble cheap angle iron, the other teams were consulting their rule books to work out whether towing hitch shaped splitters are in fact permissible.

After a season in the doldrums, Damon Clarke made his presence known in his very loud +4. After months on the dyno, John had the Mugen Honda 4A humming and managed to split the red cars in both practice and the race. 3rd place was his best result for some time and had some of the more powerful engine manufacturers and the Tifosi muttering under their breath.

John's team mate in the other Jordan Supersports – Ralf Deacon – again failed to complete the race – this time through a seized oil pump. The luck of the Irish seemed to have deserted Ralf none more so, when he was later hit by lightning (I kid you not!).

As it happens so often in formula 1 these days, the four front runners retained position throughout the race and were well strung out by the end.

Towards the rear of the field, the situation was very different. Johnny Dady had the Ferrari powered Sauber C4/4 working hard and had a race long battle with the unique SLR of formula 1 'new' guy Tony (Dave Richards) Howard. Sporting his usual designer stubble, Tony piloted the SLR superbly and in its Benetton stripy jersey livery, the car was a great favorite with the other competitors and the crowd.

New boy Jeremy (Wurz) Holden gave an impressive display on his debut. Watch out for greater things from Jeremy and his

blue car in subsequent races.

The truly British Stewarts of Doug Magnussen and The Sarge came through without mishap with Doug claiming to be the number 1 driver by a whisker .

Bringing up the rear was the silver arrows of David (DC) James. Ron Denis and his team had been burning the mid night oil to get the latest MP4/14 on to the track in time for the race and must have been pleased by the new cars reliability bar an unco-operative 3rd gear. Sporting new livery, the car was at times unrecognisable and for that matter so was its race position. Better things to come from DC.

So the circus moves on to Brands Hatch where Bernie Aston is considering bringing in new rules to close up the field. What about a mid race beer or arranging the grid with blue and green cars at the front, and red and white cars at the rear Bernie?

Hors..Power

Peter Horsman wrapped up Class E at Brands Hatch, with pole position, a new lap record and winning by as much as he liked. Similarly, Rick Bourne in Jack Bellingers 4/4 demolished the Class C field. As for the rest, now there's a story.....

Qualifying was frantic, with more class C and E cars than ever before. 13 in all comprising 7 TR+4s, 2 4/4s and 4 moss box +8s.

A big welcome to Tony Dillon in his superb +4. With more extras than Ben Hur, Tony excelled in qualifying only failing to take the +4 crown by 100th of a second from the supersports of John Clarke. Tony's car resplendent in connaught green, hosts the latest BTR axle, steel race TR engine, 4 pot callipers on the front with a disk conversion on the back – all finished off by a full aluminium under tray.

Equally welcome was Adrian Van Der Kroft in the ex Chris Phillips, ex Rick Bourne +4 – XOY. This car needs no introduction and it is more a case of 'hello old friend'. Peter Horsman gave Adrian the full welcome in qualifying as he nudged XOYs rear end to put car and driver into a lurid spin. Coming to rest broadside across the track, Adrian had a fine view of 26 Morgans in full flight bearing down on him. Welcome to the race series Adrian.....

When the dust of qualifying had settled, Jack had again been out qualified by Peter with the +4s of John and Tony outpacing the +8s of Jeremy Holden and Mary Lindsay. This was a fine performance by

Jeremy in only his 2nd appearance in the race series.

Now with a couple of 100 miles on his new engine, David James was ahead of the glorious SLR of Tony Howard. Adrian had out qualified Chris Dady, Peter Sargeant and Doug Taylorson. Oh, and Rick had put in a blistering time to qualify 10th on the grid – in amongst the class D boys.

When the green lights came on, Rick had a crap start [*Ed: don't get too technical please*] but the rest were away well. John managed to get up the inside of Jack and managed to fend off the red car for a couple of laps before losing position at Clearways. Mary had a flying start and took Jeremy and Tony within the space of half a lap. Closing in on John each lap, Mary just failed to take 3rd place by the end.

Rick recovered well and was soon way out in front with Peter. Peter and Rick 'played' with each other for a couple of laps before Peter saw reason and allowed Rick to disappear into the distance (well that's what Peter said!!).

Tony Dillon managed to keep a respectable distance from Jeremy to the end who in turn kept a decent cushion between himself and the SLR of Tony Howard.

The closest battle was between the tail enders. The Sarge made up for his poor qualifying by getting past David, Adrian and Chris. Chris also improved his position by taking David and Adrian and kept up the pressure on the The Sarge right up to the chequered flag. Adrian outpaced David with the 'not so silver arrow' experiencing gear selection problems. Poor old Doug had to start from the pit lane having been black flagged on the warm up lap. Hasty repairs to a leaking oil union restored Doug's race but starting from the pit lap was too much of a handicap for Doug to make any impression.

So with two races completed, and 2 emphatic wins by Peter – is Class E sown up already? Jack needs to find at least an extra second whilst John needs at least two (or perhaps another 4 cylinders!). Mary is hanging on in there and Jeremy is getting quicker and quicker with each race. Class C is more interesting with The Sarge and Tony Howard battling it out for top honours – expect this battle to go all the way to the wire.

Next race – Pembrey – don't bother asking Ladbrooks for odds on Peter – it should be a done deal – see you there.

Tom Rowe

In recent years, it has become almost a tradition for the Morgan Challenge season to start with a round at Snetterton hosted by the Jaguar Car Club.

This year was no exception and to assemble 25 Morgans at the meeting was a fitting tribute to Tom Rowe, Competition Secretary of the Jaguar Car Club, who sadly died recently and for whom a minute's silence was observed prior to the start of racing.

To me, Tom was *'the voice of common-sense amid the bureaucratic minefield of motor sport'* as I put it in a letter I wrote to him shortly before his death. I thanked him too, on behalf of everyone in the Series, for the very happy relationship he had fostered between our Championship and the JCC.

For that and many other qualities he will be remembered fondly by us all.
Serena Aston, Race Series Co-ordinator

Circuit	Jaguar Car Club											
Date	26-Apr-88											
LAP CHART												
	Laps ->											
Pos	1	2	3	4	5	6	7	8	9	10	Quit	
1	20	20	20	20	20	20	20	20			1	
2	28	28	28	28	28	14	14	14			4	
3	16	16	16	14	14	28	28	21			7	
4	14	14	14	16	16	21	21	16			5	
5	21	21	21	21	21	16	16	37			8	
6	37	37	37	37	37	37	37	28			6	
7	38	38	38	38	13	13	13	6			3	
8	54	13	13	13	6	6	6	13			8	
9	13	54	54	6	38	38	38	38			10	
10	17	17	17	54	54	54	54	54			12	
11	35	6	6	17	17	17	17	35			11	
12	18	35	35	35	35	35	35	17			13	
13	6	18	18	18	18	18	18	18			14	
14	7	7	7	7	7	7	7	7			15	
15	66	66	66	18	66	66	66	66			20	
16	18	18	18	66	18	18	18				21	
17	47	47	47	47	31	31	31				16	
18	31	31	31	31	47	47	34				22	
19	24	24	24	24	24	24	71	71			23	
20	34	71	71	23	34	34	23				24	
21	23	23	23	34	23	23	47				17	
22	71*	34	34	71	71	11	11				25	
23	11	11	11	11	11	24	24				18	

Circuit	Imola North												
Date	04-May-88												
LAP CHART													
	Laps ->												
Pos	1	2	3	4	5	6	7	8	9	10	11	12	Quit
1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	14	14	14	14	14	14	14	14	14	16	16	16	3
3	16	16	16	16	16	16	16	16	16	14	14	14	4
4	28	28	28	28	28	28	28	28	28	28	28	28	6
5	37	37	37	37	37	37	37	37	37	37	37	37	8
6	13	13	13	13	13	13	13	13	13	13	13	13	11
7	38	38	38	38	38	38	38	53	53	53	53	21	7
8	54	53	53	53	53	53	21	21	21	21	21	53	9
9	5	54	54	5	21	21	53	38	38	38	38	38	12
10	53	5	5	54	5	5	5	5	5	5	5	5	10
11	18	21	21	21	54	54	54	54	54	54	54	54	13
12	17	18	17	17	17	17	17	17	17	17	17	17	14
13	7	17	18	18	18	18	18	18	31	18	18	18	16
14	27	7	7	7	7	31	31	31	18	31	31	31	15
15	31	31	31	31	31	7	7	7	7	7	7	7	18
16	21	27	27	27	42	42	42	32	32	32	32	32	17
17	42	42	42	42	32	32	32	27	27	27	27	27	20
18	32	32	32	32	27	27	27	42	42	42	42	42	18
19	47	66	66	66	66	66	66	66	66	66	66	66	22
20	66	47	47	41	34	34	34	34	34	34	34	34	25
21	18	18	41	34	41	41	41	41	18	18	18	18	25
22	11	41	34	47	18	18	18	18	41	41	41	41	24
23	41	11	18	18	11	11	11	11	11	11	11	11	21
24	34	34	11	23	47	23	23	23	23	23	23	23	27
25	23	23	23	11	23	47	47	47	47	47	47	47	23

MMCC Lap Records

Brands Hatch, Indy		Circuit	length (miles/sec)	12036 miles lph	aph
04-May-88	A	Peter Garland	+8 50.96	138.84	65.03
04-May-88	B	Malcolm Paul	+8 52.45	132.85	62.81
28-Jul-80	C	John Milbank	4/4 55.05	128.87	78.71
04-May-88	D	James Paterson	+8 53.01	131.56	61.74
04-May-88	E	Peter Horeman	+8 55.24	128.88	77.04
Cadwell Park, Woodlands		Circuit	length (miles/sec)	2.170 miles lph	aph
17-Sep-85	A	Klaus Neebach	+8 1:38.53	127.80	75.23
	B	Grahame Walker	+8 1:45.90	116.72	73.77
8-Sep-88	C	Jack Bellinger	4/4 1:47.38	117.08	72.75
	D	Chris Phillips	+8 1:51.70	112.55	69.94
17-Sep-85	E	Jack Bellinger	+8 1:55.27	109.07	67.77
Castle Combe		Circuit	length (miles/sec)	1.840 miles lph	aph
9-Oct-84	A	Matthew Wurr	+8 1:06.78	158.83	89.18
18-Apr-87	B	Grahame Walker	+8 1:11.98	146.10	82.03
9-Oct-84	C	Keith Roper	4/4 1:22.48	128.26	80.31
9-Oct-84	D	Mark Longmore	+8 1:13.71	144.82	89.67
9-Oct-84	E	Jack Bellinger	+8 1:15.76	140.71	87.43
Donington Park		Circuit	length (miles/sec)	1.9573 miles lph	aph
	A	Matthew Wurr	+8 1:19.34	142.83	88.61
May-88	B	Chas Windridge	+8 1:20.73	140.47	87.26
May-88	C	Alan Wickenden	+4 1:26.88	130.82	81.10
8-Jul-87	D	James Paterson	+8 1:28.34	128.37	79.78
May-88	E	Rick Bourne	+4 1:30.37	126.46	77.87
Mallory Park		Circuit	length (sec)	1.35 miles lph	aph
18-May-87	A	Peter Garland	+8 50.01	158.40	87.18
28-Apr-88	B	Malcolm Paul	+8 52.11	150.08	83.28
	C	Alan Wickenden	+4 54.81	142.70	80.87
18-May-87	D	Chris Springall	+8 55.49	140.86	87.58
18-May-87	E	Peter Horeman	+8 56.43	138.80	86.12
Oulton Park, Fosters		Circuit	length (miles/sec)	1.654 miles lph	aph
08-Jul-85	A	Matthew Wurr	+8 1:07.40	142.18	85.34
	B	Grahame Walker	+8 1:10.57	136.79	84.38
	C	Alan Wickenden	+4 1:13.97	129.66	80.60
	D	Chris Phillips	+8 1:14.76	128.18	79.66
	E	Jonathan Douglas	4/4 1:18.04	122.79	76.30
Oulton Park, International		Circuit	length (miles/sec)	2.775 miles lph	aph
05-Oct-88	A	Peter Garland	+8 1:51.45	144.28	89.84
05-Oct-88	B	Malcolm Paul	+8 1:57.00	137.41	85.38
12-Sep-82	C	Alan Wickenden	+4 2:08.33	126.28	77.65
05-Oct-88	D	Martin Kumein	+8 2:07.65	126.86	78.28
05-Oct-88	E	Colin Treble	+8 2:11.69	122.08	76.86
Pembrey		Circuit	length (miles/sec)	1.456 miles lph	aph
27-Jul-87	A	Peter Garland	+8 1:03.68	132.47	82.31
27-Jul-87	B	Grahame Walker	+8 1:06.14	127.84	79.26
	C	Alan Wickenden	+4 1:11.00	118.61	78.63
27-Jul-87	D	Chris Acklam	+8 1:09.21	121.88	76.73
27-Jul-87	E	Colin Treble	+8 1:11.28	118.34	76.54
Silverstone National		Circuit	length (miles/sec)	1.642 miles lph	aph
08-Apr-87	A	Peter Garland	+8 1:04.48	147.54	81.87
08-Apr-87	B	Malcolm Paul	+8 1:07.15	141.87	80.03
08-Apr-87	C	Peter Sargeant	+4 1:16.24	124.78	77.63
08-Apr-87	D	James Paterson	+8 1:10.45	135.03	83.91
08-Apr-87	E	Colin Treble	+8 1:13.68	129.11	80.23
Snetterton		Circuit	length (miles/sec)	1.952 miles lph	aph
30-Mar-87	A	Peter Garland	+8 1:17.69	145.67	80.46
30-Mar-87	B	Malcolm Paul	+8 1:19.74	141.83	80.13
30-Mar-87	C	Stephen Lockart	+4 1:29.37	128.54	78.63
28-Apr-88	D	James Paterson	+8 1:24.31	134.14	83.35
30-Mar-87	E	Jack Bellinger	+8 1:29.35	128.67	78.66
Thruxton		Circuit	length (miles/sec)	2.356 miles lph	aph
31-Aug-82	A	Tony Dron	+8 1:26.61	157.80	87.83
13-Oct-88	B	Malcolm Paul	+8 1:31.13	148.78	83.07
28-Jul-86	C	Alan Wickenden	+4 1:36.33	141.70	80.05
28-Jul-86	D	Chris Phillips	+8 1:37.17	140.47	87.26
28-Jul-86	E	Rick Bourne	+4 1:37.53	139.88	86.88

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.
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 email: chris@aw.cix.co.uk

Morgan Motor Company Challenge

Circuit	Snetterton			Length	1.932 miles		Qualifying		
Date	26-Apr-98			Weather/Track	(Q) Bright/dry, (Race) Cloudy/Wet				
QUALIFYING				Time		Behind			
Pos	No	Class	Driver	Car	(mins:secs)	Lap	(secs)	kph	mph
1	1	A	Peter Garland	+8	1:19.16	5		142.86	88.77
2	20	A	Simon McDermott	+8	1:20.09	6	0.93	141.21	87.74
3	6	A	Chas Windridge	+8	1:21.60	6	2.44	138.59	86.12
4	14	B	Grahame Walker	+8	1:21.79	3	2.63	138.27	85.92
5	16	B	Malcolm Paul	+8	1:22.40	5	3.24	137.25	85.28
6	29	A	Keith Ahlers	+8	1:22.44	4	3.28	137.18	85.24
7	21	D	James Paterson	+8	1:23.40	3	4.24	135.60	84.26
8	37	D	Rick Lloyd	+8	1:23.89	2	4.73	134.81	83.77
9	13	D	Chris Acklam	+8	1:25.29	4	6.13	132.60	82.99
10	39	D	Simon Orebi Gann	+8	1:26.85	3	7.69	130.22	80.91
11	35	D	Chris Springall	+8	1:27.82	4	8.66	128.78	80.02
12	54	E	Peter Horsman	+8mb	1:27.94	4	8.78	128.60	79.91
13	17	E	Jack Bellinger	+8mb	1:29.55	4	10.39	126.29	78.47
14	18	E	John Clarke	+4SS	1:30.64	5	11.48	124.77	77.53
15	7	E	Mary Lindsay	+8mb	1:31.38	5	12.22	123.76	76.90
16	31	D	Leigh Sebba	+8	1:31.49	5	12.33	123.61	76.81
17	47	D	David Sherman	+8	1:34.31	5	15.15	119.91	74.51
18	24	B	Phil Brown	+8	1:34.54	3	15.38	119.62	74.33
19	10	E	Jim Deacon	+4SS	1:34.62	4	15.46	119.52	74.27
20	66	C	Tony Howard	SLR	1:35.36	3	16.20	118.59	73.69
21	19	C	Chris Dady	+4	1:36.18	3	17.02	117.58	73.06
22	34	C	Peter Sargeant	+4	1:37.63	5	18.47	115.84	71.98
23	71	E	Jeremy Holden	+8mb	1:39.09	4	19.93	114.13	70.92
24	23	C	Doug Taylerson	+4	1:42.34	2	23.18	110.51	68.67
25	11	E	David James	+4	1:44.32	4	25.16	108.41	67.36
RACE				Race time		Behind		Best lap	
Pos	No	Class	Driver	Car	(mins:secs)	Laps	(secs)	kph	mph
1	20	A	Simon McDermott	+8	11:31.69	8		130.80	81.28
2	14	B	Grahame Walker	+8	11:49.94	8	0:18.25	127.44	79.19
3	21	D	James Paterson	+8	11:51.77	8	0:20.08	127.11	78.98
4	16	B	Malcolm Paul	+8	11:56.29	8	0:24.60	126.31	78.48
5	37	D	Rick Lloyd	+8	11:56.90	8	0:25.21	126.20	78.42
6	29	A	Keith Ahlers	+8	11:58.16	8	0:26.47	125.98	78.28
7	6	A	Chas Windridge	+8	12:04.62	8	0:32.93	124.86	77.58
8	13	D	Chris Acklam	+8	12:07.19	8	0:35.50	124.42	77.31
9	39	D	Simon Orebi Gann	+8	12:10.29	8	0:38.60	123.89	76.98
10	54	E	Peter Horsman	+8mb	12:28.20	8	0:56.51	120.92	75.14
11	35	D	Chris Springall	+8	12:32.25	8	1:00.56	120.27	74.73
12	17	E	Jack Bellinger	+8mb	12:34.10	8	1:02.41	119.98	74.55
13	18	E	John Clarke	+4SS	12:51.33	8	1:19.64	117.30	72.88
14	7	E	Mary Lindsay	+8mb	12:58.43	8	1:26.74	116.23	72.22
15	66	C	Tony Howard	SLR	13:10.43	8	1:38.74	114.46	71.12
16	19	C	Chris Dady	+4	11:38.43	7	1 lap	113.35	70.43
17	31	D	Leigh Sebba	+8	12:01.46	7	1 lap	109.73	68.18
18	34	C	Peter Sargeant	+4	12:04.15	7	1 lap	109.32	67.93
19	71	E	Jeremy Holden	+8mb	12:05.77	7	1 lap	109.08	67.78
20	23	C	Doug Taylerson	+4	12:06.01	7	1 lap	109.04	67.75
21	47	D	David Sherman	+8	12:09.93	7	1 lap	108.45	67.39
22	11	E	David James	+4	12:18.79	7	1 lap	107.15	66.58
23	24	B	Phil Brown	+8	12:21.90	7	1 lap	106.70	66.30
Not classified									
Fastest laps				(mins:secs)		on	kph	mph	
	A	Simon McDermott	+8	1:24.85	7	133.28	82.82		
	B	Grahame Walker	+8	1:24.44	5	133.93	83.22		
	C	Tony Howard	+4	1:34.22	5	120.03	74.58		
	D	James Paterson	+8	1:24.31	6	134.14	83.35	New lap record	
	E	Peter Horsman	+8	1:31.03	7	124.24	77.20		
Existing Lap Records				(mins:secs)		kph	mph		
30-Mar-97	A	Peter Garland	+8	1:17.69		145.57	90.45		
30-Mar-97	B	Grahame Walker	+8	1:19.74		141.83	88.13		
30-Mar-97	C	Stephen Lockett	+4	1:29.37		126.54	78.63		
30-Mar-97	D	James Paterson	+8	1:24.70		133.52	82.97		
30-Mar-97	E	Jack Bellinger	+8	1:29.35		126.57	78.65		

Championship standings after 1 round

Class A

Simon McDermott	11
Keith Ahlers	8
Chas Windridge	6

Class B

Grahame Walker	11
Malcolm Paul	8
Phil Brown	6

Class C

Tony Howard	11
Chris Dady	8
Peter Sargeant	6
Doug Taylerson	4

Class D

James Paterson	11
Rick Lloyd	8
Chris Acklam	6
Simon Orebi Gann	4
Chris Springall	2
Leigh Sebba	1
David Sherman	1

Class E

Peter Horsman	11
Jack Bellinger	8
John Clarke	6
Mary Lindsay	4
Jeremy Holden	2
David James	1

As a completely unbiased and impartial Editor, and having nothing to do with my being in Class D, I feel it my duty to point out that fastest lap of the race was recorded by James Paterson in his Class D car. It has been suggested that this is the **real** reason why Classes A and B are not keen on a control tyre.... Do keep checking the mirrors chaps Ed.

A Driver Contact Card is enclosed for registered drivers

All those who returned the forms are included. Contact Chris Acklam if it's missing.