

The Unofficial Race Series Newsletter

Chas dredges win from oil and water

The penultimate round of the challenge took place at the Silverstone Summer Festival on 22/23 August. The meeting was certainly the most high profile of all the races we take part in. We were in good company with Ferrari, Porsche and the Privilege GT racing as part of the meeting as a whole. The practice sessions were held on Saturday with three races to finish the day. Sunday was 100% racing to complete the programme.

We ideally sought twenty five cars for the grid but in the event could only manage twenty three, nevertheless this was still a handsome sized grid.

The weather conditions on arrival at the circuit were dry and sunny in part.

At this meeting we were racing on the International circuit with our practice being held quite late in the day at 3.15pm. It was good to see Craig Jones back in his Morgan for his first meeting of the season. Craig provided some more competition for Matthew Wurr as only 0.755secs separated both men on the front of the grid. Following the problems incurred at the Bentley drivers meeting, Class D racer James Paterson had the injectors changed in his car which obviously did the trick as he qualified first in Class and in sixth on the grid. Class A charger Chas Windridge explored the undergrowth at Brooklands with a small spin but despite this still managed to qualify third with a 1:36.716. Fellow Class A driver Simon McDermott was seen with smoke pouring from the offside front wing and withdrew from the session. Simon had obviously scrutinised the tactics of Michael Schumacher in case such a situation was to arise. The requirement of having to complete three laps in order to attain position (other than starting at the back of the grid) was paramount and as he crossed the start finish line in the pits a third lap was completed. Simon's problem was not as large as it first appeared as, on closer inspection, an oil leak was diagnosed from around the rocker cover, a new gasket was fitted and all was well for the race. Simon was not alone in having an oil problem. Class E runner Barry Sumner had an oil surge with oil seen dripping 'up'. Matthew Wurr was also seen mopping oil up although luckily in small amounts. Barry's problem was possibly enhanced by some aggressive driving during the session as when charging towards Abbey Hairpin he locked the brakes leaving his mark over a seventeen metre section of the track. Doug Taylerson had a small water leak due to a leaky hose on the radiator header tank this of course soon being recti-

fied. Class D runner Graham White had a good session despite not having practised on Friday and having a near miss with Chris Acklam at Priory. Unfortunately on being weighed after

the session his car was found to be lighter than required - 876.2 kg (should be 900 kg). The scrutineers told Graham to fill up with additional fuel in order to make the grade - it's strange how rules seem to change from one circuit to another, after the Phil Brown incident at Donington!

Graham had a busy time prior to the meeting as Chris Springall's car developed a gearbox problem on Friday. Graham went back to his workshops in Kent to retrieve a used replacement box, returning to fit it in time for qualifying and hoping that it would be sufficient to use during the course of the race.

Unfortunately Phil Brown and Tony Howard had a coming together at Abbey Hairpin with both cars being moderately damaged. Phil's meeting sadly ended at this point as he had a damaged crosshead with a bent chassis. Tony's car had a bent stub axle but with some adjustment to the track rods the front wheels were again back in line with Tony being optimistic about competing in the race proper. Both cars had bodywork damage.

The race day proper started at 11.30 with our race being the last of the day scheduled at 5.45pm. The weather conditions on the day were at best described as awful with torrential rain falling. Several cars were falling by the wayside in each race that went before ours, culminating in the racing being halted for approximately twenty minutes as the track became waterlogged and cars started to aquaplane.

By 5.45 pm the racing was running a long way behind schedule with the previous three or four races running at reduced laps, consequently our race was also shortened to eight laps instead of the usual ten. Our race eventually started at approximately 6.20pm with track conditions generally damp and wet in part which was sure to make for some interesting handling of the cars. The general consensus in the paddock was to run on wet tyres.

Once the green flag lap had been completed the cars should all have assembled on the grid as usual and waited for the lights to go out. Simon McDermott, who still seems blighted by Silverstone, pulled in to the pits at this point as

Championship after 7 rounds

Class A

Keith Ahlers	32
Simon McDermott	31
Chas Windridge	26
Matthew Wurr	20
Chris Springall	14
Peter Garland	10
Grahame Bryant	4
Craig Jones	4
Andrew Jenkins	3

Class B

Malcolm Paul	42
Grahame Walker	18
Martin Kurrein	11
Phil Brown	8
Rob Wells	6
Christian Bock	6
Reiner Vierling	4

Class C

Peter Sargeant	45
Doug Taylerson	42
Tony Howard	41
Chris Dady	16
Rick Bourne	11
Tony Dillon	9
Jan Bulinski	6

Class D

Rick Lloyd	71
James Paterson	52
Chris Acklam	38
Simon Orebi Gann	28
Graham White	18
Leigh Sebba	8
David Sherman	3
Chris Springall	2
Kelvin Laidlaw	2
Stephen Lockett	1

Class E

Peter Horsman	62
Jack Bellinger	51
John Clarke	40
Mary Lindsay	16
Adrian van der Kroft	11
David James	11
Jeremy Holden	4
Jim Deacon	1
Barry Sumner	1

SummerFest – continued

he thought that he could smell oil. His mechanic checked around the rocker cover. Everything was fine barring the marshal who stopped him from rejoining the race on an apparent pit lane mix up which really finished Simon's chances in this race. Class A racer Chas Windridge made a super start pulling in front of fellow Class A driver Matthew Wurr getting behind Craig Jones but only until the Islands where he took the opportunity to pass Craig as well and take the lead. Class D runner Rick Lloyd also made another good start along with Simon Orebi Gann, unlike Keith Ahlers who didn't. Matthew's problems had only just begun as on this lap the gear linkage broke which inevitably made for an interesting race. Not only did he have to keep a hold of the gearstick to stop it dropping down and through to rest on the propshaft but he could only select fourth and fifth. This situation although extremely uncomfortable but was a slight improvement on that of Chris Springall whose gearbox would only retain fourth gear and kept jumping out of second. Chris retired.

At the second Chas was looking in good shape at the front with Matthew in second, Rick Lloyd had passed Craig who was holding his ground

in fourth. Keith Ahlers had passed James Paterson for fifth, Class E charger Barry Sumner went in to the pits and retired at this point with low oil pressure. Class A runner Andrew Jenkins passed Peter Sargeant with Doug Taylerson passing Tony Howard in the SLR, Simon McDermott had by now rejoined the race and brought up the rear guard.

By the third Matthew had closed Chas down with both cars pulling one hundred and fifty yards on self confessed rain meister Rick Lloyd, Keith Ahlers and James Paterson who were in close contact. Craig Jones had lost one hundred yards on this bunch with his car looking as if it were a complete handful and, as most cars were, very live at the back. The Class D runners of Simon Orebi Gann, Graham White and Chris Acklam were all involved in their own tight battle and had pulled some two hundred yards over Class E runner Peter Horsman who had Malcolm Paul and Adrian van der Kroft in tow. John Clarke was three hundred off the back of this group with the same again over Kelvin Laidlaw. Peter Sargeant and Doug Taylerson were having their usual battle when, with Peter in front, he over-cooked the corner at Brooklands and

spun with Doug easily passing.

At the fourth Chas successfully held on to the back end at Priory to retain the lead over Matthew with a similar fate becoming of Rick Lloyd who again hold position.

Whilst driving very aggressively and trying to pass Keith Ahlers to ultimately stay in touch with Rick Lloyd, James Paterson ran on to the grass along the pit straight where he stayed until Copse where he skilfully gained full control and rejoined the tarmac. Simon Orebi Gann and Graham White had opened up seventy five yards over Chris Acklam. Peter Horsman had Adrian van der Kroft right behind and challenging hard. Doug Taylerson also got the back out at Priory. Simon McDermott had worked his way up the field gaining four places with Peter Sargeant making inroads to take Tony Howard in his pursuit of Doug T.

By the fifth Chas was starting to command the race with a clear hundred on Matthew with both cars a clear seven hundred over nearest contender Rick Lloyd who in turn had a hundred on the Keith Ahlers / James Paterson battle. Simon Orebi Gann and Graham White were still in very close contention with both drivers obviously enjoy-

ing the contest. Much in the same vain although farther back was the contest of Peter Horsman and Adrian van der Kroft.

The next three laps continued with the usual Class battles, Graham White successfully made a challenge on Simon Orebi Gann at the sixth. Peter Horsman still had Adrian van der Kroft right behind him and had since been joined by John Clarke, who commented after the race on how he thought that was the best race he had ever driven in on the fun factor, Simon McDermott fought his way back through the field to finish in fourteenth. Many comparisons were made after the race on the track to an ice rink – with most racers commenting that they thought oil was spilled on the track from a previous race, which added to the loss of traction.

Chas Windridge won Class A with a super drive, Malcolm Paul won B, Doug Taylerson won C, Rick Lloyd won D with Peter Horsman winning E with all winners receiving their garlands on the podium – just like Formula 1!

Our last race of the season is on the 27th September at Silverstone, see you there.

Jon Hopkins

Circuit		Silverstone International		28-Aug-88		Lap chart																											
Date						Lap 1			Lap 2			Lap 3			Lap 4			Lap 5			Lap 6			Lap 7			Lap 8						
No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time	No	Behind	Lap time				
6		2:02.048	6		1:53.700	6		1:55.512	6		1:57.175	6		1:59.535	6		1:59.907	6		1:59.855	6		1:59.824	6		1:59.824	6		1:59.824	6		1:59.824	
88	2.150	2:04.209	88	2.011	1:53.551	88	2.757	1:55.359	88	4.525	1:59.044	88	5.057	1:59.059	88	4.701	1:59.551	88	4.519	1:59.523	88	3.428	1:57.534	88	3.428	1:57.534	88	3.428	1:57.534	88	3.428	1:57.534	
15	3.025	2:05.143	37	4.590	1:54.979	37	8.491	1:59.503	37	13.305	2:02.001	37	16.881	2:02.211	2	1 lap	2:24.832	23	1 lap	2:25.154	57	1 lap	2:17.040	23	1 lap	2:11.885	23	1 lap	2:11.885	23	1 lap	2:11.885	
37	3.311	2:05.359	28	5.885	1:55.170	28	9.753	1:58.429	28	15.325	2:02.749	28	19.435	2:02.746	37	18.350	2:00.405	37	1 lap	2:16.814	23	1 lap	2:11.885	23	1 lap	2:11.885	23	1 lap	2:11.885	23	1 lap	2:11.885	
21	4.185	2:05.243	15	7.457	1:58.072	21	10.533	1:59.592	21	15.799	2:02.291	21	19.900	2:02.739	28	21.888	2:01.354	34	1 lap	2:16.599	37	22.535	2:00.530	37	22.535	2:00.530	37	22.535	2:00.530	37	22.535	2:00.530	
29	4.455	2:05.514	21	7.713	1:57.218	15	15.554	2:04.809	15	23.555	2:08.159	15	27.081	2:07.051	21	22.305	2:01.302	37	20.830	2:01.315	28	25.882	2:00.059	37	25.882	2:00.059	37	25.882	2:00.059	37	25.882	2:00.059	
39	8.515	2:10.554	39	13.194	1:58.279	39	24.117	2:05.535	39	35.409	2:09.457	39	45.250	2:09.759	11	1 lap	2:30.111	28	24.849	2:01.820	21	25.359	1:59.817	21	25.359	1:59.817	21	25.359	1:59.817	21	25.359	1:59.817	
53	10.503	2:12.551	53	15.151	1:58.348	53	24.591	2:05.152	53	35.524	2:09.309	53	47.245	2:09.057	15	44.013	2:05.839	21	25.355	2:01.925	65	1 lap	2:14.780	65	1 lap	2:14.780	65	1 lap	2:14.780	65	1 lap	2:14.780	
13	11.417	2:13.455	13	15.941	1:59.224	13	25.010	2:05.591	13	39.859	2:11.034	13	52.139	2:10.907	53	54.837	2:05.499	2	1 lap	2:21.129	34	1 lap	2:25.525	34	1 lap	2:25.525	34	1 lap	2:25.525	34	1 lap	2:25.525	
54	13.722	2:15.770	54	21.553	2:01.551	16	37.791	2:10.599	16	51.504	2:10.999	16	1:02.945	2:09.977	39	59.549	2:10.920	11	1 lap	2:25.574	15	1:01.052	2:05.949	15	1:01.052	2:05.949	15	1:01.052	2:05.949	15	1:01.052	2:05.949	
16	14.335	2:15.393	16	22.705	2:02.070	54	37.834	2:11.853	54	55.951	2:15.203	54	1:07.809	2:12.344	13	1:03.209	2:09.971	15	54.027	2:09.979	53	1:01.052	2:05.949	53	1:01.052	2:05.949	53	1:01.052	2:05.949	53	1:01.052	2:05.949	
41	15.102	2:18.150	41	25.645	2:03.243	41	39.895	2:08.853	41	57.101	2:15.391	41	1:10.809	2:12.344	16	1:13.339	2:09.301	53	1:02.795	2:06.524	53	1:11.802	2:08.030	53	1:11.802	2:08.030	53	1:11.802	2:08.030	53	1:11.802	2:08.030	
22	15.970	2:18.018	18	39.919	2:09.103	18	51.115	2:12.909	18	1:05.399	2:11.430	18	1:15.532	2:09.519	54	1:21.743	2:10.549	39	1:05.890	2:07.212	39	1:15.465	2:07.529	39	1:15.465	2:07.529	39	1:15.465	2:07.529	39	1:15.465	2:07.529	
18	19.515	2:20.554	57	39.835	2:13.573	57	1:01.755	2:17.503	57	1:21.181	2:16.901	57	1:39.379	2:02.250	41	1:22.405	2:10.504	13	1:14.200	2:09.852	11	1 lap	2:25.575	11	1 lap	2:25.575	11	1 lap	2:25.575	11	1 lap	2:25.575	
57	19.892	2:21.940	2	44.215	2:15.531	23	1:07.180	2:15.518	23	1:29.414	2:13.410	23	1:59.548	2:16.103	18	1:24.159	2:07.713	16	1:22.724	2:09.250	13	1:25.057	2:09.781	13	1:25.057	2:09.781	13	1:25.057	2:09.781	13	1:25.057	2:09.781	
2	21.394	2:23.432	34	45.423	2:15.617	65	1:14.735	2:20.073	20	1:29.755	2:07.459	20	1:59.021	2:14.243	20	1:36.231	2:01.759	54	1:31.392	2:09.514	16	1:30.465	2:05.555	16	1:30.465	2:05.555	16	1:30.465	2:05.555	16	1:30.465	2:05.555	
34	22.505	2:24.554	23	45.274	2:14.530	2	1:14.975	2:25.373	65	1:35.509	2:18.949	65	1:55.255	2:18.393	57	1:35.855	2:16.144	41	1:31.788	2:09.247	54	1:40.410	2:07.942	54	1:40.410	2:07.942	54	1:40.410	2:07.942	54	1:40.410	2:07.942	
65	25.109	2:27.155	22	47.900	2:24.530	34	1:19.997	2:29.175	34	1:39.540	2:17.529	34	1:55.590	2:15.595				18	1:32.459	2:07.175	18	1:41.209	2:07.534	18	1:41.209	2:07.534	18	1:41.209	2:07.534	18	1:41.209	2:07.534	
23	25.344	2:27.392	65	50.274	2:18.855	20	1:19.472	2:04.957	20	1:42.377	2:24.577							20	1:39.954	2:01.599	41	1:42.210	2:09.345	41	1:42.210	2:09.345	41	1:42.210	2:09.345	41	1:42.210	2:09.345	
11	29.447	2:30.485	11	54.974	2:20.127	11	1:24.927	2:25.555	11	1:53.700	2:25.049							20	1:42.417	2:02.377													
35	32.407	2:54.455	20	1:10.127	2:02.532																												
20	1:01.285	3:03.343																															

Good Weather for Ducks

Round 7 Silverstone; Classes C and E

30,000 spectators missed the spectacle of the season as three cars slithered towards the chequered flag in the gloom of early evening. Peter Horsman clung on to win but what a scramble on the line ...

Silverstone International was the venue for round 7. Glorious sun greeted Qualifying on Saturday with Peter putting his white +8 firmly on Pole. Adrian Van Der Kroft (+8), John Clarke (+4SS) and Barry Sumner (+4) all qualified within a few tenths of each other with the SLR of Tony Howard outqualifying the remaining +4s of Doug Taylerson, The Sarge and David James. But the shock of qualifying was reserved for Tony. An unfortunate coming together had severely mangled the SLR's exquisite aluminium and it took a great effort by Tony's team to get the SLR in a fit state for the race.

So, you may ask, where was Jack, Mary et al. Well, Jack decided to go fishing (so there's cool with a class championship at stake), Mary was posing for *Autocar*, Jan's car turned up but no Jan, Brian Jenkins entered but didn't show. Jeremy Holden and Tony Dillon we assume are still sorting out mechanical maladies and Chris Dady, well – he's now got a glorious works Riley to keep sweet ...

The day of the race couldn't have been more different. It rained, it blew, it rained again – it was 'orrible. With the best race programme for years running late, the Morgans did not assemble on the grid till after 6.30pm but thank goodness it had stopped raining. The track was officially 'damp' but with standing water still present off the racing line, it was declared a wet race. Sadly, the large crowd had gone home for a hot toddy, the bands had dispersed and even the ever patient marshalls appeared eager to pack up.

From the off, Peter led Adrian and Barry into a very slippery Copse. John had an appalling start and was many lengths down by the time the cars slowed for the even more slippery hairpin at Abbey. Doug and the Sarge had quickly overhauled the SLR whilst David was losing a battle with a misfiring silver arrow at the rear.

By the end of the first lap, Peter, Adrian and Barry were running close mastering the wet conditions exceptionally well. John was a long way behind. The Sarge spun at Luffield 2 leaving Doug to tour unchallenged. Tony carefully navigated the SLR through the spray and past the spinning Sarge to finish comfortably behind Doug.

On lap 2, Barry's oil light came on and he retired from the race but not before he had laid a thick layer of oil all the way from Abbey to Luffield.

It was on the next lap that Peter dramatically slowed sensing the loss of grip. Adrian was pushing Peter hard and was searching for a way past at every corner. Lap after lap, Adrian filled Peter's mirrors but with Peter driving a superb defensive race was thwarting Adrian's every move. Even when Peter had a huge moment coming out of Woodcote, Adrian couldn't take advantage.

The only person seemingly unaffected by the oil was John. As each lap was counted down, the +4 was getting closer and closer to the +8 duel. On the penultimate lap, John had closed right up on the battling +8s and managed to slither inside Adrian at Abbey. John was now challenging Peter but unknown to either driver, the cars had started their last lap in a shortened race of 8 laps.

John was hounding Peter's every move. John noticeably was staying on the racing line at Bridge and Brooklands whilst Peter was running wide to avoid the oil. With Luffield 1 and 2 to go, it was all or nothing. The two cars tiptoed around the sharp right hander neck and neck with John on the oily inside and Peter on the very wet outside. The winner was going to be the first one to find grip out of the corner. Both cars slewed sideways for the umpteenth time and Peter clung on the take the chequered flag.

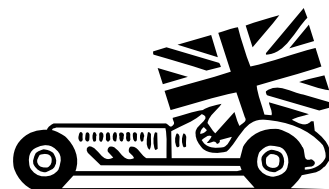
It was a fantastic spectacle, well acknowledged by the appreciative commentator. So thanks to all the drivers for providing some warmth on such a dour day. Are we all going to Zandvoort? If not see you at Silverstone for the final race of the season.

I-Spy

Correction

Apologies to The Sarge for placing him behind Jim Deacon in the second race at the Bentley Drivers Club. The Sarge in fact finished ahead of Jim to take the 4 cylinder laurels after the two cars had a race-long battle with Barry Sumner.

I-Spy



The British Race Festival, Zandvoort 19/20 Sept 1998

I have been in touch with the Golden Tulip Hotel which is, as far as I remember, the closest to the track.

They have offered us a discount on rooms booked before 9 September as follows:

Double or single room at fl 230 (approx £70) per night excluding breakfast (which is fl 22.50 per person) and Tourist Tax (fl 1.50 per person per night).

If there are three of you there is an additional charge of fl 65 for an extra bed in the room.

The normal rate is fl 270 (approx £82) per room.

To get these rates you have to refer to "British Race Festival - AW" when booking.

After 9 September they cannot guarantee availability.

Drivers' Meeting, Dinner and Presentation of Awards

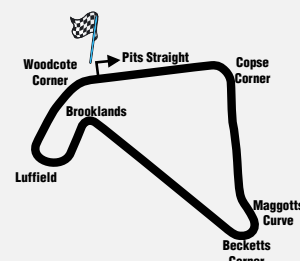
The meeting this year will take place at 2.30pm in the Mill House Hotel, Kingham, Oxfordshire with the Dinner and presentation of awards the same evening.

Forms for the dinner and accommodation have been sent to all registered drivers but if there are any prospective Race Series' participants they would be welcome to attend the meeting and find out what is decided for next year. And if anyone wants to attend the dinner, please contact Serena on 01989 770643.

Morgan Motor Company Challenge

Circuit	Silverstone International			Length	2.252 miles		Qualifying & Race Results:			
Date	23-Aug-98			Weather/Track	Cloudy/damp		Summer Fest Race 7			
PRACTICE				Time	Behind					
Pos	No	Class	Driver	Car	(mins:secs)	Lap	(secs)	kph	mph	
1	99	A	Matthew Wurr	+8	1:35.728	8		136.30	84.69	
2	15	A	Craig Jones	+8	1:36.483	5	0.75	135.23	84.03	
3	6	A	Chas Windridge	+8	1:36.716	6	0.99	134.90	83.81	
4	29	A	Keith Ahlers	+8	1:38.371	2	2.64	132.63	82.41	
5	35	A	Chris Springall	+8	1:39.974	6	4.25	130.51	81.09	
6	21	D	James Paterson	+8	1:39.999	4	4.27	130.47	81.07	
7	37	D	Rick Lloyd	+8	1:40.132	3	4.40	130.30	80.97	
8	53	D	Graham White	+8	1:41.464	8	5.74	128.59	79.90	
9	39	D	Simon Orebi Gann	+8	1:43.612	5	7.88	125.92	78.25	
10	20	A	Simon McDermott	+8	1:43.683	3	7.95	125.84	78.19	
11	16	B	Malcolm Paul	+8	1:44.144	7	8.42	125.28	77.85	
12	13	D	Chris Acklam	+8	1:44.558	4	8.83	124.79	77.54	
13	54	E	Peter Horsman	+8	1:45.773	5	10.04	123.35	76.65	
14	41	E	Adrian van der Kroft	+8	1:47.964	4	12.24	120.85	75.09	
15	18	E	John Clarke	+4	1:47.986	4	12.26	120.82	75.08	
16	22	E	Barry Sumner	+4	1:48.056	4	12.33	120.75	75.03	
17	2	A	Andrew Jenkins	+8	1:49.717	4	13.99	118.92	73.89	
18	57	D	Kelvin Laidlaw	+8	1:50.166	9	14.44	118.43	73.59	
19	66	C	Tony Howard	SLR	1:50.715	7	14.99	117.85	73.23	
20	24	B	Phil Brown	+8	1:51.118	7	15.39	117.42	72.96	
21	23	C	Doug Taylorson	+4	1:51.363	5	15.63	117.16	72.80	
22	34	C	Peter Sargeant	+4	1:56.866	6	21.14	111.64	69.37	
23	11	E	David James	+4	1:57.638	6	21.91	110.91	68.92	
RACE				Race time	Behind		Best lap			
Pos	No	Class	Driver	Car	(mins:secs)	Laps	(secs)	kph	mph	DR
1	6	A	Chas Windridge	+8	15:43.868	8		110.59	68.71	1:53.700
2	99	A	Matthew Wurr	+8	15:47.297	8	03.429	110.19	68.47	1:53.551
3	37	D	Rick Lloyd	+8	16:06.404	8	22.536	108.01	67.11	1:54.979
4	29	A	Keith Ahlers	+8	16:09.860	8	25.992	107.62	66.87	1:56.170
5	21	D	James Paterson	+8	16:10.227	8	26.359	107.58	66.85	1:57.218
6	15	A	Craig Jones	+8	16:44.920	8	1:01.052	103.87	64.54	1:58.072
7	53	D	Graham White	+8	16:55.770	8	1:11.902	102.76	63.85	1:58.348
8	39	D	Simon Orebi Gann	+8	16:59.363	8	1:15.495	102.40	63.63	1:58.278
9	13	D	Chris Acklam	+8	17:08.925	8	1:25.057	101.44	63.03	1:58.224
10	16	B	Malcolm Paul	+8	17:14.334	8	1:30.466	100.91	62.70	2:02.070
11	54	E	Peter Horsman	+8	17:24.278	8	1:40.410	99.95	62.11	2:01.661
12	18	E	John Clarke	+4	17:25.076	8	1:41.208	99.88	62.06	2:07.175
13	41	E	Adrian van der Kroft	+8	17:26.078	8	1:42.210	99.78	62.00	2:03.243
14	20	A	Simon McDermott	+8	17:26.285	8	1:42.417	99.76	61.99	2:01.598
15	57	D	Kelvin Laidlaw	+8	15:59.004	7	1 lap	95.24	59.18	2:13.673
16	23	C	Doug Taylorson	+4	16:03.353	7	1 lap	94.81	58.91	2:11.996
17	66	C	Tony Howard	SLR	16:15.031	7	1 lap	93.67	58.20	2:14.780
18	34	C	Peter Sargeant	+4	16:26.046	7	1 lap	92.62	57.55	2:15.586
19	2	A	Andrew Jenkins	+8	16:38.467	7	1 lap	91.47	56.84	2:16.531
20	11	E	David James	+4	17:04.496	7	1 lap	89.15	55.39	2:20.127
Not classified										
	22	C	Barry Sumner	+4	4:43.648	2	DNE	92.00	57.16	2:19.018

FINAL ROUND Silverstone National Saturday 26 September



Testing:

Testing available on the National circuit on Friday 11th and Friday 25th September.

Cost is £115 for three 50 minute sessions (10.00-10.50, 12.00-13.00, 15.10-16.00). Garage £20. Credit cards only. Tel: Nanette Houston 01327-320216.

Petrol:

Normally available.

Circuit length

1.649 miles

Lap records

Class A 1:04.48

Peter Garland

Class B 1:07.15

Malcolm Paul

Class C 1:15.63

Peter Sargeant

Class D 1:09.10

Rick Lloyd

Class E 1:12.73

Jack Bellingier

Programme

LM 3000 Championship, Formula Three Championship, Caterham Superlight Challenge, Caterham 1600 Roadsport, Porsche 924 Championship, Vento Challenge, AutoItalia Championship, Formula 600 Championship, Ford Si Championship, Prtoton Coupe Series, Star of the Midlands FF 1600, Alfa Championship, Ginetta Championship

SummerFest Barbecue

One of the best things about the SummerFest this year was the splendid barbecue put on under the corral of motor-home awnings.

Blessed by the only good weather of the weekend and the tremendous efforts of the McDermotts, there was enough food to cater for half the paddock (and the other half came along for lunch the next day!).

Many thanks to Mandy and Simon McDermott, Nicky Lloyd for the salads, Simon Orebi Gann for once again taking on the role of Herr BarbecuenFuhrer, Kate OG, Ruth Horsman, Stephanie Jones and anyone and everyone else who helped.

It was very welcome in a long and tiresome weekend.

Morgan Challenge
Driver Contacts (2 September 98)

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**This is a revised version of the
Driver Contacts list issued to Drivers
in the Challenge only.**

**Please check your entry and
amend or add details as necessary
and fax back to me at
01303 813737**