



Donington duels defy disaster

Although Sunday 1 October dawned gloomy and misty, the twenty-two hopeful drivers entered for the final round of The Morgan Motor Company Challenge at Donington Park all eagerly arrived at the track for an early start. Even Paul Chauveau appeared on time blaming his previous lateness on his wife's hair [Ed: 2 Jags Chauveau! As Sharon was elsewhere her retort can only be imagined. Our competitors parked fairly closely together making an impressive sight for race goers and adding to an exciting atmosphere.

The usual pre practice preparations were in full swing well before 8 o'clock and all seemed remarkably calm although Andy Green's Plus 8 was feeling unco-operative and Mark Longmore was seen with a Haynes Manual propped up on the bonnet of Matthew Wurr's motor. As Matthew had only finished bolting his car back together on Saturday evening and run his new engine in by driving to and from the garden centre a mile from home prior to loading it up, he was obviously still struggling with that "putting it all back together is the reverse of the above" bit. Rick

Lloyd's car was missing as he had demanded just that extra circuit too many of it so the car decided to end the season two days early by blowing its engine up.

All except Andy made it to the pits ready for practice where Simon O.G. discovered a case of the wrong shoes but as the marshals duly informed him that the session was due to commence in two minutes he thought it unwise to pop back and change. At this moment the fog in some outlying curve of the track decided to swirl around thickly obscuring the marshals' view and our drivers sat patiently waiting, or studying their shoes, for at least twenty minutes until it was safe enough for them to be let out to play.

There was a rumour that the Clerk of the Course refused to let the Morgans out for qualifying because Keith Ahlers wasn't at the head of the queue, thereby contravening Regulation J 20.14.5 of the Blue Book. However, when it was pointed out to him that Keith was still swanning around in America the pack was led out by A. N. Other for a rather short practice session.

All reported that despite

rather slippery conditions they enjoyed the track, described by several as the best in the UK. A few wobbles were seen at Redgate but as these were controlled there was no repeat of the Morgan carnage at that spot a couple of years ago. Simon McDermott was the first to come in with a loss of power later traced to a dead coil, but everyone else managed to stay the course with some coming in happier than others. James Paterson had broken the lap record for a class C car so he was raring to go for the remainder of the day. Matthew, Leigh and Stephen W. were nursing new or rebuilt engines and encountered mixed fortunes. Matthew was pleased with his, as was Leigh who was more concerned with alleged driver inadequacies (and with unusual modesty for a driver, suggesting his own), but Stephen was "cross" to discover a white substance coming out of the engine and had to be handled gently until persuaded that another head gasket had not blown and that his money had not been spent in vain. Do his nearest and dearest agree I wonder?

Stephen, Paul Burry and Paul Chauveau were also learning the track and Daniel Ward was driving around for the first time in the dry so they were naturally anxious about their lap times. Chas and his kart found the going tough but despite an engine misfire he was

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2000 Championship Class standings

Class A	Best 7
Keith Ahlers	66 66
Matthew Wurr	49 49
Rick Lloyd	34 34
Simon McDermott	24 24
Peter Garland	17 17
Malcolm Paul	9 9
Chris Springall	8 8
Craig Jones	6 6
Christopher Williams	2 2
Graham Bryant	2 2
Class B	
Chris Acklam	86 76
Philip McKelvey	46 42
Peter Horsman	32 32
Grahame Walker	17 17
Rob Wells	16 16
Tony Howard	10 10
Adrian Van Der Kroft	9 9
James Bellinger	6 6
Class C	
James Paterson	77 76
Paul Burry	51 51
Simon Orebi Gann	44 44
Daniel Ward	33 32
Andy Green	25 25
Paul Chauveau	11 11
David Sherman	1 1
Stephen Lockett	1 1
Leigh Sebba	1 1
Class D	
Jack Bellinger	74 74
Mary Lindsay	51 51
Kelvin Laidlaw	48 48
Ian Hepburn	24 24
Paul Chauveau	8 8
Jeremy Holden	6 6
Leigh Sebba	4 4
Class E	
Alan Wickenden	88 77
John Clarke	46 46
Peter Sargeant	30 30
Chris Dady	20 20
Stephen Wheatley	12 12
David James	11 11
Brian Jenkins	8 8
Barry Sumner	6 6



James Paterson outrags Matthew Wurr to Redgate ...

Andy Green and John Clarke coming across the Hepburn/Sebba battle



encouraged by his times. Chris S. thoroughly enjoyed being out in his newly repaired car sliding and catching it. Brian Jenkins was delighted that he had managed 100mph on the straights. Despite, or perhaps because of, his shoes Simon O G uneventfully bedded in new brakes and John Clarke complained that his engine was dropping oil (but didn't come in!). The Sarge reported that he hadn't really got going, so some things never change. Chris A thought himself too slow while Peter H was frustrated as he too was suffering from an engine misfire.

However, all the cars were safely gathered in from practice for the pre-race activity. John Eales received lots of calls as a coil was sourced for Simon's car and an electrical thingy for Andy's thereby allowing him to enter

the race with a ten second penalty. Brian Gateson located the source of Peter's misfire as a duff bit in a carburettor and fixed it, fitted Andy's electrical thingy [Ed: rumoured to be an ECU for those of a more technical bent] and removed Stephen's white substance before the sniffer dogs arrived, being grateful that the engine wasn't one of his.

With their brows thus soothed, the drivers set off for an early race at the Aston Martin Owners Club Meeting with a most unusual grid. As expected, Matthew was on pole but he shared it with James Paterson whose head could hardly fit into his helmet with pride. Then came Chris A with a nervous Chas who was worried about a slow start and being mounted from behind by Chris S who was alongside Orange. Then came Peter H and Paul B on the fourth row. Alan W. was proudly on the fifth row with Daniel. Daniel's usual sparring partner, Andy Green, was on the twelfth row taking his penalty like a man.

As the lights changed Matthew fumbled his gear change and, seizing his moment of glory, James' helmet roared off into the lead, a position he held until the exit of Redgate (erm, that's the very first bend) when Matthew, now fully engaged, overtook and led the race and that was that. Once his lead was well established Matthew slowed down to give others a chance

of eight laps and to rest his engine which was a little out of sorts and was wanted for a second race later in the afternoon.

Everything was happening behind Matthew, with Simon having too few or too many revs and suffering the inestimable indignity of being passed by My Man. But Simon was let through into the Craners and set about the flying farmer. Chris A held fourth with Chas (who got the poor start he was expecting), Chris S and Peter H all contending for fifth place, racing together into bends and corners and constantly changing places. The story appeared to be that Peter outraked Chris into the bends and was stuffed shortly afterwards, whilst Chas looked ready to pick up the

with Simon O G instead, keeping ahead of Simon until the last corner when Simon, trusting that his brakes were working, outraked him at the last corner to pass the chequered flag first.

As for Paul C, he kept ahead of Daniel and Simon until the fifth lap when he spun dramatically on an uphill right hander (could this be Coppice?) and then stalled in the middle of the track. This presented Philip McK and Andy with an interesting moment or two as they found him sitting on a blind bend. Fortunately both took appropriate avoiding actions and Paul managed to restart both his car and his race to overtake Mary, Alan and Andy G who had all sneaked past as well.



A Morgan tandem - Alan Wickenden and Mary at close quarters

pieces. There was one moment when Chas had a go into the chicane and got past Peter but blew his line into and out of it, so allowing Peter to put the hammer down first into the straight. Paul B was in the 1/9d stall seats behind, watching the action.

Mary did one of her flying starts and was ahead of Alan W at the end of the first lap. These two then scrapped their way around almost kissing at Redgate on the second lap. Stephen W also delighted the crowd at Redgate on the same lap as he nearly lost his car to the menacing gravel but just caught it to continue on his substance-free way.

Daniel got off to a good start tucking in behind Paul B. but was then overtaken by Paul C. flying past, so he battled it out

Simon managed to stay in second place despite some problems with his brakes and a lack of power coming out of the corners but then suddenly on the seventh lap it was all over again for Team Orange as the casting holding the alternator and water pump broke along with all hope of ending the race.

Chas thought in an idle moment nipping down Starkeys Straight on about lap 5 that it was time for another attempt to show these Plus 8 boys what late braking is all about, and what a hoopy idea it would be to show two said boys rather arrogantly in front of him this fact at the same time. But Peter, sensing that Chas's brain was working overtime (or maybe not at all) and spotting him positioning himself, thought that it might be interesting to see what

Circuit	Donington Park							
Date	01-Oct-00							
LAP CHART								
	Laps -->							
Grid	1	2	3	4	5	6	7	8
99	99	99	99	99	99	99	99	99
21	21	20	20	20	20	20	13	13
13	20	21	21	21	13	13	21	21
4	4	13	13	13	21	21	1	1
20	13	35	35	35	1	1	50	50
35	35	1	4	1	50	50	25	39
1	1	4	1	4	25	25	39	25
50	50	50	50	50	39	39	55	55
51	49	49	49	49	55	55	49	49
25	25	25	25	25	51	49	45	45
39	55	39	39	39	7	51	51	51
49	39	55	55	55	45	45	7	7
55	7	7	51	51	49	7	71	71
18	51	51	7	7	71	71	18	18
7	71	71	71	45	52	18	52	52
71	52	52	45	71	18	52	31	31
34	31	31	52	52	31	31	34	34
52	18	18	31	31	34	34	44	44
31	34	45	18	18	44	44	26	26
44	44	34	34	34	26	26		
26	45	44	44	44				
(45)	26	26	26	26				

(supplied by Jan Jones)

happened if he braked just that little bit later for the chicane than when Chas had last had a go. Peter was very impressed with Chas's confidence in his stopping ability as he shot up the inside at a huge rate of knots and then used an external source of brakes to slow down for the bend. Sadly for Chris, his car was that external braking source and they both speared off into the no-go area where they no-went again. Peter avoided the melee and motored off for a lonely fourth place enjoying the sound of his properly firing engine and clocking up some fast lap times.

Further down the field Mary continued to hold back her fellow Class D racers, allowing Alan past on lap three but keeping Kelvin firmly in her wing mirrors. Ian H stayed behind Kelvin for most of the race but was overtaken by John C on lap six on some bend or other, leaving Leigh and Ian the chance for some further dicing to the line with Ian crossing first, but with Leigh feeling a little happier with his performance than of late thus postponing for a bit longer plans to pass the car on to his son. A lonely Sarge crossed next, followed by an encouraged Stephen W and Brian J defiantly bringing up the rear.

Andy Green, who you may recollect from the general excitement of reading this truly gripping report, had started from the back managed to make up ten places to finish tenth enjoying the sensation of overtaking so many other cars in one race.

Matthew of course finished

first by a country mile, the only member of Class A. to survive the race. Chris A was absolutely delighted to finish second followed by an equally happy James P with an amazed Peter H in fourth (another Autosport to treasure). Alan W in eleventh place won class E while in twelfth place Mary was ecstatic to clock up her first class win ever and was last seen clutching her long-coveted class winning cup.

It was certainly a memorable race for many people. Mary with her class win, James on the front row of the grid and first off the start line, two Class B cars and one Class C car in the first four while James Paterson and Alan Wickenden positively shattered the existing lap records for their respective classes.

The next challenge awaiting our intrepid and ever-optimistic drivers involve intricate calculations with the relationship between that elusive extra second and the chequebook before the new season. I might as a passing shot and before I run away from this onerous but honourable task of being your faithful scribe suggest that £150 or so invested in a few hours with a professional instructor may pay handsome dividends. But what do I know about that noble art of race-driving?

See you all at the Drivers' dinner when I will be happy to receive drinks from those drivers whom I have amused and abused.

Ruth Horsman

Letters to the Editor

The Class system – is it alive and well?

As the driver's meeting is only a matter of weeks away it is, perhaps, worth beginning a discussion. As a relative newcomer it seems odd and unnecessary to require four classes for one model, the Plus 8.

The defence of the current class system is that it allows any type of Morgan to find a class where there is a good prospect of success. It is fair to ask will this hold true in 2001?

Many would agree that class D will continue to weaken in support as those driving 3.5 litre five speed cars upgrade to 3.9 and so class C, as Leigh Sebba has just done. Also the ranks of Moss-box cars are likely to reduce not strengthen. I believe existing class D cars could switch, at low cost, to aero screens and lower profile tyres and compete in class C. It would ensure one strongly supported class and closer racing for all these "standard" cars. Four classes for Plus 8s would be reduced to three.

It may be that lowering the weight minimum for class E would further help to close up the grid – at Donington the race lap times of the slowest competitors was 24 seconds behind that of the winner.

What to do about the Aero 8? Seal the engines and put them into class A with no changes to the exterior allowed. This would help bolster what is often a class of three or four by the time racing starts.

If the Factory released a handful of trial-build Aero 8s strictly for racing only it would be a great way of seeing the new model on the circuits in double quick time. Racing improves the breed!

Regards

Daniel Ward

Dear Chris

We sadly cannot make the dinner at the end of November, because of business commitments. We are a small family butchers and are extremely busy at this time of year working seven days per week up to Christmas.

We therefore felt we would like to put pen to paper to thank all the drivers and their families, Serena & Mark as series organisers (without whom we wouldn't have a series to race in) and everyone at Brands Hatch Morgans for a truly great season.

Pam and I returned to the series this year after a five-year absence, and although a lot of people are new to us since 1995 we were immediately made to feel welcome. In fact after a very short time it felt as if we had never been away.

From a racing point of view, first our commiserations go to Chris Acklam, Jack Bellinger and James Patterson any of whom could just as easily have won this championship. We have been most impressed by the quality and commitment of all concerned in the series this year, and a special thankyou to Jack, Mary, Kelvin and John, who in our section of the races have kept us interested and very committed all year long. Believe it, they are very good, hard competition.

Lastly, but definitely not least, we would like to thank Rick & Cathy, Brett & Denise, and all the team at Brands Hatch Morgans for producing and maintaining a superb little car that is a joy to drive, and also for their tremendous support throughout the year.

We hope you all have a cracking dinner and headaches afterwards.

See you all next season, medics willing.

Alan & Pam Wickenden



The glamorous life of the race reporter ...

A worthy champion

This year's Morgan Motor Company Challenge winner won his class at every round and bagged fastest lap at every race. A deserving winner indeed, but for Alan Wickenden this is a repeat of his giant killing performance in 1993 when he won the Challenge for the first time.

Many of us look to V8 power, yet Alan has won the championship on both occasions with a four cylinder car. I know from starting alongside Alan on more than one occasion that he gets his maroon Zetec-engined 4/4 off the line like grease lightning and is as tough in claiming a corner as he is very rapid.

But I wanted to know more about the quiet champion who specialises in smoking until the moment his distinctive green, striped helmet is donned in the collection area at race meetings. Several people in the paddock cautioned me against the idea of interviewing Alan about his success. The general opinion was that Alan doesn't like talking about himself and the Nike slogan "Just do it!" was tailor-made for him.

Relaxing after the champagne at Donington Alan gave all the credit for developing the 1963 4/4 to Rick Bourne of Brands Hatch Morgan. The car was built originally for a company secretary who was going to use it for historic rallying but Rick realised the car's potential as he describes the handling like driving a go-kart on the road. With a 180bhp Zetec engine he was convinced the neat 4/4, which has to be ballasted up the 800kg class E minimum, could win the championship. He was right and Alan took him at his word.

However when Alan first drove the car he was underwhelmed! He says, "I couldn't believe how far it moved about or how bad the brakes were!" He soon found the technique for driving the wheels off this diminutive Mog.

"In a Plus 8 you are fluttering on the throttle in a corner whereas with this car you can bury the throttle," Alan elaborates, so revealing why none of us can ever overtake Alan into a corner.

This year's champion cheerfully admits he knows almost nothing about cars – "if Rick doesn't fix it, it doesn't get fixed!", yet he is an experienced racer. Alan got his first competition licence in 1992 and by 1993 managed to bag the championship in his Fiat Twin-Cam engined Plus Four. He won all nine rounds and took fastest lap at every race! Alan went on to win his class in a Plus 8 but it never won him over so he went off Mini Miglia and Seven racing for two seasons. With the experience of tremendous close racing under his belt Alan came back to the Morgan Challenge this year with the unassuming 4/4 he spotted in Rick's workshop.

Winning the class would be enough for most competitors but Allan is equally determined to record the fastest lap at every



The new Series Champion with Brett, his race mechanic.

race. "I always try to stick in one really quick lap and take every corner so fast I frighten myself," explains the double champion.

What of the future? Alan refuses to get carried away by his success and the impressive row of silver cups. He explains modestly, "I don't want to move up the grid as I have thoroughly enjoyed myself this year." He believes he could have got more from the car this year. So his rival 4/4 competitors, like John Clarke and John Sergeant, can expect more spirited driving from Alan next, perhaps equipped with better brakes and something more modern than the current old Cortina gearbox.

Daniel Ward

Thanks, Ruth

Can I just say how grateful we all are to you for taking on the task of writing the race reports this season.

Mixing a great sense of fun with the Horsman grasp of the mechanical technicalities and an offbeat look at some of the characters and their excuses has produced some brilliantly funny pieces.

And while MM on the racing newsgroups on the internet has long stood for Metal Mickey (Schumacher), in our Series it can only stand for ... My Man.

www.brakehorsepower.net

As some of you know I have set up a bulletin board on the web at www.brakehorsepower.net

It offers an opportunity for all who are interested to talk about club racing and Morgans – and there is also a private forum for those connected with the Race Series. So everyone can have their say ...

I like to think that we will be able to expand it to include like-minded Club racers and sportscar enthusiasts. Please have a look and try it. If it's any good tell your friends, if not, post a message saying how it can be improved.

Chris Acklam



A championship-winning 4/4

Circuit		Donington Park		Length		1.9573 miles			
Date		1-Oct-00		Weather/track		Cloudy/Dry			
PRACTICE				Time		Behind			
Pos	No	Class	Driver	Car	(mins: secs)	Lap	(secs)	kph	mph
1	99	A	Matthew Wurr	+8	1:20.611	8		140.67	87.41
2	21	C	James Paterson	+8	1:24.111	7	3.50	134.82	83.77
3	13	B	Chris Acklam	+8	1:24.217	8	3.61	134.65	83.67
4	4	B	Chas Windridge	4/4	1:25.579	8	4.97	132.51	82.34
5	20	A	Simon McDermott	+8	1:25.977	5	5.37	131.89	81.96
6	35	A	Chris Springall	+8	1:26.150	7	5.54	131.63	81.79
7	1	B	Peter Horsman	+8	1:27.506	7	6.90	129.59	80.52
8	50	C	Paul Burry	+8	1:27.659	8	7.05	129.36	80.38
9	51	E	Alan Wickenden	4/4	1:28.557	7	7.95	128.05	79.57
10	25	C	Dan Ward	+8	1:28.813	7	8.20	127.68	79.34
11	39	C	Simon Orebi Gann	+8	1:28.878	8	8.27	127.59	79.28
12	49	C	Paul Chauveau	+8	1:29.167	8	8.56	127.18	79.02
13	55	B	Philip McKelvey	+8	1:30.400	7	9.79	125.44	77.95
14	18	E	John Clarke	+4 SS	1:31.019	7	10.41	124.59	77.42
15	7	D	Mary Lindsay	+8	1:31.074	8	10.46	124.51	77.37
16	71	D	Kelvin Laidlaw	+8	1:32.036	7	11.43	123.21	76.56
17	34	E	Peter Sargeant	+8	1:34.998	7	14.39	119.37	74.17
18	52	D	Ian Hepburn	+8	1:35.136	7	14.53	119.20	74.07
19	31	C	Leigh Sebba	+8	1:35.610	7	15.00	118.61	73.70
20	44	E	Stephen Wheatley	4/4	1:39.269	7	18.66	114.23	70.98
21	26	E	Brian Jenkins	+4	1:45.243	8	24.63	107.75	66.95
RACE				Race time		Behind		Best lap	
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph
1	99	A	Matthew Wurr	+8	11:13.833	8		134.63	83.66
2	13	B	Chris Acklam	+8	11:22.674	8	8.84	132.89	82.57
3	21	C	James Paterson	+8	11:25.249	8	11.42	132.39	82.26
4	1	B	Peter Horsman	+8	11:37.945	8	24.11	129.98	80.77
5	50	C	Paul Burry	+8	11:44.385	8	30.55	128.79	80.03
6	39	C	Simon Orebi Gann	+8	11:58.399	8	44.57	126.28	78.47
7	25	C	Dan Ward	+8	11:58.987	8	45.15	126.18	78.40
8	55	B	Philip McKelvey	+8	12:03.938	8	50.11	125.31	77.87
9	49	C	Paul Chauveau	+8	12:05.798	8	51.96	124.99	77.67
10	45	C	Andy Green	+8	12:14.307	8	1:00.47	123.54	76.77
11	51	E	Alan Wickenden	4/4	12:15.746	8	1:01.91	123.30	76.62
12	7	D	Mary Lindsay	+8	12:18.399	8	1:04.57	122.86	76.34
13	71	D	Kelvin Laidlaw	+8	12:20.180	8	1:06.35	122.56	76.16
14	18	E	John Clarke	+4 SS	12:31.184	8	1:17.35	120.77	75.04
15	52	D	Ian Hepburn	+8	12:32.525	8	1:18.69	120.55	74.91
16	31	C	Leigh Sebba	+8	12:32.834	8	1:19.00	120.50	74.88
17	34	E	Peter Sargeant	+4	12:40.178	8	1:26.35	119.34	74.15
18	44	E	Stephen Wheatley	4/4	11:34.421	7	1 lap	114.31	71.03
19	26	E	Brian Jenkins	+4	12:24.090	7	1 lap	106.68	66.29
Not classified									
20	B	Simon McDermott	+8	8:28.692	6	dnf		133.75	83.11
35	A	Chris Springall	+8	5:52.727	4	dnf		128.60	79.91
4	A	Chas Windridge	4/4	5:54.459	4	dnf		127.97	79.52
Fastest laps				(mins: secs)		on		kph	
								mph	
A	Matthew Wurr	+8	1:20.111	4	141.55	87.96			
B	Chris Acklam	+8	1:23.730	7	135.43	84.15			
C	James Paterson	+8	1:23.821	7	135.29	84.06		New lap record	
D	Mary Lindsay	+8	1:30.720	5	125.00	77.67			
E	Alan Wickenden	4/4	1:29.964	3	126.05	78.32		New lap record	
Existing Lap Records				(mins: secs)		kph		mph	
5-Jun-99	A	Matthew Wurr	+8	1:19.15	143.27	89.02			
5-Jun-99	B	Rick Lloyd	+8	1:22.71	137.10	85.19			
5-Jun-99	C	Chris Acklam	+8	1:25.39	132.80	82.52			
5-Jun-99	D	Jack Bellinger	+8	1:28.09	128.73	79.99			
5-Jun-99	E	Peter Sargeant	+8	1:32.83	122.16	75.91			

Qualifying & Race Results: Race 8

2000 Championship Best 7 results

Alan Wickenden	77
Chris Acklam	76
James Paterson	76
Jack Bellinger	74
Keith Ahlers	66
Paul Burry	51
Mary Lindsay	51
Matthew Wurr	49
Kelvin Laidlaw	48
John Clarke	46
Simon Orebi Gann	44
Philip McKelvey	42
Rick Lloyd	34
Daniel Ward	32
Peter Horsman	32
Peter Sargeant	30
Andy Green	25
Simon McDermott	24
Ian Hepburn	24
Chris Dady	20
Paul Chauveau	19
Peter Garland	17
Grahame Walker	17
Rob Wells	16
Stephen Wheatley	12
David James	11
Tony Howard	10
Malcolm Paul	9
Adrian Van Der Kroft	9
Chris Springall	8
Brian Jenkins	8
Craig Jones	6
James Bellinger	6
Jeremy Holden	6
Barry Sumner	6
Leigh Sebba	5
Christopher Williams	2
Graham Bryant	2
Stephen Lockett	1
David Sherman	1

Morgan Motor Company Challenge

Any information, stories, photos or anything remotely interesting to participants in the Race Series to Chris Acklam at The Old Vicarage, Sellindge, Ashford, Kent TN25 6EH.
Tel: +44 (0)1303 813803 Fax: +44 (0)1303 813737 email: chris@acklam.co.uk
See also www.brakehorsepower.net for the latest opinions

Voting forms have been sent out to registered drivers. Please return to Serena before the Drivers' Meeting and Dinner on Saturday 25 November.

2000

Morgan Motor Company Challenge

No.	Class	Driver	Model	RACE 1 SNETTERTON 23-Apr-00			RACE 2 BRANDS HATCH 07-May-00			RACE 3 MALLORY PARK 4-Jun-00			RACE 4 CASTLE COMBE 2-Jul-00			RACE 5 SILVERSTONE NAT. 15-Jul-00			RACE 6 SNETTERTON 6-Aug-00			RACE 7 SILVERSTONE NAT. 2-Sep-00			RACE 8 DONINGTON PARK 1-Oct-00			Less 1		TOTAL	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	2	1:20.05	8	3	53.41	6	2	51.14	9	1	1:15.81	11	1	1:05.04	11	1	1:16.673	11	1	1:04.83	10				66	66	1		
36	A	Grahame Bryant	+8																6	1:06.85	2							2	2	9		
8	A	Peter Garland	+8				1	53.06	10										3	1:04.83	7							17	17	5		
15	A	Craig Jones	+8												3	1:05.90	6											6	6	8		
37	A	Rick Lloyd	+8	3	1:20.59	6	4	53.55	4	4	52.62	4	4	1:18.94	4	dnf		2	1:17.406	8	2	1:05.20	8				34	34	3			
20	A	Simon McDermott	+8				5	54.88	2	3	51.63	6	3	1:17.71	6			3	1:19.193	6	4	1:06.30	4	dnf			24	24	4			
16	A	Malcolm Paul	+8												2	1:06.09	8			7	1:06.68	1					9	9	6			
35	A	Chris Springall	+8	4	1:19.97	4												4	1:21.962	4			dnf				8	8	7			
28	A	Chris Williams	+8															22	1:27.825	2							2	2	9			
99	A	Matthew Wurr	+8	1	1:18.97	11	2	52.89	9	1	51.34	10	2	1:15.97	8									1	1:20.111	11	49	49	2			
43	B	Chris Acklam	+8	5	1:23.18	10	6	55.79	11	5	52.92	11	6	1:19.33	11	4	1:08.07	11	5	1:21.859	11	5	1:08.31	10	2	1:23.730	11	86	76	1		
15	B	James Bellinger	4/4							16	56.49	2			14	1:13.06	4										6	6	8			
1	B	Peter Horsman	+8	11	1:24.46	4	9	55.96	6	9	54.14	6	7	1:20.55	8	dnf								4	1:24.617	8	32	32	3			
66	B	Tony Howard	SLR												11	1:13.61	6			18	1:13.97	4					10	10	6			
91	B	Adrian van der Kroft	+8																	10	1:08.30	9					9	9	7			
55	B	Philip McKelvey	+8	10	1:27.42	6	11	57.89	4	14	56.27	4	11	1:25.27	6	6	1:10.56	8	10	1:25.505	6	16	1:12.83	6	8	1:28.769	6	46	42	2		
14	B	Grahame Walker	+8	9	1:23.17	9	dnf			8	53.90	8	dnf	1:19.91													17	17	4			
88	B	Rob Wells	+8				8	55.94	8									8	1:22.086	8							16	16	5			
4	B	Chas Windridge	4/4																	dnf		dnf					0	0				
44	C	Paul Burry	+8	7	1:23.18	9				7	53.84	8	5	1:20.20	10			7	1:22.796	8	9	1:09.83	8	5	1:26.157	8	51	51	2			
49	C	Paul Chauveau	+8												9	1:11.19	4	11	1:23.333	4	14	1:12.31	1	9	1:26.558	2	11	11	6			
45	C	Andy Green	+8				16	58.45	4	dnf			8	1:22.87	8	8	1:10.55	6	12	1:24.815	2	12	1:11.45	4	10	1:28.503	1	25	25	5		
27	C	Steve Lockett	+8																	15	1:12.35	1					1	1	7			
39	C	Simon Orebi Gann	+8	8	1:23.82	6	10	56.42	8	10	55.08	6	9	1:22.67	6	dnf		9	1:23.645	6	11	1:09.47	6	6	1:27.036	6	44	44	3			
21	C	James Paterson	+8	6	1:23.56	10	7	55.61	11	6	52.86	11	dnf	1:19.66	1	5	1:09.75	11	6	1:22.046	11	8	1:08.29	11	3	1:23.821	11	77	76	1		
31	C	Leigh Sebba	+8																					16	1:32.183	1	1	1	7			
47	C	David Sherman	+8															23	1:39.400	1							1	1	7			
21	C	Daniel Ward	+8	12	1:27.87	4	12	57.82	6	11	55.95	4	10	1:23.11	4	7	1:10.78	8	20	1:25.538	1	13	1:11.33	2	7	1:28.187	4	33	32	4		
17	D	Jack Bellinger	+8	13	1:28.92	11	13	58.39	11	12	56.24	11	12	1:24.13	11	12	1:13.50	10	17	1:27.434	11	17	1:14.17	9			74	74	1			
49	D	Paul Chauveau	+8	19	1:35.54	4				21	59.66	4															8	8	5			
52	D	Ian Hepburn	+8				23	1:02.13	1				17	1:30.58	4	13	1:13.49	9	19	1:29.770	4			15	1:32.360	6	24	24	4			
71	D	Jeremy Holden	+8				18	59.82	6																		6	6	6			
57	D	Kelvin Laidlaw	+8	14	1:29.30	8	14	59.43	8	18	58.65	6	15	1:24.94	6	dnf		15	1:27.662	6	20	1:15.06	6	13	1:30.764	8	48	48	3			
7	D	Mary Lindsay	+8	17	1:30.52	6	19	1:00.70	4	15	56.73	8	13	1:25.57	8	16	1:14.61	6	14	1:27.652	8			12	1:30.720	11	51	51	2			
31	D	Leigh Sebba	+8	21	1:37.23	2	21	1:01.30	2																		4	4	7			
18	E	John Clarke	+4SS	16	1:29.72	8	17	1:00.50	8	18	58.63	6			15	1:13.98	8	17	1:27.884	8	dnf	1:19.89		14	1:31.959	8	46	46	2			
19	E	Chris Dady	+4				20	1:01.29	6	17	58.29	8						18	1:28.900	6							20	20	4			
11	E	David James	+4	18	1:32.85	6	22	1:01.60	4	23	1:00.61	1															11	11	6			
26	E	Brian Jenkins	+4										dnf							22	1:25.55	6	19	1:44.460	2	8	8	7				
34	E	Peter Sargeant	+4							20	59.05	4	16	1:27.74	8			21	1:33.722	4	21	1:20.21	8	17	1:32.962	6	30	30	3			
57	A	Barry Sumner	4/4												17	1:21.06	6										6	6	7			
44	E	Stephen Wheatley	4/4	20	1:37.39	4	23	1:01.77	2	22	1:00.56	2												18	1:34.881	4	12	12	5			
51	E	Alan Wickenden	4/4	15	1:29.09	11	15	0:59.61	11	13	56.59	11	14	1:24.82	11	10	1:13.22	11	16	1:27.406	11	19	1:15.62	11	11	1:29.964	11	88	77	1		