



The *Unofficial* Race Series Newsletter

Keith dedicates third victory in a row to Chas

(Very) early morning members of the MMCC supporters club found an apprehensive band of racers moving unobtrusively around the Donington paddock. Uppermost in everyone's mind was the previous week's debacle at Brands which resulted in the Morgan withdrawal from racing. Serena and Mark arrived for scrutineering armed with a large black folder containing the fruit of Serena's labours during the intervening week. Fortunately scrutineering passed off smoothly with the scrutineers proving helpful and pleasant, enabling Serena to breathe again while life in the paddock returned to normal with the usual pre-practice chat, cups of coffee, visits to the loo and the odd essential rebuild or two.

For the first time this season, the Morgans left for practice in welcome sunshine. Twenty seven cars poured out onto the grand prix circuit behind Keith Ahlers. Simon McDermott was again unable to join in as he still had a black hole where his engine was supposed to go. One of these days he will be there in overalls rather than as a spectator. Andy Green was also spectating but it is he rather than his car which is awaiting an essential rebuild as he was nursing a damaged knee ligament.

The sunshine seemed to act as an encouragement to most drivers who all enjoyed practice but with varying degrees of enthusiasm for the full circuit. A number complained of overuse of their

brake pedals and 90 degree turning points into blind bends (whatever that means). Alan Wickenden found his brakes binding and ended up on the grass a few times. (See www.brakehorsepower.net for a fuller explanation of this.) Billy loved the Craner Curves whilst Robin Pearce, a newcomer to the Series, decided that discretion was the better part of valour and braked upon entry while deciding that he needed the grip of different tyres. David James, an experienced (to say the least) driver, decided to spin (anticlockwise, of course) at the curves and took out two plastic bollards while he was at it - maybe he had some new and hitherto untried plumbing use for them. David's car returned a bit dented and nobody noticed. Keith, who had been zooming along in the same proximity at the time, came across the whirling plumber, returned a little shaken. He had aimed for David's back end while deciding where the pirouetting might stop and fortunately negotiated the bends without further mishap. Plumbers. Never there when you want them, but.....

Several drivers reported that the track was a bit slippery and it is here that I should remain quiet but showing impeccable impartiality will report instead that a certain class B car driven by one Peter Horsman had a problem with his engine blowing oil into an eventually overflowing catch tank as well as the footwells. Keith and Matthew reported traction problems

which Matthew compounded with a drooping near side brake duct (sounds nasty, that). Rick didn't want to talk about his engine which seemed ok, but handling problems provided a different paddock challenge to the usual sending out for bits from John Eales. Alas, this relatively happy state was not to last into Sunday.

Philip McKelvey was delighted to find that his massive financial outlay in paying Donington's outrageous fee for testing the previous day had paid off as he qualified in front of Paul Burry, in whose wake he has been following for years. Paul himself blamed his poor times on playing with tyre pressures and learning the circuit. Phil Brown, a returning racer, had a good time until he saw Jack's formidable car looming in his rear-view mirrors and in moving over found himself on the grass. Billy outqualified Jack who immediately blamed this inevitability on new tyres, shocks out of balance, wrong tyre pressures etc. However, on finding these all to be perfect in tip-top condition, well relatively anyway, he resorted to that old excuse of letting Billy win. Adrian Van der Kroft outqualified Alan and, much to his delight, Kelvin Laidlaw outqualified Jack. James Paterson, class C, enjoyed himself so much that he was faster than seven cars in class B and found himself sixth on the grid.

Keith's time was amazing so he was on pole yet again, leaving Matthew to play his

continued on page 2

2001 Championship Class standings after 3 rounds

Class A	
Keith Ahlers	31
Matthew Wurr	22
Christopher Williams	6
Rick Lloyd	6
Class B	
Chris Acklam	27
Peter Horsman	22
Phil Hollins	18
Philip McKelvey	16
Bill Bellinger	3
Peter Sargeant	2
Phil Brown	1
Class C	
James Paterson	32
Simon Orebi Gann	25
Paul Burry	12
Andy Green	10
Daniel Ward	8
Paul Chauveau	6
Leigh Sebba	1
Robin Pearce	1
Class D	
Jack Bellinger	22
Kelvin Laidlaw	16
Mary Lindsay	12
James Bellinger	6
Phil Goddard	4
Class E	
Alan Wickenden	33
David James	18
Adrian van der Kroft	16
Stephen Wheatley	12

continued from page 1

trump card. But his new V8 supercharged race suit was successful only in wowing the paddock.

Leigh Sebba was overjoyed to find himself quicker Mary Lindsay and Stephen Wheatley was probably disappointed to be last on the grid but had had a nasty fright when spinning and seeing Peter H. looming at the same time (and I can vouch that a looming Peter H is not at all a pretty sight) so had driven circumspectly for the remaining practice time.

Simon OG spent the interval between practice and race wondering where he was to find four seconds to give James any sort of run for his money. Paul Chauveau was just pleased to be there in his silver duck-taped car and drying off his hands in the slipstream. Dan Ward nearly experienced the ignominy of being towed off the track as he wondered why his car would go well around two bends and then limp around the next two until he checked his instruments and discovered that he was very low on fuel.

Amazingly, the sun still continued to shine into the afternoon reflecting satisfyingly on all those well-polished Morgan bonnets as they awaited patiently in the assembly area. It was then that disaster was averted by Chas, in his new role as mechanic to the nobility, when he spotted that all was not well with the car destined for pole and set about putting the fan belt pulley back into place. This potentially serious state of affairs didn't seem to affect Keith outwardly as he led the field out onto the track. Matthew Wurr was second with Rick Lloyd and his take away engine third, Peter Horsman and his dripping engine fourth, Chris Williams and his seemingly ok engine fifth and the potato fuelled engine of James Paterson on sixth.

The start was well disciplined as the first four all contested

for first place as they approached Redgate. Keith and Matthew both made hesitant starts but Matthew recovered in time to 'shut the door' on Rick while Keith powered into the lead, a position in which he remained unassailable for the entire race, leaving the scrapping to those following in his train. Rick kept up a relentless pressure on Matthew so that they enjoyed a good scrap but Keith and his car outclassed the field.

Behind the immediate leaders an almighty battle was looming. On the second lap our flying farmer overtook Peter Horsman who was visibly slowing as more and more oil leaked across the engine and into the footwell and onto the manifold as pre-race modifications proved not to be entirely successful. He slowed (he said, anyway) to minimise the problem and not provoke the man with the black flag. Grahame Walker and Chris Acklam were constantly swapping places for sixth and seventh places until lap five when Grahame lost all brakes under the Dunlop bridge, passing everyone quicker than had ever passed them before, but unfortunately whilst he was going in the right direction, he was not necessarily going in a totally forwards direction, and was destined once more to watch the remainder of the race from behind the crash barrier.

Once Grahame had dispatched himself, Chris began to make up time on Peter and overtook him in the Melbourne Loop on the penultimate lap. Peter got the power down earlier entering the pit straight and they were side by side down the straight and into and out of Redgate. Peter kept his foot submerged in the oilslick and outran Chris into the Craners and thence all the way to the flag.

Closely behind, Simon OG, Paul Burry and Philip McKelvey were engaging in a fine battle with Philip getting between the first two on lap two until Philip lost it on the

exit to the chicane, spun, controlled the car and rejoined behind Paul, a place he kept until the flag. Paul also had a grandstand view of Chris Williams spinning on the first lap. Unlike Philip, Chris came to an untimely stop as once his car stops it won't restart so he was forced to watch the fun from the sidelines. Simon OG and Paul B travelled nose to tail for the rest of the race as they vied for second in class, finishing within a second of one another but fourteen seconds behind James who drove a splendid race to finish fourth overall and first in class.

Without Andy Green to play with, Dan Ward had a lonely race behind OG, Burry and McKelvey until Phil Hollins overtook him on lap six and Paul Chauveau on the final lap. Sarge and Paul Chauveau had spent much of the race ducking and diving with each other, but Paul managed to finish 11th, overtaking Sarge on lap four and Daniel in 12th on the final lap. Dan had a bad last lap as he lost two places. As unruffled as always, Sarge kept 13th place from the beginning of the second lap despite the constant rearrangements in position made by those around him.

Adrian Van der Kroft and Alan Wickenden maintained the excitement farther down the field. Alan made the better start putting Phil Hollins between himself and Adrian. After Phil made up four places on lap two Alan and Adrian were left to fight it out alone, both overtaking Jack on the third lap and fighting for 14th place for the next four laps until Alan managed to pull away for the final two laps and cross the line nearly ten seconds ahead of Adrian.

Jack had a storming start making up three places and most importantly overtaking Billy and Kelvin in the process. Once he in turn had been dispatched by Phil Hollins, Adrian and Alan, Jack held on to 16th place leaving Kelvin to keep Leigh, Mary and Billy back. Robin Pearce set about catching

Mary up overtaking firstly Phil Brown and then David James until only John Clarke remained between them. John was determined to keep ahead but unfortunately as he quietly coasted past the supporters at Redgate on lap three, they immediately realised that he had done a Dan big time and was left ruing not putting any petrol in his car. He had to sit out the race in disgrace (that is what comes of buying cheap American import gauges over the net methinks). Anyway, this left the coast clear for Robin to attempt an assault on Mary who, as they had only met previously the once, managed to keep him at bay although she did report that he had come rather close.

It seemed to be a day for self inflicted embarrassments. David James was determined to improve on his pirouetting style from the morning but this time he, or perhaps more accurately, his car, chose Copse on lap three, with only Phil Brown available to award points for style. On regaining the track at the back of the field, David eventually managed to regain his place in front of Phil on lap five. Poor Stephen Wheatley was unable to show any driving skills at all as his car embarrassed itself by emitting a loud bang on the line so he had to pull off with his 'diff' gone.

Anyway, in a win dedicated to Chas, Keith (class A) roared to victory 14 seconds ahead of Matthew in 2nd, closely followed by Rick in 3rd, James (class C) in 4th and Peter (class B) in 5th with Chris closely tagging him into 6th. Alan in 14th took class E and Jack in 17th place took class D.

With the exception of Stephen Wheatley, the trackside casualties drove or were towed off the track none the worse for wear, so it is off to Castle Combe next for another exciting race thanks to Serena's persistent campaigning on our behalf.

Ruth Horsman

Dear Chris

I would like to thank everyone responsible for the beautiful flowers and vase that I received last Wednesday. They were a wonderful surprise at the end of what had become known around here as 'the long week'! Thank you all, I really appreciate it.

Could I also take the opportunity of thanking the many individuals who helped me during that week in particular Mary, Rick Bourne, Chris, Martin Kurrein (who interrupted his holiday to ring me from Spain), Alan Kennedy, Andy Downes, Simon and Kate, Peter Horsman and of course Mark. Thank you all for your support and kindness and I am so pleased we got the result we wanted and you all deserve!

Very best wishes



Serena

LAP CHART

Pos	Laps -->							
	1	2	3	4	5	6	7	8
1	29	29	29	29	29	29	29	29
2	99	99	99	99	99	99	99	99
3	2	2	2	2	2	2	2	2
4	54	21	21	21	21	21	21	21
5	21	54	54	54	54	54	13	54
6	14	14	14	14	13	13	54	13
7	13	13	13	13	39	39	39	39
8	39	39	39	39	50	50	50	50
9	50	55	55	50	55	55	55	
10	55	50	50	55	25	25	69	
11	25	25	25	25	69	69	25	
12	49	49	69	69	49	49	49	
13	34	34	34	34	34	34	34	
14	17	17	49	49	1	1	1	
15	1	1	17	17	41	41	41	
16	69	69	1	1	17	17	17	
17	41	41	41	41	71	71	71	
18	71	71	71	71	31	31	31	
19	7	31	57	57	57	57	57	
20	31	7	18	18	7	7	7	
21	57	57	31	31	20	20	20	
22	18	18	7	7	24	11		
23	20	20	20	20	11	24		
24	11	11	24	24				
25	24	24	11	11				

Lap chart with thanks to Serena

Roll cages, Morgans & the Blue Book

For the benefit of anyone involved in the Morgan Motor Company Challenge who may have read in the motoring press that the future of the Championship was under threat following the cancellation of the third round, I am pleased to report that we had 27 cars on the grid for the fourth round less than a week later.

The problem began on Saturday 28th April at the AMOC meeting at Brands Hatch when Morgans not complying with Q1.5.1 in the Blue Book (rollcages), were excluded from other races they had entered. (This included Rick Lloyd who had already gone through scrutineering, practised and was on pole). The Stewards of the Meeting met and decided to exclude all Morgans not complying including those entered for the Morgan Challenge race on Sunday. The Technical Regulations for the MMCC refer specifically to Q1.5.2 the MSA approved rollbar fitted to the majority of cars in the championship. After lengthy discussions with the Clerk of the Course and the Chief Scrutineer I was told that the decision of the Stewards was final and the race would not go ahead. All that remained was to contact everyone not already at Brands and prevent them from coming.

Late on Sunday night I had the first of several calls that week, from Dud Candler of Autosport. I issued a statement expressing our disappointment, briefly explaining what had happened and saying I would be speaking to the MSA.

I spoke to many people on Monday and finally contacted the Technical Services department of the MSA late in the afternoon. After explaining what had happened I confirmed it by fax and

waited for their response. At 5.30pm I received a fax back confirming our Technical Regulations as approved by the MSA and specifically Q1.5.2 as applicable to cars in the MMCC. The decision taken by the Stewards at Brands was therefore incorrect. As the week progressed I became aware of the great interest being shown in the content of the letter and so I decided to contact the MSA again before leaving for Donington on Friday. By late afternoon I had received a more detailed explanation of the reference to Q1.5.2 from the Chief Executive of the MSA.

The scrapping of our race has highlighted a problem that exists for many competitors in other cars as well as Morgans in races where our Technical regulations do not apply. Representations have been made to the MSA at a meeting on the Wednesday following Brands Hatch and I understand it was suggested that regulations relating to rollbars might be more closely aligned with those of Appendix K in the FIA Book. I believe it is in our interests to await the outcome of those discussions before pursuing it further and hopefully it might be resolved for us all without our involvement.

In the meantime I think we are all grateful for the speedy and decisive response from the MSA which enabled us all to be at Donington on the 5th May.

Serena

Dear Co-ordinator

You will have read or heard of the £0.5m upgrade going on at the circuit, which has been underway since the day after the last meeting in 2000, the Formula Ford Kent Carnival.

I write to give you some details of the works, perhaps the most obvious has been the replacement of the grass bank at Camp with triple rail armco, covered by the latest spec of double tyre walls covered with conveyor belt. This has increased the run off by up to 4 metres.

At the exit of Quarry, the armco has been lifted substantially and increased to triple layer. The run off area has been levelled to remove the falling away situation. The access road has been elevated to match and the adjoining land raised as well.

At Old Paddock, triple armco has been installed on the exit and the the run off

increased by up to four metres. Throughout the circuit, the grass pavers that stabilise the grass are being increased by 300%.

The first upgrade that will hit everyone will be the tarmaced paddock, which has 50 defined areas that can take artic transporters. Likewise the new building in the paddock to accommodate our Racing School and double up as a hospitality building, with its flat roof offers unrivalled viewing for guests.

The programme with the new configuration brings the total spend on upgrading in the last three years to over £1 m.

None of these changes affect the configuration, so no rush to test is necessary. but testing will continue to be subject to a big demand and should be booked early.

Howard Strawford

Spa Francorchamps, 2001

God finally agreed that enough was enough and after much banging and flashing in the night, drew back the curtain to reveal a decidedly promising Thursday. In fact the forecast was positive for the whole weekend, but then we've heard that before. However the sun did shine and not only that but we were on our way to the famous circuit of Spa-Francorchamps in Belgium for a weekend of racing.

The Morgans had been invited again this year to participate in the British Sports Car Challenge race organised by the Royal Motor Union as part of their 'Classic Weekend of racing.' As well as 'our' race there was a full programme from Friday through Sunday consisting of 13 different categories from Aston Martins and Lotus Elise to Le Mans Group C and a round of the FIA Sportscar Championship. There were additionally some general categories giving the opportunity of extra races for those that wanted.

Unfortunately the number of Morgan entries were reduced this year owing to pressure of

work for some and pressure of engine problems for others. That was a shame but those of us who could get there, did, eight cars in number of varying specifications. The participants were Peter and Ruth Horseman, Keith Ahlers, David James, Leigh Sebba there for the first time with 'spanner man' Phil Brown, James Edgerton and Steve Lawrence, Peter Sargeant ('Sarge') and son Will who was out for a weekends exeat ahead of exams, Graham Bryant and Rob Wells and myself Liz Burry with husband Paul as the other first timers.

We all met in the paddock after an uneventful journey down, arriving to the dulcet tones of what must have been 'Radio Francorchamps' at its best and our first sight of the 'north face' of Eau Rouge corner. Paul B. (him indoors) suddenly became rather quiet.

David James and Keith Ahlers were already settled in, the latter having tested during the week. The Horsmans, Burrys and Edgerton crew who had each taken their own 'faster' routes from Calais arrived more or less together with

Leigh Sebba coming on later. Our m e n t o r 'Sarge' was the only one to drive the race car to the circuit, t h e r e ' s confidence for you ! M e s s r s . Bryant and W e l l s decided to infiltrate the 'Toffs' in the m a i n paddock.

The specially i m p o r t e d M S A scrutineer did the business

and after battening down the tonneaux we retired to the hotel to refresh ourselves from the journey inwardly and outwardly.

Friday dawned and yes the sun was still shining. Unlike previous years our practice session was a little later and so breakfast and preparation was a more relaxed affair. This gave us an opportunity of sizing up the opposition which consisted of a wide range of machinery from full race to virtual road cars – Ford GT40, Aston Martin, Lotus, Shelby Cobra, E types, Triumph TR4 and Spitfire and MGBs. Judging by previous form the favourite had to be Steve Williams in an MGB V8 Roadster running on enormous slick tyres but Keith planned to give him a hard time even though the spirit of the regulations meant that the Morgans were on road tyres.

The practice session passed by relatively uneventfully and resulted in a fine spread of Morgans through the field. Although Keith secured second place on the grid he couldn't understand why he could not reproduce his times set in testing earlier in the week putting it down to high ambient temperatures – more later.

Peter Horsman had a minor oil leak, if a full footwell and drenched engine could be called minor. The problem seemed to be excess crankcase pressure blowing oil into the catch tank which obviously wasn't big enough ! The next question was whether to carry on and run in the practice for the Endurance race for which he was also entered. In the absence of Rick Lloyd, Peter had asked Paul if he would step into the supporting role of second driver (Yikes thought Mr. B. !) The decision was made to go out in the practice and do what they could in a few laps each.

The boys in the 'Torrise

Canyon' did rather well and as a result of a steaming drive by Peter and an admirable debut in a class 'B' car by the old man, found themselves third on the grid. That was after around three laps each in order to preserve the engine, oh yes, and a brief inspection of the gravel by Paul – to examine the quality used in Belgium as he is about to lay a path at home, he said !

Race day dawned and the sun was still shining. 'Sarge' seemed slightly less than spritely as a result of his son soundly locking his father out of their room the previous night and soundly sleeping through all attempts to rouse him. 'Sarge' was forced to pace the hall and stairs of the hotel until Le Patron took pity on him and provided him with the key for a spare room. The conversation at dinner had touched on the rather unnerving experience of the Ahlers at Brands Hatch a few weeks before when their room had been 'done over'. We can only assume that Will took it rather to heart !

'Our' race was started with a rolling start which Paul felt would be an added bonus. Ruth and I had, by now, had several kittens over the last two days and things didn't seem to be slowing up, but everyone got away safely. Just under 3 minutes later we could see the leaders rounding 'La Source' hairpin-but where was Keith Ahlers ? Sadly Keith's car had dropped to seven cylinders and by that time being out of contention he had decided to leave the game and face minor repairs rather than risking anything more major. We felt we could allow him that as he pointed out that it was his first retirement in one and a half years. For a class 'A' car that had to be a miracle ! His problem was later traced to a jammed injector (Paul tells me it was fortunately jammed closed and not open) this also explained his lack of pace the



Your two racy scribes

previous day.

Peter was driving well, we noticed, and was making his way through the front runners with remarkable ease. Then suddenly he was second. He was never going to catch Steve Williams in his MGB who was in another orbit but that didn't deter him and he drove a blistering race. Ruth was beside herself and I have to congratulate her for not dropping the video camera, even though by now her hands were a blur. We didn't realise that our shrieks of delight were also being recorded on the video sound track, much to the amusement of the others later.

Graham Bryant and 'Edge' were chasing hard and having fun with the GT40 and an Aston Martin, they were to finish fifth and sixth.

Paul, having made up two places at the start, was creeping up the field looking very neat through 'Eau Rouge'. He appeared to be enjoying himself although it was turning into rather a solitary race for him. Unknown to us in the stands he not only survived the shattering of the rear view mirror and aeroscreen from an arsenal of stones thrown up by the GT40 on the first lap, but also lost fifth gear almost immediately. So I thought he did rather well to come in ninth on his first visit (but then I would).

'Sarge' looked reasonably in

control seeing off two E types but then got stuck behind a rather sorted, slick shod MGB. However, a healthy dice with a D type Jaguar made up for it and secured him eleventh place.

Leigh was holding his own in his 'race within a race' with an MGB (they get everywhere) and a Lotus Elan. An exciting moment occurred when Peter lapped the bunch, unseen by the Lotus driver. However that didn't spoil the fun and having made his first visit to Spa, Leigh certainly wants more and went home with an eighteenth position.

It had come to our notice that there didn't seem to be a green +4 circulating anymore. Out of our sight David James car had come to a halt for no apparent reason. The marshals, the mean lot, wouldn't let him fettle by the track side, so he had to sit quietly until the end of the race by which time, you guessed it, the car started first time. It did have its upside however, as he was able to watch some Morgans racing for a change and from an amazing vantage point on the inside of 'Blanchimont' corner, a flat out left hander. He thought that a fuel vapour lock might have been the problem.

The first three drivers in the race, Steve Williams (MGB V8 Roadster), Peter (+8) and Trevor Taylor (GT40) were invited up onto the podium, Formula 1 style, to the

accolades of Ruth and I and the rest of the spectators. A little while later there was a formal presentation by Barry Siddery-Smith, the President of the MG Car Club and organiser of the event together with the sponsor Miller Oils. In the spirit of the whole event there were cups and champagne for everyone, replica wheel 'spinners' and flowers (well we were on the Continent !) for the major winners and a few random discretionary awards on the spur of the moment. Congratulations everybody.

Several hours later and it was time for the two hour Endurance race. Although the oil slick had slowed down considerably, Peter decided that the 'boys' would do around half an hour each just to have a bit of fun and then call it quits in order to preserve the machine. A Chevron B6 was at the head of the field, nearly six seconds faster than anyone else then an E type and Peter on very similar times. A messy first start resulted in the Chevron being relegated to the back of the grid which meant that our 'boys' were now second, things were decidedly hotting up. The second time everybody waited for the green light before squeezing the throttle. Peter was the first driver (well it is his car) and low



A well-lubricated car and driver

and behold after climbing all over the back of the E type, a bold move through 'Eau Rouge' put him in the lead, a position he held until close on the half hour mark when a transmission problem put an end to the fun, and Paul's drive. As time was marching on we packed up and left in order to get back for the final nights dinner, but that wasn't the end of it. Whilst we were on the terrace enjoying our pre-prandials, Messrs. Bryant and Wells were hard at it upholding the Morgan tradition and going on to win the race, setting fastest lap in the process. Many congratulations.

A truly excellent weekend was consolidated by the fact that all eight Morgans escaped any real 'nasties'. The majority were returning fully intact with the remainder needing a few 'innards' sorting. Fortunately 'Sarge's' car survived intact and was in good shape for the journey home.

I suppose the only remaining question is – can we come again next year please ?



All the fun of the fair ...

Circuit		Donington Park GP		Length		2.5000 miles			
Date		5-May-01		Weather/track		Cloudy/Dry			
PRACTICE				Time		Behind			
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph
1	29	A	Keith Ahlers	+8	1:46.419	9		136.10	84.57
2	99	A	Matthew Wurr	+8	1:49.066	9	2.647	132.80	82.52
3	2	A	Rick Lloyd	+8	1:50.514	8	4.095	131.06	81.44
4	54	B	Peter Horsman	+8	1:51.680	9	5.261	129.69	80.59
5	28	A	Christopher Williams	+8	1:53.817	8	7.398	127.26	79.07
6	21	C	James Paterson	+8	1:54.557	8	8.138	126.44	78.56
7	13	B	Chris Acklam	+8	1:55.812	9	9.393	125.07	77.71
8	14	B	Grahame Walker	+8	1:55.976	9	9.557	124.89	77.60
9	49	C	Paul Chauveau	+8	1:57.752	8	11.333	123.01	76.43
10	55	B	Philip McKelvey	+8	1:57.899	8	11.480	122.85	76.34
11	39	C	Simon Orebi Gann	+8	1:58.499	9	12.080	122.23	75.95
12	50	C	Paul Burry	+8	1:58.555	8	12.136	122.17	75.91
13	69	B	Phil Hollins	+8	1:59.782	8	13.363	120.92	75.14
14	25	C	Dan Ward	+8	1:59.874	8	13.455	120.83	75.08
15	41	E	Adrian van der Kroft	+4	2:00.835	7	14.416	119.87	74.48
16	1	E	Alan Wickenden	4/4	2:00.895	8	14.476	119.81	74.44
17	57	B	James Bellinger	4/4	2:02.330	7	15.911	118.40	73.57
18	34	B	Peter Sargeant	+8	2:02.484	8	16.065	118.25	73.48
19	71	D	Kelvin Laidlaw	+8	2:03.744	8	17.325	117.05	72.73
20	17	D	Jack Bellinger	+8	2:03.893	8	17.474	116.91	72.64
21	31	C	Leigh Sebba	+8	2:04.145	8	17.726	116.67	72.50
22	7	D	Mary Lindsay	+8	2:04.156	8	17.737	116.66	72.49
23	18	E	John Clarke	+4	2:04.693	8	18.274	116.16	72.18
24	20	C	Robin Pearce	+8	2:04.845	8	18.426	116.02	72.09
25	24	B	Phil Brown	+8	2:08.967	8	22.548	112.31	69.79
26	11	E	David James	+4	2:10.160	7	23.741	111.28	69.15
27	44	E	Stephen Wheatley	4/4	2:11.597	7	25.178	110.06	68.39
RACE				Race time		Behind		Best	
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph
1	29	A	Keith Ahlers	+8	14:43.951	8		131.09	81.45
2	99	A	Matthew Wurr	+8	14:57.485	8	13.534	129.11	80.22
3	2	A	Rick Lloyd	+8	14:59.132	8	15.181	128.87	80.08
4	21	C	James Paterson	+8	15:41.844	8	57.893	123.03	76.45
5	54	B	Peter Horsman	+8	15:46.397	8	1:02.446	122.44	76.08
6	13	B	Chris Acklam	+8	15:46.773	8	1:02.822	122.39	76.05
7	39	C	Simon Orebi Gann	+8	16:05.858	8	1:21.907	119.97	74.55
8	50	C	Paul Burry	+8	16:06.607	8	1:22.656	119.88	74.49
9	55	B	Philip McKelvey	+8	16:18.779	8	1:34.828	118.39	73.56
10	69	B	Phil Hollins	+8	16:28.916	8	1:44.965	117.17	72.81
11	49	C	Paul Chauveau	+8	16:31.420	8	1:47.469	116.88	72.62
12	25	C	Dan Ward	+8	16:32.096	8	1:48.145	116.80	72.57
13	34	B	Peter Sargeant	+8	16:35.624	8	1:51.673	116.38	72.32
14	1	E	Alan Wickenden	4/4	16:36.083	8	1:52.132	116.33	72.28
15	41	E	Adrian van der Kroft	+4	16:47.369	8	2:03.418	115.03	71.47
16	17	D	Jack Bellinger	+8	14:52.245	7	1 lap	113.63	70.61
17	71	D	Kelvin Laidlaw	+8	15:03.566	7	1 lap	112.21	69.72
18	31	C	Leigh Sebba	+8	15:03.954	7	1 lap	112.16	69.69
19	57	B	James Bellinger	4/4	15:04.294	7	1 lap	112.12	69.67
20	7	D	Mary Lindsay	+8	15:06.992	7	1 lap	111.79	69.46
21	20	C	Robin Pearce	+8	15:07.844	7	1 lap	111.68	69.40
22	11	E	David James	+4	16:04.878	7	1 lap	105.08	65.29
23	24	B	Phil Brown	+8	16:12.856	7	1 lap	104.22	64.76
Not classified									
14	B		Grahame Walker	+8	7:57.567	4	dnf	121.32	75.38
18	E		John Clarke	+4SS	6:33.027	3	dnf	110.56	68.70
28	A		Christopher Williams	+8		0	dnf		
44	E		Stephen Wheatley	4/4		0	dnf		
Fastest laps									
					(mins: secs)	on	kph	mph	
A			Keith Ahlers	+8	1:48.403	3	133.61	83.02	New lap record
B			Peter Horsman	+8	1:56.802	4	124.01	77.05	New lap record
C			James Paterson	+8	1:55.790	8	125.09	77.73	New lap record
D			Jack Bellinger	+8	2:04.631	6	116.22	72.21	New lap record
E			Alan Wickenden	4/4	2:01.537	2	119.17	74.05	New lap record
Existing Lap Records									
					(mins: secs)		kph	mph	
A			n/a	+8					
B			n/a	+8					
C			n/a	+8					
D			n/a	+8					
E			n/a	+4					

Qualifying & Race Results: Race 3

NEXT RACE
Castle Combe
Monday 28 May



Testing:

Testing available on the Thursday before but there are strict noise controls. Cost is £240 full day, £150 half day (108dBA). Must book and pay in advance. Tel: 01249 782929

Petrol:

Available from Circuit Motors adjoining the paddock.

Circuit length

1.864 miles

Lap records

Morgans

Class A 1:15.81

Keith Ahlers

Class B 1:16.85

Rick Lloyd

Class C 1:19.66

James Paterson

Class D 1:22.12

Peter Horsman

Class E 1:24.82

Alan Wickenden

Programme

(Times for qualifying)

Morgans 08:35

FF1600 09:00

Saloon Cars 09:25

MGCC BCV8 09:50

Mini Se7en 10:15

Ferraris 10:40

Mini Miglia 11:10

Special GTs 11:35

Sportscars 12:00

Morgans Race 1 13:15

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.mogsport.net and www.brakehorsepower.net for the latest opinions