

Keith forces his way out front

The ditty goes, if its wind and rain, you must be at Snett again. Or something like that. So it was clearly and unmistakably at Snetterton that the Morgan drivers were to be found making their way wet and cold but cheerily around the paddock on Sunday June 17th.

Scrutineering passed off slowly but uneventfully and those who had raced in the 750 Roadsports race the previous day passed the time relating tales of driving almost blind behind misted up windscreens in torrential rain until given a dispensation to race on aeros. Keith had won yet another victory to bring his race total for the season to 10 out of 10.

Matthew was therefore to be found poring over race data from his laptop while Rick was plotting subtle changes to his car, which had at long last survived testing, practice and a race intact! Both were looking for elusive seconds. The remaining class A drivers were sadly absent, obviously feeling either too cold to race or inadequate to face the challenge. Other drivers and supporters were busy mopping up those cars whose owners had been unwise enough to abandon them to the mercy of the paddock after testing on Friday. The Lloyds were engaged in a game of hunt their possessions which had floated away in the deluge. Should anyone find an overshoe it belongs to Rick.

Simon OG found that he had wasted his money on two car waterproofs as his seat was

discovered to be very wet, the fact that we were the other end of the paddock from the facilities being entirely irrelevant. Your scribe does have the name of a company which does indeed make waterproof covers as number 54 was nice and dry which was just as well since water and residual oil probably don't mix well.

Just before practice the unthinkable was found to have occurred. Somehow Keith had been so busy cleaning his car and glorying in the daring of the previous day that he had quite forgotten to position his car at the front of the practice queue. To much good humoured banter, he had the audacity to push it to the front from where it was summarily pushed back by the others. It was then that Mr Noise Tester came along and colluded with the cheating by allowing those who had raced the previous day to drive through un-retested. Some cars, notably a red one with lots of farmyard residue still clinging to it, also sneaked through notwithstanding the lack of a race the day before.

As the MMCC was to be the penultimate race of the weekend, our practice was late in the morning and the track was declared slippery, although broadly dry. Drivers were spotted visiting the pits with an alarming regularity but none as the result of accidents. A despondent Peter Horsman was first in with a broken clutch. Rick just passed through perhaps out of habit but then Billy went bang and that (as they

say) was the end of that. He was next seen being towed out of the circuit, for what purpose your discreet hack couldn't possibly comment but it could have involved orange vans with flashing lights atop. David was next in with his fuel starvation problem which he got to work on, treating us to a glimpse of alternative uses for copper piping.

Practice results brought mixed emotions to the participants. Keith was on pole yet again with Rick second and Matthew third. Chris A was fourth, leading class B with the gearless Peter in fifth. Kate is thinking of bringing a watering can to future events as Simon outqualified James to take sixth place and lead class C. Kelvin outqualified first Jack and then Mary for class D, but as usual Alan, class E, was faster than all of the class D drivers as well as his own.

Sarge had been unable to lose any weight since the last race and had consequently resorted to removing his bumpers and fitting a rather smart new underbelly to his car, so he was pleased with his new lighter modifications if not his times. Stephen Wheatley drove around resplendently in his recently mended car sporting a new gearbox and axle so didn't even care about his position but rather was delighted to have a place on the grid at all.

Following post-practice euphoria, or abject despair (which was rather infectious in the case of one driver), and

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2001 Championship Class standings after 5 rounds

Class A

Keith Ahlers	51
Matthew Wurr	30
Christopher Williams	12
Rick Lloyd	12

Class B

Chris Acklam	46
Peter Horsman	34
Philip McKelvey	26
Phil Hollins	22
Peter Sargeant	12
Grahame Walker	8
Bill Bellinger	3
Phil Brown	2

Class C

James Paterson	54
Simon Orebi Gann	39
Paul Burry	24
Paul Chauveau	14
Daniel Ward	12
Andy Green	10
Leigh Sebba	4
Robin Pearce	2

Class D

Jack Bellinger	38
Kelvin Laidlaw	38
Mary Lindsay	18
Phil Goddard	14
James Bellinger	6

Class E

Alan Wickenden	53
David James	32
Stephen Wheatley	18
Adrian and der Kroft	16

continued from page 1

then a long lunch in the warmth of the cafe, oh and some spectating, the MMCC race was at last called and the cars filed out for the green flag lap. It was here that Peter H realised that his race might be on the tricky side as he was unable to select a single gear to drive out of the Parc Fermé. The lure of the track took over and he managed to find something and drive out for what turned out to be an unfortunate start. As the lights changed to green, Keith decided to give the others a start and he got bogged down again while Peter two rows back, but behind him, also had problems starting with huge clutch slip. Matthew took his chance, passing both Keith and Rick to lead into the first corner and for the initial 100 metres, but then Keith recovered and overtook with Rick hanging onto the pair. Matthew and Keith were so close that on the second lap Matthew came within tapping distance of the leader who remained unfazed and determined to make it eleven wins out of eleven starts.

Paul B also saw his chance, in the confusion at the start, to make up a few places on his slow qualifying position. He whizzed past some class B cars but instead of slowing for the corner his brakes locked up and he ended up hitting the barrier and rather rearranging the line of his car. Once everyone else had safely raced off Paul restarted finding himself behind even the disconsolate Peter.

Jack too had some ground to make up, but after a blinding start (his description – your scribe thinks this means he had his eyes closed) passing both Leigh and Kelvin, had to slow to avoid the Burry off, whereupon Kelvin saw his chance and leapt into the lead, a place which he firmly held until the flag. Mary saw that Jack was vulnerable and also overtook, not once but twice during the race, leaving

Jack no other recourse but to throw stones at her as he spun on some gravel cracking her screen in the process (well if you will race on screens). Eventually Jack threw Mary off his tail but Kelvin was well away finishing X seconds ahead (the time sheet went haywire here with later placed cars apparently taking less time to finish than those who had beaten them).

Philip G, also in class D, had a good start, overtaking four cars, and so was rather despondent to finish last, but could take great comfort from the excellent crowd support which he received from two tiny spectators who could be heard above the roar of the engines urging Daddy on to faster times.

Kelvin turned his attentions to the pursuit of Alan, and the two had a good scrap until Alan found an extra 7 seconds, comfortably winning his class and in front of all the class D cars. However it must be mentioned that David's pipe job proved successful and that Stephen W was ahead of both Peter and Paul for a lap and moreover, he overtook Philip G down the straight on the sixth lap to his immense satisfaction.

Back at the cutting edge, Keith slowly and definitively pulled away from Matthew into yet another unassailable

lead, finishing over a second faster than his nearest rival. Rick never gave Matthew a moment's peace in his attempts on Keith, pursuing him and making him work for every corner, except when taking a few excursions onto the grass. This was reflected in the best lap times, where Rick, although third, was a minuscule of a 100th of a second faster than Matthew. As your scribe gets rather confused here with the small numbers she will probably have to borrow Matthew's computer to work out this sum! And maybe find that Matthew won after all. It certainly made the spectating enjoyable for those still left at the end of the afternoon.

Chris A followed the race leaders at a respectable distance remaining untroubled by the gearless one (by this stage, third gear was found to be there or thereabouts so long as it wasn't asked to accelerate the car quickly) and gentlemanly enough not to cock a snook at him when lapping his usual rival.

Simon OG roared off the start closely followed by Grahame, who was in turn followed by James. James spent three laps hassling Grahame at every chance while Simon used the opportunity to put as much track as possible between

himself and the usual class leader. Finally James took Grahame on lap four, but then spent the next five laps in pursuit of Simon. Certainly by the seventh lap James had caught up with him and was desperate to overtake. The two changed places twice on the tenth lap, with Grahame always ready to pounce if either made an error, until it all became too much for Simon's brakes and nerve and James overtook for the final time holding onto his place as class leader and championship contender. Although Grahame was unable to overtake Simon, he was delighted with his first finish of the season.

Behind them a little sub-class of class B comprising Sarge, Phil H and Phil M was having some fun sparring politely with one another. Originally Paul C made this a quartet but got left behind on lap four when Phil H overtook him.

Paul B was awarded Driver of the Day for his valiant attempt to make up some places in the order following his disastrous spin, eventually finishing eleventh of twenty two. With the exception of Paul and Peter, the other drivers all thoroughly enjoyed their race, none more so than Phil Brown who declared it the best fun since 1974. Sad. What happened in 1974 your scribe wonders? Was anyone there to witness (or indeed share) the 1974 Best Fun? Did the 1974 Best Fun last longer than the 2001 Next Best Fun (that was 20 mins 26.602 secs, so maybe 1974 Best Fun was Best Fun indeed)? Anyway, with eleven wins out of eleven starts (in this country anyway), Keith had the greater adrenaline rush. But in the overall and class Championship standings, there are some interesting battles looming. And if you stand very still, you may even hear the distant sounds of calculator buttons a-tapping.

Ruth Horsman

Circuit		Snetterton														
Date		17-Jun-01														
LAP CHART																
Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
1	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	
2	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	
3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
4	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	
5	39	39	39	39	39	39	39	39	39	21	21	21	21	21	21	
6	14	14	14	21	21	21	21	21	21	39	39	39	39	39	39	
7	21	21	21	14	14	14	14	14	14	14	14	14	14	14	14	
8	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	
9	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	
10	49	49	49	69	69	69	69	69	69	69	69	69	69	69	69	
11	69	69	69	49	49	49	49	49	49	49	49	49	49	49	49	
12	1	1	1	1	1	1	1	50	50	50	50	50	50	50	50	
13	71	71	71	71	71	71	50	1	1	1	1	1	1	1	1	
14	17	7	17	17	17	50	71	71	71	71	71	71	71	71	71	
15	7	17	7	7	50	17	17	17	17	17	17	17	17	17	17	
16	11	11	11	50	7	7	7	7	7	7	7	7	7	7	7	
17	24	24	24	31	54	54	54	31	31	31	31	31	31	31	31	
18	48	31	31	11	31	31	31	54	54	54	54	54	54	54	54	
19	31	48	50	54	11	11	11	11	11	11	24	24	24	24	24	
20	44	50	54	24	24	24	24	24	24	24	11	11	11	11	11	
21	54	44	48	48	48	44	44	44	44	44	44	44	44	44	44	
22	50	54	44	44	44	48	48	48	48	48	48	48	48	48	48	
(supplied by Ian Jones)																

(supplied by Jan Jones)

XOV at PAU

Once again Adrian and Johanna gave me the privilege of driving XOY - this time at a circuit in France called Pau. This circuit was having its 100th birthday celebration as a race circuit - the oldest race circuit in France, it also has the added luxury of being on the town streets. (I had never heard of the place) .

Adrian also took his other car a 2.5 litre Cooper Climax Formula 1, which was having a reunion with the circuit after some 30 odd years where it had actually won the Grand Prix (not much pressure there then).



Sally and I arrived Friday afternoon in lovely sunshine (this is going to be great fun). After a couple of beers it was time to try out the circuit - hired Renault Clio Diesels are perfect for this. Well, Adrian scared me so I scared him, but we both must have really scared the French (shame). Still can't get my head round

going round the right side of a traffic island (which to me is the wrong way) in a left hand drive car! Even so, this little outing really did help us in getting to know the way round. (Must remember not to stop at the traffic lights on race day.)

That evening out we went for the now customary meal. We walked to the restaurant, which was situated right on one of the corners of the circuit. As you look out of the window you can see the barriers about 30ft away (10 meters if you are French). You can feel the atmosphere,

100 years of motor racing, it's really quite eerie and exciting. Then it started. Yes the rain fell out of the sky. Well walking back to the hotel along the circuit with a river running down the hill we got soaked (perhaps it will be OK in the morning)

Saturday morning and a fairly early start - yes, it's still



raining. Adrian was out practising first in the Cooper in the wet. The Cooper is nothing less than a 180mph. bullet on 4 skinny wheels. I didn't envy him one bit! First outing in a Formula 1, first time at a street circuit and in the rain, "Good luck Adrian". His practice went well but the car was jumping out of third (about time Billy earned his money). Well he managed to mend it .

We then had to wait all day for practice in XOY. At about 4.30 it stopped raining heavily and we had 4 inches (100 cm if you're French) outside the mobile home. Time for XOY to make her debut at Pau.

Adrian was out first in the drizzle. The opposition? E-

type Jags, Cooper Monacos, Aston Martins, Lotus 11s, Lolas, AC Bristols and loads more. Oh yes and another +4 Super Sports (Douglas Blain, who had actually driven it down and was driving it back) fantastic! 15 minutes later in comes Adrian; time to practice our change over. Adrian out, me in, belts on, Adrian shouts "bloody slippery out there, watch out by the traffic lights" (I hope that they aren't working I'm thinking) The rain had now stopped and the track was drying out. Luckily for me they had blocked off one side of the roundabout so you could only go round the right side, which to me is the wrong side but if you get it wrong there is a big red wall straight





in front of you (still confusing but keeps you alert).

Well, practice over, 10th. on the grid not bad, roll on race day!!

Sunday - Race Day

Adrian had an early race in the Cooper and it started rain - to give you an idea how wet it was, some of the drivers in Adrian's race had got up, seen the weather and gone home

This was all good training for Adrian's buttock-clenching exercises, for his first ever race in a Formula 1. As Adrian was lining up in the collecting area the excitement was electrifying. On to the circuit and into the grid positions. Then the brakes stuck on. Billy came running back to the pits grabbed the side cutters and cut Adrian's brake cable in half (very relaxing! even more training at this late stage in the proceedings).

Well, watching the start from the pits, with the noise of 20 Formula 1s ... what can you say?

Adrian started and finished his debut race in Historic Formula 1 in the pouring rain. I was impressed - well done!!

We had to wait until the end of the day for our

Gentleman Drivers' race (yes, I did say Gentleman) in XOY. As we lined up in the collecting area the rain stopped. Adrian was out first - 5th row of the grid. The circuit was still pretty wet, Adrian and XOY got a great start, gained 2 places straight away up to 8th and leading our class.

The pit wall (just a piece of Armco barrier) was right on the circuit and we were just on the clipping point of the curve, as you put out the pit board if it was not lifted high enough it could hit the cars (great stuff). Slowly, as the track dried, the times got quicker and quicker. We were still leading our class at the halfway stage as Adrian came in to change over. Into the pits comes XOY, out jumps Adrian (he can move quite

quickly sometimes), in I get, belts on, off we go. The change over took about 14 seconds (smooth as silk). Well, it took a couple of laps to get in the groove and a dry line was appearing all around the circuit even under the Tree Lined Avenue bit. I won't bore you this time by talking you around the circuit but trying to remember 17 corners, 2 of them hairpins, in 100 seconds and going around the wrong way around a roundabout (fantastic), at one point the roads/circuit takes you on 8 bends, one after another with absolutely no run off except barriers, could be described as exciting, but in a car like XOY she seems to want to take these as fast as possible. She just dances through them and you gain 100 yards (90 meters if you're French) on anybody. We were

definitely the fastest on this bit - I even overtook a Cooper Monaco - XOY was flying. Then XOY saw the other +4 in the distance - sorry to say this, but it stood no chance, tat taa. Well we got up to 5th, but by now we were leading our class by over a lap so the pressure was off. The Cooper Monaco got me back and put us to 6th (only 'cos I let him) out came the flag another class win for XOY. Adrian and yours truly. Needless to say this was a very special time for all of our team. Johanna and Sally had the now customary Gin and Tonics waiting for us back at the pits

Luckily we hadn't drunk any before all the photographers, TV crews, etc. had interviewed us, otherwise we may have been bigheaded!!

Another Gin and Tonic? Er, OK then. What else can you say? Another Gin and Tonic? Er, OK.

Now I may have knocked the French a little bit in the past but I really have to admire them. Could you just imagine anywhere in England where half a town could be shut off to go motor racing on a street. Also the enthusiasm of the town folk towards the event, the drivers and especially the cars, was incredible. Silencers, noise testing, do-gooders etc. they are the ones who are sad, not the French.

Once again Adrian and Johanna and XOY Thank you very much *Bellinger*



2001 MMC Challenge				RACE 1 BRANDS HATCH 25-Mar-01			RACE 2 OULTON (Fosters) 07-May-00			RACE 3 BRANDS HATCH 4-Jun-00			RACE 4 DONINGTON GP 2-Jul-00			RACE 5 CASTLE COMBE 28-May-01			RACE 6 SNETTERTON 17-Jun-01			RACE 7 SILVERSTONE NAT. 29-Jul-01			RACE 8 CADWELL 12-Aug-01			RACE 9 MALLORY 9-Sep-01			RACE 10 SILVERSTONE 22-Sep-01			TOTAL
No.	Class	Driver	Model	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	Position	Best lap	Points	Position	Best lap	Points	TOTAL
29	A	Keith Ahlers	+8	1	53.109	9	1	1:23.870	11				1	1:40.403	11	1	1:17.698	9	1	1:16.814	11												51	
37	A	Rick Lloyd	+8										3	1:50.681	6	7	1:19.313	6	3	1:17.399	6												12	
28	A	Chris Williams	+8				11	1:37.719	6																								12	
99	A	Matthew Wurr	+8	2	53.276	6	2	1:24.957	8				2	1:50.912	8				2	1:17.644	8												30	
43	B	Chris Acklam	+8	4	55.641	8	3	1:28.765	11				6	1:56.840	8	3	1:19.046	8	4	1:22.492	11												46	
57	B	James Bellinger	+8	16	1:00.163	2							19	2:06.805	1																		3	
24	B	Phil Brown	+8										23	2:13.708	1				19	1:30.544	1												2	
69	B	Phil Hollins	+8	10	58.597	6	12	1:36.356	8				10	2:00.401	4	15	1:22.711	2	10	1:24.475	2												22	
1	B	Peter Horsman	+8	3	54.724	11	dnf	1:38.563					5	1:56.802	11	2	1:18.244	11	18	1:23.189	1												34	
55	B	Philip McKelvey	+8	14	58.001	4	14	1:38.934	6				9	1:59.047	6	10	1:22.978	4	8	1:23.751	6												26	
34	B	Peter Sargeant	+8										13	2:02.433	2	8	1:21.724	6	9	1:24.248	4												12	
14	B	Grahame Walker	+8				dnf	1:32.036											7	1:22.818	8												8	
44	C	Paul Barry	+8				6	1:28.526	6				8	1:58.747	6	5	1:19.403	8	12	1:24.156	4												24	
49	C	Paul Chauveau	+8	9	56.959	2							11	2:00.597	4	11	1:24.312	2	11	1:25.300	6												14	
45	C	Andy Green	+8	7	56.612	6	10	1:37.738	4																								10	
39	C	Simon Orebi Gann	+8	6	56.310	8	5	1:27.554	9				7	1:59.066	8	6	1:21.575	6	6	1:22.565	8												39	
21	C	James Paterson	+8	5	55.872	11	4	1:28.568	10				4	1:55.790	11	4	1:19.054	11	5	1:21.789	11												54	
20	C	Robin Pearce	+8										21	2:06.879	1	16	1:25.006	1															2	
31	C	Leigh Sebba	+8	15	59.276	1							18	2:06.889	1				17	1:28.252	2												4	
21	C	Daniel Ward	+8	8	56.930	4	13	1:38.100	2				12	2:00.367	2	9	1:22.552	4															12	
17	D	Jack Bellinger	+8	11	58.926	11							16	2:04.631	11	14	1:24.935	8	15	1:28.377	8												38	
57	D	James Bellinger	+8				7	1:32.921	6																								6	
48	D	Phil Goddard	+8	20	1:04.722	4										17	1:32.304	6	22	1:34.310	4												14	
52	D	Ian Hepburn	+8																															0
71	D	Kelvin Laidlaw	+8	17	1:02.120	8							17	2:07.103	8	13	1:24.450	11	14	1:27.809	11												38	
7	D	Mary Lindsay	+8	18	1:00.160	6							20	2:06.365	6				16	1:28.883	6												18	
18	E	John Clarke	+4SS										dnf	2:07.150																			0	
11	E	David James	+4	19	1:02.976	6	15	1:45.859	6				22	2:09.767	6	18	1:33.179	6	20	1:32.427	8												32	
26	E	Brian Jenkins	+4																															0
41	E	Adrian van der Kroft	+4	13	58.888	8							15	2:01.951	8																		16	
44	E	Stephen Wheatley	4/4	21	1:01.933	4	9	1:36.745	8										21	1:32.818	6												18	
51	E	Alan Wickenden	4/4	12	58.569	11	8	1:34.339	11				14	2:01.537	11	12	1:23.934	9	13	1:27.248	11												53	

ROCKINGHAM: PETER MORGAN TROPHY RACE



Peter Morgan has very kindly donated a magnificent trophy to be presented to the race winner. The trophy was given to him as a Lifetime

Achievement Award during one of his visits to the United States. The winner will keep the award for one year and his or her name will be inscribed upon it.

Drivers wishing to enter the race should send their entry to Peter Browning at the MGCC as soon as possible.

Serena

Nic Fairman Memorial Fund

A memorial fund has been set up in memory of Nic Fairman who died following an accident at the 750MC meeting at Mallory. During the course of the Caterham race on 3rd June, Nic's car collided with the trackside barriers and he received injuries from which, despite the valiant efforts of the medical crew, he did not recover.

His parents have asked for any money donated to be put towards the purchase of equipment and supplies for the 750MC Race Rescue Unit.

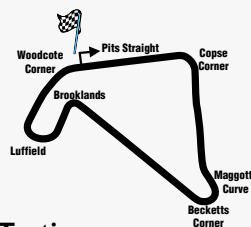
At the 750MC meeting at Snetterton the Morgan drivers present agreed to a donation from the Morgan Challenge of £100 and accordingly I gave a cheque for that amount to Robin Knight on behalf of you all.

Serena

Circuit	Snetterton			Length		1.952 miles		Qualifying & Race Results: Race 5				
Date	17-Jun-01			Weather/track		Cloudy/dry						
QUALIFYING					Time		Behind					
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph			
1	29	A	Keith Ahlers	+8	1:17.552	11		145.83	90.61			
2	2	A	Rick Lloyd	+8	1:18.331	10	0.78	144.38	89.71			
3	99	A	Matthew Wurr	+8	1:19.003	11	1.45	143.15	88.95			
4	13	B	Chris Acklam	+8	1:22.207	11	4.65	137.57	85.48			
5	54	B	Peter Horsman	+8	1:22.850	8	5.30	136.50	84.82			
6	39	C	Simon Orebi Gann	+8	1:23.468	11	5.92	135.49	84.19			
7	14	B	Grahame Walker	+8	1:23.544	11	5.99	135.37	84.11			
8	21	C	James Paterson	+8	1:23.892	11	6.34	134.81	83.76			
9	55	B	Philip McKelvey	+8	1:24.933	10	7.38	133.15	82.74			
10	50	C	Paul Burry	+8	1:25.049	11	7.50	132.97	82.63			
11	69	B	Phil Hollins	+8	1:25.758	10	8.21	131.87	81.94			
12	34	B	Peter Sargeant	+8	1:27.143	10	9.59	129.78	80.64			
13	49	C	Paul Chauveau	+8	1:27.573	10	10.02	129.14	80.24			
14	1	E	Alan Wickenden	4/4	1:27.837	10	10.29	128.75	80.00			
15	31	C	Leigh Sebba	+8	1:28.784	10	11.23	127.38	79.15			
16	71	D	Kelvin Laidlaw	+8	1:29.437	9	11.88	126.45	78.57			
17	7	D	Mary Lindsay	+8mb	1:30.047	10	12.50	125.59	78.04			
18	17	D	Jack Bellinger	+8mb	1:31.421	6	13.87	123.70	76.87			
19	24	B	Phil Brown	+8	1:33.167	9	15.62	121.39	75.43			
20	11	E	David James	+4	1:33.876	8	16.32	120.47	74.86			
21	57	B	James Bellinger	4/4	1:34.764	3	17.21	119.34	74.15			
22	44	E	Stephen Wheatley	4/4	1:35.993	9	18.44	117.81	73.21			
23	48	D	Philip Goddard	+8	1:37.030	9	19.48	116.55	72.42			
RACE					Race time		Behind		Best			
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph	lap	kph	mph
1	29	A	Keith Ahlers	+8	19:25.948	15		145.49	90.41	1:16.814	147.23	91.48
2	99	A	Matthew Wurr	+8	19:42.631	15	16.68	143.44	89.13	1:17.644	145.65	90.51
3	2	A	Rick Lloyd	+8	19:44.608	15	18.66	143.20	88.98	1:17.399	146.12	90.79
4	13	B	Chris Acklam	+8	19:31.619	14	1 lap	135.14	83.97	1:22.492	137.09	85.19
5	21	C	James Paterson	+8	19:34.157	14	1 lap	134.84	83.79	1:21.789	138.27	85.92
6	39	C	Simon Orebi Gann	+8	19:37.334	14	1 lap	134.48	83.56	1:22.565	136.97	85.11
7	14	B	Grahame Walker	+8	19:42.571	14	1 lap	133.89	83.19	1:22.818	136.55	84.85
8	55	B	Philip McKelvey	+8	19:59.358	14	1 lap	132.01	82.03	1:23.751	135.03	83.91
9	34	B	Peter Sargeant	+8	20:02.912	14	1 lap	131.62	81.79	1:24.248	134.24	83.41
10	69	B	Phil Hollins	+8	20:11.438	14	1 lap	130.69	81.21	1:24.475	133.88	83.19
11	49	C	Paul Chauveau	+8	20:19.412	14	1 lap	129.84	80.68	1:25.300	132.58	82.38
12	50	C	Paul Burry	+8	20:26.861	14	1 lap	129.05	80.19	1:24.156	134.38	83.50
13	1	E	Alan Wickenden	4/4	20:48.381	14	1 lap	126.83	78.81	1:27.248	129.62	80.54
14	71	D	Kelvin Laidlaw	+8	20:55.431	14	1 lap	126.11	78.36	1:27.809	128.79	80.03
15	17	D	Jack Bellinger	+8mb	19:31.435	13	2 laps	125.50	77.98	1:28.377	127.97	79.51
16	7	D	Mary Lindsay	+8mb	19:37.742	13	2 laps	124.83	77.57	1:28.883	127.24	79.06
17	31	C	Leigh Sebba	+8	19:53.622	13	2 laps	123.17	76.53	1:28.252	128.15	79.63
18	54	B	Peter Horsman	+4	19:54.186	13	2 laps	123.11	76.50	1:23.189	135.95	84.47
19	24	B	Phil Brown	+8	20:26.602	13	2 laps	119.86	74.48	1:30.544	124.90	77.61
20	11	E	David James	+4	20:29.918	13	2 laps	119.54	74.28	1:32.427	122.36	76.03
21	44	E	Stephen Wheatley	4/4	20:48.881	13	2 laps	117.72	73.15	1:32.818	121.84	75.71
22	48	D	Philip Goddard	+8	20:53.525	13	2 laps	117.28	72.88	1:34.310	119.91	74.51
Not classified			n/a									
Fastest laps					(mins: secs)	on	kph	mph				
	A	Keith Ahlers	+8	1:16.814	13	147.23	91.48					
	B	Chris Acklam	+8	1:22.492	3	137.09	85.19					
	C	James Paterson	+8	1:21.789	6	138.27	85.92	New lap record				
	D	Kelvin Laidlaw	+8	1:27.809	8	128.79	80.03					
	E	Alan Wickenden	4/4	1:27.248	10	129.62	80.54	New lap record				
Old Lap Records					(mins: secs)	kph	mph					
06-Aug-00	A	Keith Ahlers	+8	1:16.673	147.50	91.65						
25-Apr-99	B	Rick Lloyd	+8	1:20.540	140.42	87.25						
06-Aug-00	C	James Paterson	+8	1:22.046	137.84	85.65						
25-Apr-99	D	Peter Horsman	+8	1:25.750	131.89	81.95						
06-Aug-00	E	Alan Wickenden	+4	1:27.406	129.39	80.40						

Qualifying & Race Results: Race 5

NEXT RACE Silverstone Sunday 28 July



Testing:

Cost is £140 for full day (no half days). 19 & 27 July available. Garage £35. Must book and pay in advance. Tel: 01327-320216.

Petrol:

Available in the circuit (incl leaded 4 star).

Circuit length

1.649 miles

Lap records

Class A 1:04.48

Peter Garland

Class B 1:08.07

Chris Acklam

Class C 1:08.29

James Paterson

Class D 1:13.49

Ian Hepburn

Class E 1:13.22

Alan Wickenden

Programme

Morgan Motor

Company Challenge

(Sunday),

Roadsports (Saturday)

750 Formula, Formula 4, Kit Cars, Stock Hatch, Austin 7 Challenge, F3 1 litre Trophy, Sports 2000, Roadgoing bike-engined cars, Locost, BRDC Single Seaters, Hot Hatch, Formula Vee.

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

AMOC - Brands Hatch

AMOC are currently sending out refunds to those who were supposed to be competing at the Brands meeting on 29 April. Contact at AMOC is Jane Pratt on 01865 400400.