

Keith puts on the power at Silverstone

The latest round of the MMCC took place at Silverstone on the 29 July and was hosted by the 750 Motor Club. To the amazement of all, the sun shone for the entire weekend so quite a few drivers returned to work on Monday morning with red noses as well as the usual racing blues.

Scrutineering was interesting for Rick and Keith who, together with Chrises Williams and Acklam, Simon M and Phil H, had entered the 750 Roadsports Championship Race the preceding day. Rick and Keith had driven an epic race, battling for the lead all the way when one of the back markers spun at Copse just as the two hammered around the corner with Rick in the lead. As the spectators in the stands held their combined breath the drivers somehow avoided the spinning car but rearranged each other's back wings. Keith gained the advantage but let Rick past to enable the battle to recommence. Rick duly went on to win the race with Keith second. The two had therefore spent some time knocking out their respective dents and neatly duck-taping up the damage which happily met with the Sunday scrutineers' approval.

For the rest of the competitors, scrutineering was a ball so that just left a four hour wait until practice to be filled with chit chat, ice creams race watching etc, etc.

Twenty one cars drove out onto the National Circuit behind Keith, who had got his

act together better this time, for a sweltering practice. Most felt that the track was slower than testing although Stephen W was 13 seconds faster than on his last outing, but this had been in torrential rain last year. A number of people had excursions into the gravel at Copse, Andy had two while trying to cure massive understeer but none proved terminal; just dusty and embarrassing. Chris W went for a little spin in front of Mary who alone amongst the others drivers remained cool. David was obviously very content with his new brakes which he reported to be most effective in stopping the car and evidently also in drawing a close to his spinning habits lately displayed.

After driving big boys cars, oh and the wrong brake balance, Matthew found the Morgan handled rather differently but only reported slides rather than fully blown spins.

Philip McK had a misfire and engine cut out over 5000 revs while Phil B's misfire began at 4000 revs, both were later fixed by Brands Hatch and Techniques before the race. All was not quite so well and easily mended or taped up for Simon McD who found some fluid exiting out of Woodcote at c100 mph and lost his back end, spinning twice and hitting the concrete wall each time, severely messing up his newly balanced and working car. Once again, the inherent strength of the Morgan enabled Simon to walk away totally unscathed but the car is off to Chas with some repairs to be done to body

work and chassis. Simon meanwhile is off to do lots of overtime or to find some new clients to finance the bill. Or to send Mandy out.

After a tense wait for the times, Keith was adjudicated to be on pole with Rick (on different tyres from Saturday) second and just under a second slower. Matthew was third, Peter fourth, Simon academically fifth, Chris W sixth and Chris A seventh. James led class C, Kelvin class D and Alan class E. This time we just had a three hour wait until the next bout of extreme activity allowing ample time for those essential repairs, tweaking, dusting of brakes and some sunbathing.

At last the race was called, with the Morgans just about visible in the heat haze as they began their green flag lap. As the lights went green or thereabouts, Rick roared off, leading at Copse with Keith and Matthew in hot pursuit. Peter was briefly in third and squeezing through between the front row before the class A cars managed to translate their power into grip, spoiling once again Peter's delusions of big time grandeur.

Simon OG attempted to get as close to Phil H and James as he could at the start but all his best laid plans were swept aside as he braked for Copse, lost the back end and spun off into the gravel. The next day, Simon located the perfect excuse for his trip, leaking fluid on one of his brake drums. Philip McK locked up as he successfully attempted

continued on page 2

2001 Championship Class standings after 6 rounds

Class A	
Keith Ahlers	62
Matthew Wurr	30
Rick Lloyd	20
Christopher Williams	18
Class B	
Chris Acklam	54
Peter Horsman	45
Philip McKelvey	30
Phil Hollins	28
Peter Sargeant	12
Grahame Walker	8
Phil Brown	4
Bill Bellinger	3
Class C	
James Paterson	65
Simon Orebi Gann	39
Paul Burry	24
Daniel Ward	18
Andy Green	18
Paul Chauveau	14
Leigh Sebba	4
Robin Pearce	2
Class D	
Kelvin Laidlaw	48
Jack Bellinger	38
Mary Lindsay	27
Phil Goddard	20
James Bellinger	6
Class E	
Alan Wickenden	58
David James	40
Stephen Wheatley	24
Adrian and der Kroft	16
John Clarke	10

continued from page 1

to avoid Simon and added rubber smoke to the sand storm. Phil had already been abandoned in the collecting area with a non-starting car which he had managed to start just in time for the race, but happily he managed to avoid Simon and the gravel. Simon leapt out of his car and through a "door" in the wire to join some of the supporters club, while his car was unceremoniously pulled off the track and out of the gravel by a tractor kept especially for the purpose. (That purpose being to drag cars off the track, not to drag Simon's car off the track, which tractor is kept at Castle Combe). (And Mallory Park).

The race continued apace with much excitement from the class A boys (as they like to see themselves) who had decided to make Keith work hard for his lead in their newly tuned cars. Matthew, who had overtaken Rick, led at the end of the first lap, but Keith overtook him on the second, which left Rick pushing Matthew at every opportunity. Matthew was so close behind Keith at Luffield and trying to get up his inside that he left some paint on Keith's already scarred car. Gradually Keith pulled away from the other two as they spent their time sparring, with Matthew just holding Rick back. On the seventh lap Rick attempted to get up Matthew's inside at Copse but locked up, disappearing in a cloud of dust into the gravel. He thought he was going to get bedded down but drove at the Armco anyway as he knew from previous experience that this might prove a way out; indeed it did, allowing Rick to rejoin both the track and race. Matthew continued unharassed after Keith during this interval, drawing ever closer until Alan W, unaware of his presence, took Matthew's line causing him to slow, Keith to escape and Rick to begin to catch up. A further disaster

struck for Matthew soon after, as his oil pressure fell dramatically to 25 pounds per cubic litre (or something), so he prudently withdrew from the race two laps from the end.

Next up, Peter was outpowered by the remaining class A car of Chris W on lap 2 but Chris then waved Peter back past on the third lap and began going slower and slower to eventually finish last. Fortunately there was absolutely nothing wrong with his car that a bonnet clip wouldn't remedy! Peter led his class throughout the race with Chris A some way behind. Once Philip McK had recovered from the Simon OG incident he slowly powered up the field, catching up with Phil H on lap 7. The two then enjoyed a three lap spar to the flag with Phil H just ahead.

James stayed ahead of his class, behind Chris A, his usual target (who had escaped on the long straights), but ahead of the other class Bs. Dan pushed Andy all around the track until he lost his car in the gravel at Copse on the 8th lap spinning from the left onto the right side and then somehow regaining the track but finishing a full 17 seconds behind Andy.

Kelvin and Mary had another battle for class D with Mary ahead for the first lap. They diced their way around for the whole race but Kelvin held the lead from the second lap. Mary put in the fastest lap for the class and was awarded driver of the day as a consolation prize.

Alan began well, ahead of both classes D and E, but suddenly started to slow until by lap 5 members of his own class, who had only ever recollected seeing him in the holding area before, suddenly came upon him. John C was the first to dare to overtake. Eventually Alan finished 16th out of 18 as his gear box had gone with a bang on lap 4

leaving him with only 4th to complete the race. His Championship hopes might have gone bang with his box. He was perhaps consoled with fastest lap achieved on lap 4.

John tried in vain to catch Mary and Kelvin but the long straights allowed them to escape, unlike the preceding week at Rockingham where John had made Kelvin work hard for his place. John did win his class with David defiantly confident with his new brakes second, and comfortably ahead of five other drivers. John's rare track appearance had obviously paid off.

Stephen Wheatley once again showed his improving skills and finishing position in his 4/4, beating two +8s and also taking Alan's 4/4 on the last lap.

Up at the front following Rick's gravel trap excursion and Matthew's withdrawal, Keith powered to an unassailable lead taking the chequered flag 9 seconds ahead of Rick. Peter's delusions of grandeur were fulfilled after all as he did

come third (but 25 seconds behind Keith). Chris A came fourth, James fifth and Phil H sixth.

Everybody except the two Simons and Alan reported thoroughly enjoying themselves despite the isosceles nature of the track and the extreme heat. It was also a great race for us spectators with plenty of action all over the field. And some on the track. Keith Ahlers usually gets pole position for the races but it looks at the moment that it's James Paterson in pole position for the Championship. But it's not all over until the fat man waves the chequered flag (as they might say) and there's a queue if the fettler farmer fails.

Your hack is concerned that writer's block may be rearing its ugly head and so is seeking alternative entertainment in the Indian Ocean when you lot are at Cadwell, so enjoy yourselves and think up some good excuses for Kate, to whom we will all be indebted (except perhaps Simon).

Ruth Horsman

Circuit		Silverstone National								
Date		29-Jul-01								
LAP CHART										
		Laps -->								
Pos	1	2	3	4	5	6	7	8	9	10
1	99	29	29	29	29	29	29	29	29	29
2	29	99	99	99	99	99	99	2	2	2
3	2	2	2	2	2	2	2	54	54	54
4	54	28	54	54	54	54	54	13	13	13
5	28	54	13	13	13	13	13	21	21	21
6	13	13	28	21	21	21	21	69	69	69
7	21	21	21	69	69	69	69	55	55	55
8	69	69	69	45	45	45	55	45	45	45
9	45	45	45	25	25	55	45	25	25	25
10	25	25	25	55	55	25	25	71	71	
11	55	55	55	28	71	71	71	7	7	
12	1	1	1	1	7	7	7	18	18	
13	7	71	71	71	1	18	18	24	11	
14	71	7	7	7	18	1	24	11	24	
15	24	18	18	18	24	24	11	1	44	
16	18	24	24	24	11	11	1	44	1	
17	11	11	11	11	44	44	44	48	48	
18	44	44	44	44	28	28	28	28		
19	48	48	48	48	48	48	48			

(supplied by Jan Jones)

Rick rocks at Rockingham

A select band of eleven drivers from the MMCC responded to the MG Car Club's invitation to take part in a British Sportscar weekend on 21 and 22 July held at the brand new track at Rockingham. The approach to the circuit is through a large, surreal, industrial processing estate complete with belching power stations. Then suddenly in the middle of an apparent building site (erm, not only an apparent one), the spectator stands loom ahead and the circuit looks nearly finished like a holiday resort that is almost completed prior to the arrival of its first guests, but not quite.

About half of those drivers present had tested on the previous day, so eager discussions concerning braking points and gear changes took place, but as the layout is still being decided it will probably be altered by the time the rest of you have the opportunity to experience its charms for yourselves. Your reporter can report that there is a lot of concrete. For spectators, the design is excellent as from the heights of the stand the entire track can be seen and saves all that running about between vantage points trying to keep a watchful eye on one's nearest and dearest dashing around like a lunatic risking life, limb and bank balance in an attempt to find that elusive second on the track.

Anyway, as the Morgans roared off to practice after scrutineering and a drivers' briefing, most of the spectators decided to stand on the pit roof where a fairly good view was to be had. Everyone was delighted to see Simon and Mandy with a working car, particularly as it had survived testing. John Clarke also made a rare appearance, while Edge had joined us for the first time this year, other than Spa, and Jason Lane, one

of Peter's partners was making his debut in the world of competitive motor sport, driving our ivory Moss Box. As Jason had experienced some difficulty in driving the Moss Box and keeping up with us while we were towing, your scribe felt fairly sure that he would not come to any particular harm. She was slightly nervous about the reliability of the blue car when Peter informed her, prior to setting off for practice, that he had an apparent problem with his fuel guage. It was registering empty and he was certain that the tank was full on loading.

Your hapless hack settled down to watch practice, notebookless and secure in the knowledge that as this wasn't a championship round she could just enjoy (endure?) the session as no-one would be requiring a report. As you have probably noticed by now this was a misguided assumption on her part and the following is a very biased account as it comes straight from the horses' mouths with some hazy recollections thrown in from the pit roof. I was unable to speak to Simon after the race, however.

Those drivers who had tested the previous day stoically stated to a man that it had been worth the time and outlay while Edge was heard to mutter that quarter of a second's advantage seemed rather expensive, but these are surely the remarks of a prospective new father no doubt counting the cost of baby paraphernalia. The general consensus seemed to be that everyone enjoyed themselves but found the concrete rather daunting as the track was slippery with isolated damp patches following early morning rain. Many drivers reported a lack of scenery to act as braking etc points, having to rely instead on the position of men in hard

hats driving diggers, which was all very well of course until they moved.

Others reported that there were markers so you will just have to drive the circuit for yourselves as no one would lend me their cars to check out the matter on your behalf. This was particularly galling (but maybe understandable) as I had half ownership of nearly a fifth of the cars on the track, or so I thought.

Jason quickly found one of those afore-mentioned damp patches and spun on the first hairpin. But all was well as Peter was nowhere in sight.

Somewhat less fortunately, he spun for the second time towards the end of practice, Peter was right behind and had a great view of his assets in the mud. The surprise for your independent observer was not so much the position of the ivory car but the driver what put it there.

David James, who never likes to be outdone in the spinning stakes, performed two of his own, once he claimed while allowing some faster cars through who dithered around and precipitated his twirl. James Paterson hurled his recently renovated Moss Box "Noddy" around keeping it well away from those concrete walls. John and Kelvin practiced for the race by showing one another lines which John declared to be rather different from those which he might have chosen for himself. Rick just played with his newly found power and balance while Simon appeared to be enjoying the sensation of a moving vehicle.

Your reporter quickly noticed that Peter failed to come around after about four laps but as the flags seemed fairly lifeless she concentrated on the action, particularly as Peter had said that he was going to take things gently. (How your gullible scribe falls

for this one quite so often really is one of Life's great mysteries) [*Ed: no, it's just a girl thing...*]. It soon became obvious that he was either so laid back as to have fallen asleep or that he had a problem.

To great consternation from the "Orange" supporter on the roof, Simon coasted down the pit lane looking furious even from behind his visor. He brought the car to a dramatic halt, unbelted, got out, reached into the depths of the footwell from where he produced a large screwdriver which he distainfully plonked onto the pitwall. By the time Simon belted up again practice was over and everybody filed back off the track with the exception of Peter who was ignominiously towed back. It had become embarrassingly apparent that his fuel guage was working just swell after all. Perhaps next door's cat has a secret petrol drinking habit.

Andy was next for the chop as he was summoned to the clerk of the course to be severely admonished for spinning under a yellow flag. He bravely took his son with him for moral support. It seemed that despite a paucity of drivers, the Morgans were providing great entertainment. This was just as well as the race took place the following morning, so to kill time Rick and Simon had entered another race. This was the last one and James decided he had time to change his fuel pump after sneaking a good look under the ivory car's bonnet. (or perhaps James learned that a fuel pump was apparently superfluous).

Amazingly for a racing weekend, the weather was fine following early drizzle for the race on Sunday morning, so our intrepid drivers filed out for a rolling start. Rick was on pole with Simon alongside, James Edgerton and Peter on

the second row, James Paterson and Andy Green on the third row, Leigh and John on the fourth row, Kelvin and David on the fifth with Jason bringing up the rear. They dutifully followed the pace car around and then as the pace car went in and the lights changed they were off with Edge taking the lead, hotly pursued by Rick and Peter with Simon in fourth.

The hairpin into the chicane with its ominous concrete wall was successfully manoeuvred by all the drivers and with that psychological block over the racing began in earnest. When Rick saw not only Simon, but Peter too in his mirrors, he decided to put the power on and whizzed off and past Edge and off into an unassailable lead. Edge led Simon with Peter all over his tail until the straight before the hairpin where Peter overtook Simon.

Then there was a discreet gap until the jostling pair, James and Andy, came into view followed by Leigh. Next came Kelvin and John, scrapping all the way, while David and Jason brought up the rear, with Jason gently pushing, but with David firmly in control..

Under the rules of the day the race lasted for 15 minutes and one final lap which translated into 12 laps for the leaders. Rick held the position of race leader with an ever increasing distance between himself and Edge while everyone else also held the positions above until the tenth lap, although that disguises the scrapping which was taking place between the aforementioned pairs of drivers.

“Noddy” began to lose his/her brakes after the sixth lap in an all too familiar Moss Box manner (see excuse list from last season) so James lost the track at one point only to be waved back on by his pursuer Andy, who was no doubt hoping that the clerk of the course was admiring the excellent control with which he drove his car.

On the tenth lap Simon, who was getting more and more outraged by the presence of a class B car in front of him hammered up the inside of my husband in a rather over-ambitious attempt to out brake him into the ensuing right hander. A major accident with huge loss of life was sure to occur through this reckless manoeuvre as he locked up his brakes and began to career out of control towards my innocent ex-champion. However, showing a remarkable presence of mind and awareness, Peter declined to take the bend and sacrificed himself selflessly to the grass [Ed: er, less of the hagiolatry please or, in less exalted circles, ‘pass the sick-bag Alice’] allowing Simon the full width of the track to regain control which he gratefully accepted. Peter gallantly set off after Simon, but with only two laps left was unable to catch him.

Once Rick realised that he was on the final lap of what the commentator was describing alternatively as a “blistering” and “blinding” drive he decided to have a bit of fun and started sliding his car sideways, not showing off you understand just “playing with the traction”, and took the chequered flag and an undeniable victory. The questions hanging in the air are how does Rick’s car now compare with Keith’s and will Matthew have to get his computer out again and where is Peter Garland and quite what was the unpracticed Peter in his Class B car with Class A times playing at?

As many of these questions will no doubt have been answered by the time you receive this report at Silverstone, your reporter won’t waste any more of your time on them, but you may be interested to know that race cars do require petrol to run and that after the race Simon had to be towed off the track as he too suffered from a shortage of fuel but happily



for him after the flag.

Rick returned to the paddock with an enormous trophy in some sort of lily shape generously donated by Peter Morgan which should be a good incentive to race for next year. Peter took Class B, Andy Class C, Kelvin Class D and the champagne for driver of the day, and John Class E.

Much later in the day, Rick and Simon represented the Morgans in the Rockingham Trophy Race and once again Rick drove a “blistering” race to beat all the “sub 4 litre”

MGs by half a lap. Simon too was having a good race when towards the end he lost oil pressure and withdrew only to find that a bung cover had fallen off the engine and that all was wellish after all.

The weekend was declared a success and the general consensus seemed to be that after the teething problems are sorted out the track should provide a good alternative independent venue for club racing.

Ruth Horsman

Circuit Date	Rockingham 22-Aug-01											
	Laps -->											
Pos	1	2	3	4	5	6	7	8	9	10	11	12
1	2	2	2	2	2	2	2	2	2	2	2	2
2	3	3	3	3	3	3	3	3	3	3	3	3
3	54	16	16	54	54	54	54	54	54	16	16	16
4	16	54	54	16	16	16	16	16	16	54	54	54
5	21	21	21	21	21	21	21	21	21	21	21	21
6	45	45	45	45	45	45	45	45	45	45	45	45
7	31	31	31	31	31	31	31	31	31	31	31	31
8	71	71	71	71	71	71	71	71	71	71	71	71
9	18	18	18	18	18	18	18	18	18	18	18	18
10	11	11	11	11	11	11	11	11	11	11	11	11
11	90	90	90	90	90	90	90	90	90	90	90	90

(supplied by Jan Jones)

LAUNCH OF THE AERO 4

Yes, we're at it again, the 4 cylinder Morgans are throwing down the gauntlet to those woofly plus eights and intend to carry off the Birkett 6 Hour Relay prize (again!!).

The Aero 4s take to the track at Silverstone on Saturday 27 October with the strongest line up of 4 cylinder Morgans ever assembled. The team is to comprise Matt Taylerson in



his SuperSports (1999 Birkett winner), our reigning champion Alan Wickenden in

the quickest Zetec engined Mog on the planet, Tony Howard in the SLR (lap record holder at Goodwood), Billy 'the wizz' Bellinger in the 1999 Birkett winning 4/4 and last but not least, Adrian Van Der Kroft in the 12 Hour Le Mans winning +4 'XOV'.

The Aero 4's are again managed by that old campaigner Doug Taylerson (well he can remember black and white TV) and Techniques will be manning the pit garage.

Want to be part of a winning team? then please offer your help to Doug or Matt Taylerson (0208 977 3508) or John Clarke (01494 837 605).

Plus eights....they have no chance!!!. [Ed: spherical objects]



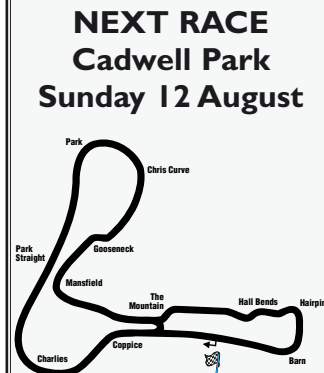
Circuit **Rockingham** Length 1.620 miles
Date 30-Jul-01 Weather/track Cloudy/damp

Rockingham Qualifying & Race Results

PRACTICE												
Pos	No	Class	Driver	Car	Time (mins: secs)	Behind (secs)	kph	mph				
1	2	A	Rick Lloyd	+8	1:16.417		122.82	76.32				
2	16	A	Simon McDermott	+8	1:17.464	1.047	121.16	75.29				
3	3	A	James Edgerton	+8	1:17.894	1.477	120.49	74.87				
4	54	B	Peter Horsman	+8	1:19.981	3.564	117.35	72.92				
5	21	B	James Paterson	+8	1:21.054	4.637	115.80	71.95				
6	48	C	Andy Green	+8	1:21.925	5.508	114.56	71.19				
7	31	C	Leigh Sebba	+8	1:23.011	6.594	113.07	70.26				
8	18	E	John Clarke	+4SS	1:27.429	11.012	107.35	66.71				
9	71	D	Kelvin Laidlaw	+8	1:27.438	11.021	107.34	66.70				
10	11	E	David James	+4	1:39.457	23.040	94.37	58.64				
11	90	B	Jason Lane	+8	1:41.521	25.104	92.45	57.45				
RACE												
Pos	No	Class	Driver	Car	Race time (mins: secs)	Laps	Behind (secs)	kph	mph	Best lap	kph	mph
1	2	A	Rick Lloyd	+8	15:12.715	12		123.40	76.68	1:14.652	125.73	78.12
2	3	A	James Edgerton	+8	15:31.853	12	19.138	120.86	75.10	1:16.529	122.64	76.21
3	16	A	Simon McDermott	+8	15:35.777	12	23.062	120.36	74.79	1:16.430	122.80	76.31
4	54	B	Peter Horsman	+8	15:38.680	12	25.965	119.99	74.56	1:16.630	122.48	76.11
5	21	B	James Paterson	+8	16:14.827	12	02.112	115.54	71.79	1:19.249	118.43	73.59
6	45	C	Andy Green	+8	16:16.668	12	03.953	115.32	71.66	1:20.061	117.23	72.84
7	31	C	Leigh Sebba	+8	16:27.058	12	14.343	114.11	70.90	1:20.425	116.70	72.51
8	71	D	Kelvin Laidlaw	+8	15:58.922	11	1 lap	107.67	66.90	1:24.356	111.26	69.14
9	18	E	John Clarke	+4SS	16:08.598	11	1 lap	106.59	66.23	1:26.289	108.77	67.59
10	11	E	David James	+4	15:48.573	10	2 laps	98.95	61.48	1:31.418	102.67	63.79
11	90	B	Jason Lane	+8	15:48.923	10	2 laps	98.91	61.46	1:31.393	102.70	63.81
Fastest laps					(mins: secs)	on	kph	mph				
A	Rick Lloyd	+8	1:14.652	3	125.73	78.12						
B	Peter Horsman	+8	1:15.530	5	124.26	77.21						
C	Andy Green	+8	1:20.061	10	117.23	72.84						
D	Kelvin Laidlaw	+8	1:24.358	9	111.26	69.13						
E	John Clarke	+4SS	1:26.289	11	108.77	67.59						

Circuit		Silverstone		Length		1.639 miles						
Date		30-Jul-01		Weather/track		Sunny/Dry						
PRACTICE				Time	Behind							
Pos	No	Class	Driver	Car	(mins: secs)	(secs)	kph	mph				
1	29	A	Keith Ahlers	+8	1:04.681		146.81	91.22				
2	2	A	Rick Lloyd	+8	1:05.391	0.710	145.22	90.23				
3	99	A	Matthew Wurr	+8	1:06.427	1.746	142.95	88.83				
4	54	B	Peter Horsman	+8	1:06.866	2.185	142.01	88.24				
5	6	A	Simon McDermott	+8	1:06.926	2.245	141.88	88.16				
6	28	A	Chris Williams	+8	1:07.160	2.479	141.39	87.86				
7	13	B	Chris Acklam	+8	1:08.394	3.713	138.84	86.27				
8	21	C	James Paterson	+8	1:08.846	4.165	137.93	85.70				
9	69	B	Phil Hollins	+8	1:09.317	4.636	136.99	85.12				
10	39	C	Simon Orebi Gann	+8	1:09.607	4.926	136.42	84.77				
11	45	C	Andy Green	+8	1:10.095	5.414	135.47	84.18				
12	25	C	Dan Ward	+8	1:10.457	5.776	134.77	83.74				
13	55	B	Philip McKelvey	+8	1:11.782	7.101	132.29	82.20				
14	1	E	Alan Wickenden	4/4	1:13.667	8.986	128.90	80.10				
15	71	D	Kelvin Laidlaw	+8	1:14.430	9.749	127.58	79.27				
16	7	D	Mary Lindsay	+8	1:14.998	10.317	126.61	78.67				
17	18	E	John Clarke	+4SS	1:15.604	10.923	125.60	78.04				
18	24	B	Phil Brown	+8	1:16.339	11.658	124.39	77.29				
19	11	E	David James	+4	1:16.453	11.772	124.20	77.18				
20	44	E	Stephen Wheatley	4/4	1:17.133	12.452	123.11	76.50				
21	48	D	Philip Goddard	+8	1:20.178	15.497	118.43	73.59				
RACE				Race time	Behind	Best						
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph	Best lap	kph	mph
1	29	A	Keith Ahlers	+8	11:07.381	10		142.28	88.41	1:04.926	146.26	90.88
2	2	A	Rick Lloyd	+8	11:16.453	10	9.072	140.38	87.23	1:05.591	144.77	89.96
3	54	B	Peter Horsman	+8	11:32.976	10	25.595	137.03	85.15	1:07.605	140.46	87.28
4	13	B	Chris Acklam	+8	11:43.758	10	36.377	134.93	83.84	1:08.815	137.99	85.74
5	21	C	James Paterson	+8	11:51.401	10	44.020	133.48	82.94	1:09.579	136.47	84.80
6	69	B	Phil Hollins	+8	11:52.084	10	44.703	133.35	82.86	1:08.839	137.94	85.71
7	55	B	Philip McKelvey	+8	11:52.431	10	45.050	133.29	82.82	1:09.225	137.17	85.24
8	45	C	Andy Green	+8	11:58.060	10	50.679	132.24	82.17	1:10.090	135.48	84.18
9	25	C	Dan Ward	+8	12:15.091	10	1.07.710	129.18	80.27	1:09.769	136.10	84.57
10	71	D	Kelvin Laidlaw	+8	11:24.636	9	1 lap	124.83	77.56	1:14.087	128.17	79.64
11	7	D	Mary Lindsay	+8	11:25.300	9	1 lap	124.71	77.49	1:13.901	128.49	79.84
12	18	E	John Clarke	+4SS	11:42.790	9	1 lap	121.60	75.56	1:15.940	125.04	77.70
13	11	E	David James	+4	11:45.030	9	1 lap	121.22	75.32	1:16.406	124.28	77.22
14	24	B	Phil Brown	+8	11:46.051	9	1 lap	121.04	75.21	1:16.373	124.33	77.26
15	44	E	Stephen Wheatley	4/4	11:49.930	9	1 lap	120.38	74.80	1:16.568	124.02	77.06
16	1	E	Alan Wickenden	4/4	11:51.792	9	1 lap	120.07	74.61	1:14.582	127.32	79.11
17	48	D	Philip Goddard	+8	12:15.879	9	1 lap	116.14	72.16	1:19.353	119.66	74.36
18	28	A	Chris Williams	+8	11:09.270	8	2 laps	113.51	70.53	1:08.093	139.45	86.65
Not classified												
99	A	Matthew Wurr	+8	9:16.786	8					1:05.94	144.00	89.48
39	C	Simon Orebi Gann	+8		0					0:00.00		
Fastest laps				(mins: secs)	on	kph	mph					
A	Keith Ahlers	+8	1:04.926	5	146.26	90.88						
B	Peter Horsman	+8	1:07.605	8	140.46	87.28	New lap record					
C	James Paterson	+8	1:09.579	4	136.47	84.80						
D	Mary Lindsay	+8	1:13.901	7	128.49	79.84						
E	Alan Wickenden	4/4	1:14.582	4	127.32	79.11						
Old Lap Records				(mins: secs)	kph	mph						
09-Aug-97	A	Peter Garland	+8	1:04.48	147.27	91.51						
15-Jul-00	B	Chris Acklam	+8	1:08.07	139.50	86.68						
02-Sep-00	C	James Paterson	+8	1:08.29	139.05	86.40						
15-Jul-00	D	Ian Hepburn	+8	1:13.49	129.21	80.29						
15-Jul-00	E	Alan Wickenden	4/4	1:13.22	129.69	80.58						

Qualifying & Race Results: Race 6



Testing:

Evening before from 6-8pm - cost £100. Must book and pay in advance. Tel: 01327-320216.

Petrol:

Not available. Small petrol station on road outside the circuit but it doesn't open until 9.30am on Sundays!

Circuit length

2.170 miles

Lap records *

Class A 1:38.53

Klaus Nesbach

Class B* 1:45.90

Grahame Walker

Class C* 1:47.38

Jack Bellinger

Class D* 1:45.38

James Paterson

Class E* 1:48.64

Peter Horsman

* old class spec.

Programme

Sign-on 0845

Scrutineering 0900

Practice 0945-1000

Race 3 1420

Morgan Motor Challenge; Jaguar XJS Challenge; MC Saloon & Sports Cars; Jaguar 6 pot Challenge, TR Register; Tom Rowe Centurion Challenge (46 laps); Sports Racing & GTs; Jaguar Challenge

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

Entry Forms

Entry forms for **Mallory Park** and **Bentley Drivers'** have been sent out to all registered drivers. If you haven't received a copy, please contact Serena (closing dates are 18 and 24 August respectively).