

Lap records fall at Snetterton

As all seasoned drivers and supporters know, Snetterton is one of the bleakest tracks on the MMCC circuit. Although initially cold, Sunday 14th April dawned fair and boded well for a good day's racing. Twenty two drivers arrived to defend their honour, including a new contender in class A, Tim Bryan, who comes to our challenge having driven other V8s in RoadSport challenges in the 1980s. You will be delighted to know that all present welcomed him into the fold in true Morgan style.

Scrutineering passed off painlessly. As Phil Brown's new overalls passed scrutineering he was allowed out without showing off his underwear. Chris Acklam wowed the pits with his brand new Chasmobile, a stunning Class B spec build in a darker shade of blue than that sported by his rival Peter Horsman. The Orebi Ganns decided to wow the spectators in their road car instead of their race series number and arrived in their splendid new Aero 8 in a rather nice shade of green. This provided the punters with endless photo opportunities and the Morgan nerds with lots of scope for headlight discussions. A new set of twiddly lines had been added to the headlight surround giving it a less cross-eyed

effect. Simon was seen hastily locking the Aero 8 when a carless Matthew Wurr was spied walking around the pits.

Practice was enjoyable on the cloudy/dry track and produced some interesting qualifying times. When Peter Garland found himself behind Keith he thought to check out his rival's lines, but Keith had other ideas and zoomed off leaving Peter breathing in his exhaust fumes. In his haste to escape from Peter, Keith managed to beat his own lap record by over a second and qualified first on the grid.

Rick was delighted to find that his car was fine, after the disappointment at Donington and despite lots of traffic, found himself second on the grid ahead of Garland by 3/1000th of a second. Next in fourth place and leading class B came Peter Horsman who had also qualified faster than Rick's lap record, but with a worrying rattle which proved only to be the propshaft hitting the prop shaft cover. James Paterson was 5th in Noddy, who was sporting a borrowed gear box.

Paul Burry, on his first outing this year, led class C in 6th place, and he too was just faster than the lap record set by James. Simon OG, the class C winner at Donington, had

been dismayed when Paul had whizzed past him during practice, but managed to qualify in 8th place behind Chris Acklam, who was still exploring his new car's handling capabilities. Andy Green, who was next on the grid, had the indignity of being towed back to the pits after his car, which had been misfiring, decided to give up and die. Unfortunately, the ECU proved faulty and he was unable to race.

Mary and Jack decided to pre-empt the formalities of practice and spent the time dicing with one another instead of concentrating on the task in hand. So Kelvin was faster than them both, and led the class on the grid, followed by Jack, Mary, Phil Brown, Philip Goddard and the sole representative of Class E, David James, who was also making his debut appearance of the season. But the old lap records set by Peter Horsman and Alan Wickenden for Classes D and E remained unchallenged

Keith, Rick, Peter H and Tim whiled away some of their spare time between the Morgan practice and race by entering the 750 Roadsports qualifying, where the aforementioned first two took the first two places with Peter fourth. Rick was delighted to be under+ second behind Keith, and Peter was delighted to be behind them and in front of some pretty speedy opposition. Tim was not quite so lucky as he experienced problems with his accelerator, which in turn led to problems with his carburettor, which in turn meant that he was unable to enter either race. He

remained philosophical.

Amazingly for a race day, the Morgan race took place before lunch, watched as always at Snetterton by the loyal, local, Norfolk Morgan owners. Keith got off to an awful start which allowed Rick to gain the lead with Peter H forging ahead of Peter G. Rick lost his first place to Keith in the Esses and then set about chasing him for the rest of the race. Needless to say, Garland quickly overtook Horsman down the Revett Straight leaving him in an unassailable 4th position, miles ahead of the rest of class B.

Meanwhile, further down the field, disaster struck at the end of the back straight, when Chris Dady went flying up the inside with smoke coming out of his brakes and with nowhere to go. He mounted Sarge from behind, damaging both cars, and knocking Sarge off the track. Simon OG was also squeezed off the track in the melee and drove off, avoiding waiting bollards as he went, onto the grass. Simon, Chris and Sarge all waited until David James had passed at the back of the field and managed to regain the track from their respective resting places before the race leaders roared around. Chris carried on for two further laps until retiring with a damaged car and a more seriously damaged wrist, which was later diagnosed as broken! At the end of the first lap Simon's chances of winning Class D for the second race running were seriously undermined. He was third from last, while Sarge was indeed last.



At the front: Keith Ahlers, Rick Lloyd, Peter Garland and Peter Horsman

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Several other tussles were happening all over the track. Paul Burry was taking advantage of his new rear springs and the handling thereby afforded to hold on to 5th place for a lap until being overtaken firstly by Chris Acklam and then James Paterson. Paterson provided lots of interest to the spectators and commentators alike as a local ‘boy’ James gave Chris no respite the entire race as he attempted every trick in the book to get past him. Chris obviously kept his foot off his new brakes as much as possible, and made the new car so wide that although James seemed anxious to examine Chris’s paintwork in closer detail, he could never quite get past. James later claimed that he was held up by Chris and his desire not to add Windridge blue to his already colourful mount, as he recorded a faster lap time.

Class D drivers were busily fighting amongst themselves with Leigh, Phil Brown and David joining in where appropriate. Leigh was very pleased to have kept them all behind him for the entire race after making a good start and so gaining a good distance advantage. Jack got ahead of Kelvin at the start but was retaken down the straight. Jack then passed Kelvin, who retook Jack as he positioned himself badly when being overtaken by Leigh, thus allowing the flying doctor to pass as well. Jack spent a few laps nipping at Kelvin’s rear, but by the 4th lap Kelvin had established an unassailable lead and Mary started nibbling at Jack. She overtook on the 5th lap and then Jack retook her on the 7th. Mary whipped past Jack down the straights,



Chris Dady with damaged car and twist



Chris Acklam trying to keep his new car ahead of the close attentions of James Paterson's Noddy with Paul Burry in close attendance

but on the 8thlap some ungentlemanly behaviour took place when Jack pushed Mary off onto the grass at the bung hole by drifting over, leaving Mary with nowhere else to go. Mary couldn’t quite recover her equilibrium after this loss of time and so finished the race well behind Jack, but well ahead of Phil B, Philip G and David.

At the front the four race leaders kept their places and began to weave through the back markers on the 5th lap. At times Rick seemed to be catching Keith, but Peter G couldn’t find any extra power and began to long for the rain of Donington. Then on the 13th lap Rick’s release bearing on the clutch went and as he began to slow Peter G nipped past to take second place, leaving Rick to coast around for the final two laps.

Keith swept to victory at the close of an exciting 15 lap race and as expected smashed his own lap record by a second. Peter G was second and Rick third, Rick was also faster than the lap record. Peter H came fourth, winning Class B and also breaking the lap record by a second. Chris kept James behind him to the last to take fifth place. Paul Burry took seventh place and Class C, but not the fastest lap, which went to Simon OG. Both contenders took solace in breaking James’s lap record

Simon OG had managed to make up ten places since his off on the first lap and was awarded the ‘Driver of the

Day’ champagne (Your scribe wasn’t paying full attention as to the reason for this, and so concluded it was for making up the places and gaining fastest lap, rather than for avoiding crashing into the back of the others at the incident site). The other incident survivor, Sarge, also did well to make up nine places, particularly as his car came away with a hurtie.

Kelvin came in 14th to take Class D and fastest lap but was over a second and a quarter outside the lap record. To popular acclaim David James won Class E, but was also well outside the lap record.

Just to add to the excitement of the day and to gain further racing experiences, Keith and Peter H, as previously mentioned, entered the 750 Roadsports Race. Keith won easily, and Peter, despite losing his clutch, and 4 places, when he nearly retired, made up the places, had an unforced crash and came second. Keith (only) also entered a further Roadsports race and swept to victory in that one too in a manner in which the lap times suggest was comfortable but allowing the second place man a controlled sniff.

Ruth Hrsman



Class D in line astern, Kelvin Laidlaw, Jack Bellinger, Mary Lindsay, followed by the Class C unfortunates of Simon OG and Chris Dady

Circuit	Snetterton														
Date	14-Apr-02														
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	2	2	2	2	2	2	2	2	2	2	2	2	8	8	8
3	8	8	8	8	8	8	8	8	8	8	8	8	2	2	2
4	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54
5	50	13	13	13	13	13	13	13	13	13	13	13	13	13	13
6	13	50	1	1	1	1	1	1	1	1	1	1	1	1	1
7	1	1	50	50	50	50	50	50	50	50	50	50	50	50	50
8	69	69	69	69	69	69	69	69	39	39	39	39	39	39	39
9	55	55	55	55	55	49	39	39	69	69	69	69	69	69	69
10	49	49	49	49	49	39	49	49	49	49	49	49	49	49	49
11	31	31	31	31	39	55	55	55	55	34	34	34	34	34	34
12	17	71	39	39	31	31	31	31	34	55	55	55	55	55	55
13	71	17	71	71	34	34	34	34	31	31	31	31	31	31	31
14	7	7	17	34	71	71	71	71	71	71	71	71	71	71	71
15	24	39	7	7	7	7	17	17	17	17	17	17	17	17	17
16	19	19	34	17	17	17	7	7	7	7	7	7	7	7	7
17	48	24	24	24	24	24	24	24	24	24	24	24	24	24	24
18	39	34	19	48	48	48	48	48	48	48	48	48	48	48	48
19	11	48	48	11	11	11	11	11	11	11	11	11	11	11	11
20	34	11	11												
(supplied by Jan Jones)															

(supplied by Jan Jones)

Circuit	Snetterton			Length	1.952 miles		Qualifying & Race Results: Race 2					
Date	14-Apr-02			Weather/track	Cloudy/dry							
QUALIFYING					Time							
Pos	No	Class	Driver	Car	(mins: secs)	Laps	Behind (secs)	kph	mph			
1	29	A	Keith Ahlers	+8	1:16.421	12		147.99	91.95			
2	2	A	Rick Lloyd	+8	1:17.841	11	1.42	145.29	90.28			
3	8	A	Peter Garland	+8	1:17.844	11	1.42	145.28	90.27			
4	54	B	Peter Horsman	+8	1:19.809	9	3.39	141.70	88.05			
5	1	B	James Paterson	+8	1:21.042	11	4.62	139.55	86.71			
6	50	C	Paul Burry	+8	1:21.965	11	5.54	137.98	85.73			
7	13	B	Chris Acklam	+8	1:22.768	11	6.35	136.64	84.90			
8	39	C	Simon Orebi Gann	+8	1:22.766	11	6.34	136.64	84.90			
9	45	C	Andy Green	+8	1:23.183	10	6.76	135.96	84.48			
10	69	B	Phil Hollins	+8	1:23.553	11	7.13	135.35	84.10			
11	19	C	Chris Dady	+8	1:24.075	10	7.65	134.51	83.58			
12	34	B	Peter Sargeant	+8	1:24.620	10	8.20	133.65	83.04			
13	49	C	Paul Chauveau	+8	1:25.118	10	8.70	132.86	82.56			
14	55	A	Philip McKelvey	+8	1:25.232	11	8.81	132.69	82.45			
15	31	C	Leigh Sebba	+8	1:25.940	10	9.52	131.59	81.77			
16	10	A	Tim Bryan	+8	1:25.987	10	9.57	131.52	81.72			
17	71	D	Kelvin Laidlaw	+8	1:27.832	10	11.41	128.76	80.01			
18	17	D	Jack Bellinger	+8mb	1:28.136	10	11.72	128.32	79.73			
19	7	D	Mary Lindsay	+8mb	1:28.504	10	12.08	127.78	79.40			
20	24	B	Phil Brown	+8	1:29.543	10	13.12	126.30	78.48			
21	48	D	Philip Goddard	+8	1:31.985	10	15.56	122.95	76.40			
22	11	E	David James	+4	1:34.225	9	17.80	120.02	74.58			
RACE					Race time	Behind				Best lap		
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph		kph	mph
1	29	A	Keith Ahlers	+8	19:15.142	15		146.85	91.25	1:15.893	149.01	92.59
2	8	A	Peter Garland	+8	19:36.877	15	21.735	144.14	89.57	1:17.433	146.05	90.75
3	2	A	Rick Lloyd	+8	19:57.035	15	41.893	141.71	88.06	1:16.376	148.07	92.01
4	54	B	Peter Horsman	+8	20:18.171	15	1:03.029	139.26	86.53	1:19.577	142.12	88.31
5	13	B	Chris Acklam	+8	19:22.010	14	1 lap	136.25	84.66	1:21.792	138.27	85.92
6	1	B	James Paterson	+8	19:22.576	14	1 lap	136.19	84.62	1:21.483	138.79	86.24
7	50	C	Paul Burry	+8	19:33.821	14	1 lap	134.88	83.81	1:22.099	137.75	85.59
8	39	C	Simon Orebi Gann	+8	19:47.795	14	1 lap	133.30	82.83	1:21.591	138.61	86.13
9	69	B	Phil Hollins	+8	19:55.901	14	1 lap	132.39	82.27	1:23.829	134.91	83.83
10	49	C	Paul Chauveau	+8	19:57.448	14	1 lap	132.22	82.16	1:23.115	136.07	84.55
11	34	B	Peter Sargeant	+8	20:11.069	14	1 lap	130.73	81.23	1:23.406	135.59	84.25
12	55	A	Philip McKelvey	+8	20:11.529	14	1 lap	130.68	81.20	1:23.698	135.12	83.96
13	31	C	Leigh Sebba	+8	20:21.912	14	1 lap	129.57	80.51	1:25.671	132.01	82.03
14	71	D	Kelvin Laidlaw	+8	19:17.721	14	1 lap	136.76	84.98	1:27.190	129.71	80.60
15	17	D	Jack Bellinger	+8mb	19:19.359	13	2 laps	126.81	78.80	1:27.328	129.50	80.47
16	7	D	Mary Lindsay	+8mb	19:22.741	13	2 laps	126.44	78.57	1:27.529	129.20	80.28
17	24	B	Phil Brown	+8	19:30.987	13	2 laps	125.55	78.01	1:28.391	127.94	79.50
18	48	D	Philip Goddard	+8	20:37.680	13	2 laps	118.79	73.81	1:33.235	121.30	75.37
19	11	E	David James	+4	20:42.568	13	2 laps	118.32	73.52	1:33.267	121.26	75.34
Not classified												
19	C		Chris Dady	+8	05:32.561	3	dnf	102.02	63.39	1:27.414	129.37	80.39
10	A		Tim Bryan	+8			dnf					
Fastest laps					(mins: secs)	on	kph	mph				
	A		Keith Ahlers	+8	1:15.893	12	149.01	92.59	New lap record			
	B		Peter Horsman	+8	1:19.577	3	142.12	88.31	New lap record			
	C		Simon Orebi Gann	+8	1:21.591	6	138.61	86.13	New lap record			
	D		Kelvin Laidlaw	+8	1:27.190	8	129.71	80.60				
	E		David James	+4	1:33.267	10	121.26	75.34				
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				
17-Jun-01	C		James Paterson	+8	1:21.789		138.27	85.92				
25-Apr-99	D		Peter Horsman	+8	1:25.750		131.89	81.95				
17-Jun-01	E		Alan Wickenden	4/4	1:27.248		129.62	80.54				

2002 Championship	
Class standings after 2 rounds	
Class A	
Peter Garland	19
Keith Ahlers	19
Rick Lloyd	10
James Edgerton	6
Philip McKelvey	5
Christopher Williams	2
Class B	
Peter Horsman	22
James Paterson	14
Chris Acklam	14
Peter Sargeant	6
Phil Hollins	6
Phil Brown	2
James Bellinger	1
Class C	
Simon Orebi Gann	20
Paul Chauveau	12
Paul Burry	10
Andy Green	8
Leigh Sebba	6
Chris Dady	4
Class D	
Jack Bellinger	19
Kelvin Laidlaw	17
Mary Lindsay	14
Philip Goddard	4
Class E	
Adrian van der Kroft	6
David James	6

Ahlers wins again at Brands Hatch

As soon as news of an impending MMCC race to be held at Brands Hatch on Sunday April 28th reached the gods of meteorological forces the weather immediately changed from one of the sunniest Aprils on record to the more usual typical blustery showers. Those who had taken Friday off for testing were treated to heavy rain for most of the day. By Sunday morning, although temperatures had returned to normal the sky was overcast and rain threatened. The meeting organised by the 750 club was one of those long drawn out affairs when hours pass between qualifying and the race (on this occasion the last of the day)

Our intrepid drivers, as you know, remain undeterred by waiting; indeed it gives them more time to rebuild their cars should that prove necessary. As three of them whiled away some of the time by entering a 750 Roadsports Championship race they significantly increased the their chances of a rebuild, whoops! of flying the Morgan flag.

When the Morgan drivers drove into the collecting area for qualifying, Rick and Keith arrived from the preceding Roadsports qualifying in a great lather. Rick was first on the 750 grid, and as Keith had been winning that particular series he certainly wanted to ensure pole for the Morgan series. Peter H, who had also entered, was feeling great as he had qualified 4th and was confident that his car was going well. Entry requirements for the Roadsports mean that they can run on different tyres and have to sport windscreens, so your scribe is reliably informed that there is still much to be proved between the two qualifying sessions as success in one does not necessarily mean anything in the other.

The track was dry but greasy and by its very nature there was a lot of traffic. Many drivers found that their tyres took a while to "come in" which is perhaps what happened to Paul Chauveau when he completely lost it as he came down Paddock Hill bend, went onto the gravel, and then wiggled across the track before coming to a stop just before the Armco on the right hand side of Hailwood. He must then have taken a deep breath before proceeding in a more circumspect manner for the rest of practice.

Rick and Keith were far from circumspect in their attempts to out qualify one another. They tore around as though the race had started. Keith even mis-selected first gear for third several times around Druids causing his car to slide in an alarming manner. It all came to a close when Rick chose the end of the Brabhams Straight on his 12th practice lap to over cook his tyres and enter the gravel trap big time, leaving huge tyre marks in the grass just to show his entry, but not his exit marks. This allowed Keith an extra five practice laps in which to clock a faster time.

Part way through qualifying an ominous black flag was hung out by one of the marshals at Brabhams with a really small orange circle on it, in which an even smaller, completely unreadable number was displayed. Chris Acklam and Simon OG both came in, as the flag had seemed to be waving at them, but both were found innocent and sent on their way. Eventually the culprits were found to be Leigh and Phil Hollins who were both guilty of leaking liquid. Times were obviously tense.

Eventually Keith took pole by four tenths of a second from Rick to lead class A, Phillip

McKelvey, also in class A was 9th as his conversion is taking a long time. He is now sporting class A wing mirrors to go with his class A wheels. Peter H who was third fastest, led class B, while somewhat controversially James P was in 4th with Chris A in 5th. Both Chris and Peter had a full oil catch tank by the end of practice indicating potentially serious engine problems. Paul Burry in 6th led class D with Andy Green two tenths of a second behind him, and Simon OG less than a tenth behind Andy! Class C was looking like being closely contended. Adrian VdK led class E in 13th place and Jack class D from 14th place.

After practice Brands Hatch Morgans mechanics and Chas spent hours sorting out Chris's car, while Techniques had a good go with Peter's and the leaking Phil's. Everyone else tried to keep warm and amused. Some racing was even watched, but mostly in motor homes of the grand prix variety.

Morgan supporters who turned out to watch the 750 Roadsports race were treated to the sight and sound of Morgans really fighting their corner against a wide variety of very competitive opposition. Keith and Rick fought each other at the front, and Peter in 5th took a place from a Ginetta when he went off, this time without any help from Peter. Peter then moved into 3rd when he overtook a Porsche, which he managed to keep at bay, although it was all over the back of him, until smoke was seen pouring out of every conceivable orifice of Peter's engine as he went up Surtees. He was then seen limping into the pits where the car died of terminal engine failure. Rick won the race, with Keith second, so those two had everything to play for as they whipped off their windscreens ready for the MMCC race.

The drivers were kept waiting in the collecting area for ages and as they waited, the rain which had been threatening all day, began to fall as a fine drizzle. As the race started the rain began to fall as heavy drizzle, but this didn't seem to deter either Keith or Rick who were each determined to win. Keith got the better start, but Rick overtook going down into Paddock Hill Bend, this time avoiding the gravel. Rick held the lead until Keith overtook on the 4th lap and then proved impossible to overtake thereafter.

Back at the grid, where Chris A and Paul Burry were on the third row, Paul made an average start and was unable to lunge forward into the gap left by Peter H's absence to overtake Chris, instead he had settle for tucking in behind Chris. Andy Green, behind Paul B on the fifth row, made a really good start almost pushing Paul wide at Paddock and then sat on Paul's bumper for the first few laps with Simon OG in hot pursuit of them both until Andy had a moment at Clearways. He turned the car left but it went straight on, onto the grass and off the wet track. Andy managed to keep going, recovering just in front of Simon OG but Simon's momentum allowed him to sweep past Andy at Paddock. Paul used the opportunity to get right away.

Leigh in 12th place also made a good start making up two places as he passed Phil Hollins and Paul Chauveau. On the 3rd lap Phil H had a surge of energy and overtook firstly Paul C, and then Leigh. Paul C waited for two more laps to overtake Leigh, who was then overtaken in the by now heavier rain by both Bellingers and Adrian.

The rain, coupled with a strong wind, made conditions difficult as it became hard to read which parts of the track

were wet and which were dry, with Clearways seeming to be the worst section. James P in 3rd place was seen to slide straight on here across the grass, but still managed to keep Chris A at bay. As Chris approached this section on the next lap he entered very cautiously and Paul B, who had by now caught up, took this as an open invitation to have his moment of glory. Paul managed to slip his nose inside the new blue beast to get ahead momentarily, only to be out dragged by Chris on the top straight. Paul was looking to try this manoeuvre again on the next lap when fortunately for the higher performance cars the rain stopped and they were able to cautiously put on the power and escape lesser mortals. The canny farmer had however put so much distance between himself and Chris that Chris was unable to catch him up.

Adrian, who had found himself behind Jack, when the latter got a better start, pushed all the way until he found some extra power or outmanoeuvred Jack on the 8th lap. Billy who had spent most of the race behind Adrian also found, and used his extra power to overtake the old man on the penultimate lap, but stayed circumspectly behind Adrian.

Kelvin, who had delayed Billy's progress for the first two laps spent the remaining ten laps holding back Mary, which meant that he never really managed his objective, which was to catch and overtake Jack. Kelvin finished only three tenths of a second ahead of Mary, which indicates the closeness and the joyful nature of their battle, but two places and miles behind Jack. Kelvin later declared that he was treating Mary to a taste of her own driving by making his car as wide as possible and so preventing her from overtaking.

Keith won the race, his class

and fastest lap with Rick in second place. James P, in 3rd, won class B but fastest lap went to Chris A in 4th. Paul B, in 5th won class C and took fastest lap. Adrian came 11th winning both Class E and fastest lap, while Jack came 13th also winning class D and taking fastest lap.

The rain and engine death have certainly made the points situation interesting, so it will be exciting to see what happens at Rockingham on a track, which is new to a high percentage of Morgan drivers in a few weeks time.

*Ruth Horsman
with thanks to those
who faxed her.*

MG meetings – Rockingham, Snetterton and Brands Hatch

We are advised that the Rockingham and Brands Hatch meetings will be held over two days - so practice on Saturday and race on Sunday.

Snetterton will be a one day meeting (Sunday).

Serena Aston

Lost

Peter Horsman has lost a multimeter at some past race meeting. If anyone has an A5 green and white box lurking in their toolbox, it could be his.

Please note

Entry forms and Regs have been sent to all registered drivers for all this year's meetings EXCEPT the last four - MGCC Snetterton, BDC, MGCC Brands and JCC Silverstone.

Rockingham

Those that are going to Rockingham, please note that you will need to fit a small catch tank to the axle breather. On the banking the axle oil moves to one side and last year several people had problems with oil dripping out. The circuit people do not like that.

GTN - Aero 8

The GT car is now being prepared for the Le Mans testing. It will not be at the next round of the National GT series. The regulations for FIA N-GT and Le Mans are different in several areas, including the chassis. As the car was sold to FIA GT, these modifications are now underway.

Class A

As discussed at the Driver's Meeting, It is planned to have a Technical Committee Meeting to discuss the requirements for the future of Class A.

It is important to note that this is not designed to change what we have, but plan what may happen.

If Class A (or prospective Class A) Competitors would like to pass on their thoughts to a member of the Technical Committee, this will enable the discussions to cover all the areas.

Mark Aston

NEXT RACE Rockingham Sat/Sun 25/26 May



Testing:

Testing available regularly - including the day before. Cost for competitors' testing **£150 full day**. Must use the form sent out with confirmations.

Info:

Info on the Rockingham website at www.rockingham.co.uk

Petrol:

Not available inside.

Circuit length

1.952 miles

Lap records

No official records set by Morgans, but last year's best times were:

Class A	1:14.652
Rick Lloyd	
Class B	1:15.530
Peter Horsman	
Class C	1:20.061
Andy Green	
Class D	1:24.358
Kelvin Laidlaw	
Class E	1:26.289
John Clarke	

Programme

Morgan Motor Company Challenge, 15 minute race

Qualifying

Saturday 12.45, Race Sunday 14.00

+ MG Challenge, Cockshoot Cup, TR Challenge, Metros, Midgets, BGV8, Jaguars, Thoroughbreds, Austin Healeys, Phoenix, Ferraris, Rockingham Classic, Rockingham Cup And during lunch break - MG Le Mans demo Golden Jubilee Parade

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.

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See also www.mogsport.net and www.brakehorsepower.net

for the latest opinions

