



The *Unofficial* Race Series Newsletter

Action packed Snetterton

Seventeen members of the MMCC assembled at Snetterton for the seventh round of the series at a meeting organised by the MG Car Club. Unusually for Norfolk the weather was bright and almost sunny but dominated by Constable-type clouds.

Scrutineering was at the civilised hour of 10:00 a.m. and certain of the party, including your scribe, took full advantage of this, arriving after 9:30 at the circuit. Indeed one, the Sarge, noted for his relaxed attitude, drove his racecar off the A14 and into the scrutineering bay and then out onto the track pausing only to throw his surplus belongings out onto the Morgan pit bank in passing. It just goes to show that all this adjusting of tyre pressures and general angst may be unnecessary after all.

Chris A was resplendent in a newly repaired car sporting three new wings, a new steering rack and new wheels and tyres. David had some rather natty little earless spinners, which glinted unthreateningly in the sunlight.

Keith and Rick treated practice as a taster session for the race as they sped around the track with Rick hanging onto the back of Keith's car. Once Keith had equalled his own lap record he stopped playing and came in. Rick soon joined him as he was having clutch problems and wanted to save the car for the afternoon's fun. Both Bellingers were out and Billy certainly wasn't about to wait for the race when he spotted an opportunity to overtake his Dad - specially choosing a spot right in front of the gathered supporters

on the bank at Russell to complete the manoeuvre. Billy's joy was complete when he found that he had qualified a second ahead of the old man and would start the race a row ahead of him.

Leigh was also delighted to qualify ahead of both Bellingers as he was driving at his closest circuit and was to be cheered on by lots of members of his family, including his 97-year-old father. Kelvin, who was leading class D after the sixth round found himself behind both Bellingers and Phil B so would have to make up a lot of ground in the afternoon to hold on to his place.

Peter H's car showed no sign of the last meeting's engine problems as he powered around the track, particularly enjoying driving

continued on page 2

2002 Championship Class standings after 7 rounds

Class A

Keith Ahlers	74
Rick Lloyd	46
Peter Garland	25
Philip McKelvey	22
James Edgerton	10
Matthew Wurr	8
Tim Bryan	7
Christopher Williams	7
Simon McDermott	6
Phil Brown	5
Adam Jones	1

Class B

Peter Horsman	55
James Paterson	51
Chris Acklam	35
Phil Hollins	28
Peter Sargeant	18
Chas Windridge	8
James Bellinger	7
Grahame Walker	4
Phil Brown	2

Class C

Simon Orebi Gann	61
Paul Burry	44
Andy Green	28
Leigh Sebba	28
Paul Chauveau	24
Chris Dady	18

Class D

Kelvin Laidlaw	56
Jack Bellinger	52
Mary Lindsay	40
Philip Goddard	18
Rob Wells	11

Class E

David James	39
Adrian van der Kroft	15
Stephen Wheatley	9
Brian Jenkins	6



The Class A battle between Keith and Rick

the car to the limit around Russell. Indeed the supporters club was awarding points for the most daring drivers around the aforementioned bend but the champagne for such an award would have to be shared between Peter, Jack and Rick. James was losing oil pressure around the bends so that is probably the reason that he wasn't joining in the fun. Chas felt that his engine in the 4/4 was misfiring slightly and he later decided to withdraw from the race to give him adequate time to investigate and repair it properly before next Saturday's Bentley Drivers Club meeting.

Simon OG had experienced some problems with his car cutting out during testing the previous day but they seemed to be solved by filling up his petrol tank before practice. Chris D also had problems with his engine cutting out but was pondering on it fruitlessly after practice.

When the results were issued Keith was on pole, Rick was second, Peter in third led class B with James in fourth and Chris A in fifth and Chas in sixth. Simon OG led class C from



Noddy chases Mr Plod

seventh, Jack led class D from twelfth and David brought up the field in seventeenth place to head himself in class E.

The weather held as the Morgans headed for the track at 3:15 to begin what was to prove a very entertaining race with action throughout the field. Rick had a great start and out dragged Keith to take the lead. Peter and James were level until Peter pulled away into the first corner with Chris A hot on James's heels. Keith nearly stove into Rick as he braked earlier than Keith at the corner and Keith discovered that Rick's brake lights weren't working. They nearly weren't there at all. Phil McK had a fantastic start overtaking Chris D, Simon OG and Sarge. Sarge

too had a great start as did Jack, who most importantly overtook Billy. Simon OG had a dreadful one and Phil G spun at the first corner allowing David to nip past.

As the leaders roared past the supporters at Russell, Rick was in the lead with Keith hanging on his bumper followed at a distance by Peter with James threatening to hang on to his bumper and Chris A pursuing furiously. Then came a gaggle lead by Phil McK followed by Chris D, Sarge and Simon OG. The next pack comprised Jack, Leigh, Kelvin, Phil B, and Billy with David and Phil G bringing up the rear.

Keith managed to position

himself behind Rick down the Revett Straight and pass him in the Esses. Then he put all his power down to try and stay ahead. Rick and Keith were locked together for the first three laps but then as expected Rick's clutch pedal disappeared and he just contented himself with staying as close to Keith as he possibly could revelling in the fact that his car was performing well and that he was nearly ready to mount a serious challenge.

Peter began to pull away from James who then dropped back and was slipstreamed by Chris A. Simon OG and Chris D hassled one another for a few laps until Simon pulled



The Sarge inspects the set-aside ...

Circuit		Snetterton												
Date		26-Aug-02												
LAP CHART														
Laps -->														
Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	29	29	29	29	29	29	29	29	29	29	29	29	29
2	29	2	2	2	2	2	2	2	2	2	2	2	2	2
3	54	54	54	54	54	54	54	54	54	54	54	54	54	54
4	1	1	1	1	1	1	1	1	1	13	13	13	13	1
5	13	13	13	13	13	13	13	13	13	1	1	1	13	13
6	55	19	19	39	39	34	34	34	34	34	34	34	34	
7	19	55	39	19	34	39	39	39	39	39	39	39	39	
8	34	39	34	34	19	19	19	55	55	55	55	55	55	
9	39	34	55	55	55	55	55	31	31	31	19	19	19	
10	17	17	17	31	17	31	31	17	17	19	31	31		
11	31	31	31	17	31	17	17	19	19	17	57	57		
12	71	71	57	57	57	57	57	57	57	57	17	17		
13	24	24	71	71	71	71	71	71	71	71	71	71		
14	57	57	24	24	24	24	24	24	24	24	24	24		
15	11	11	11	11	11	11	11	11	11	11	11	11		
16	48	48	48	48	48	48	48	48	48	48	48	48		
(supplied by Jan)														

(supplied by Jan)



Handbags at dawn for the Bellingers

ahead and Chris briefly visited the pits as his engine was cutting out again. Sarge and Simon then set about a hassling one another for most of the second half of the race while Chris D set about working his way back up the field.

Sarge managed to take the lead from Simon on lap six and celebrated by missing Russell to do some unaccustomed lawn mowing (it's all set-aside in real life old boy!), and giving Helen the thumbs up as she waved to him from the crowd!

Jack and Leigh swapped places a couple of times with Leigh just retaining the lead

from about lap 7. Billy, who had been swapping places with Phil B and Kelvin pulled away from them and then moved forward to begin hassling his Dad. This left Kelvin and Phil B to their own devices.

Every time Phil G and David came around Russell, Phil nearly passed David as they began to make their way up the Senna Straight, but each time as they approached the slight bend before the pits, David chopped him off. On about the eighth lap, Keith roared up behind them as they were once again trying this manoeuvre and he drove between the pair of them taking both hands off the

wheel to thank each. Undaunted Phil still tried to take James for the rest of the race at this spot.

On the tenth lap Chris A, who had been slipstreaming James down the Revett Straight finally got past him putting the local man in fifth place. Undaunted James tailgated Chris for the next three laps until he got a better line out of Sear Corner on the very last lap and pulled alongside just as Chris's rev limiter cut in on the approach to the Esses. James whipped past to hold Chris off for the rest of the lap and then to the flag.

The entertainment value to

the crowd continued right up to the last lap. Keith took the chequered flag marking another class win and fastest lap and 48th outright win in a race. Rick came second, five and a half seconds behind Keith. Peter was third, taking class B and fastest lap, James was fourth and Chris fifth. Sarge was sixth and Simon OG in seventh took class C and fastest lap. Then came Phil M, Chris D, and Leigh all driving impeccably when suddenly Jack came screaming around Russell lost it on the grass at the exit, swerved back out onto the track nearly T-boning Billy who was also driving like a demon with his tonneau streaming out behind him like a black cloak. Billy recovered himself first and they roared towards the line with Billy making it first, but Jack consoling himself with a class D win and fastest lap. Kelvin who hadn't seemed to find his form finished fourteen seconds behind in 13th place followed by Phil B and David in 15th winning his class naturally and Phil G in 16th.

Billy was awarded "Driver of the Day" as youth and skill obviously overcame age and treachery on this occasion.

Next it is all the razzmatazz of the Bentley Drivers' Club when we have a grid of twenty-seven so your scribe begs you to help her by finding her, as the paddock is very large and the parking erratic. Will this be Keith's 50th win, or will he have to wait? What vintage champagne will he treat us all to? Bollinger or Krug? 1989 or 1985?



Chris Dady leads Leigh Sebba who is ahead of the Bellingers, minor and major

Morgans show how to pit stop

To while away some time and to give the MGs a run for their money, three Morgan teams entered the Pit Stop Challenge race with Keith, on his own, again taking pole comfortably, Rick and Peter third and Phil G and Kelvin slightly further back.

Happily for the Morgan marque, whilst Keith did not get a terrific start in the race, Peter did and left the second place MGB V8 on huge slicks in his wake as he temporarily drew alongside Keith into the first bend. Keith then unsurprisingly pulled away with Peter surprisingly hanging on, but unexpectedly the MGB didn't seem to be gaining at all on Peter.

After getting the hurry up from his pit crew, Keith put his foot down and lost Peter but Peter was also losing Mr MGB man. This was leading to a change in tactics for the Horsman/Lloyd team as Peter decide that because he was naturally quicker in his own car than Rick, he would stay out for longer than the four laps originally planned to see what sort of a lead could be secured. The pit stop change would lead to a quicker driver in the MG.

Keith had a very long pit stop as he had to wait to find a place to have his stop timed by a marshall and it must have cost him one and a half minutes for he came out behind Peter who munificently and expansively waved him through for the second time this season.

Peter eventually came in a couple of seconds before the pit stop window closed and Rick scorched off the line to join the fray. Even though

conscious of his borrowed steed and a catching MGB V8 behind him, Rick reminded himself how friendly and controllable class B cars are as he completed the last five laps with an opposite lock flourish exiting Russell every lap.

Meanwhile, Phil and Kelvin were making their eventless way to the finish also with Phil beating his Morgan race fastest lap by a full three seconds and dicing with various MG Metros and Bs.

But it was Keith who notched up win number 49 with Peter/Rick 15 seconds behind in second place.

Ruth Horsman (on overtime now)

Club racing overseas threatened

According to the MSA publication *Motorsports Now*, Summer 2002 issue, page 7: "The FIA World Motor Sport Council has approved amendments to the International Sporting Code concerning the free circulation of licence holders who wish to take part in national events in EU or assimilated countries. From 1 January 2003 this will be limited to professional competitors."

So after 1 January 2003 any organiser wishing to invite amateur competitors from outside the country in which the event is being held would need to upgrade that event to International status, to apply and pay for a listing on the FIA International Calendar and to limit entries



Joanna van der Kroft with Sally Bellinger and man in a dodgy hat (would you buy a used car from this man?) at Goodwood. Photo by Leigh Sebba.

Goodwood - Morgans 1st and 3rd in Fordwater Trophy

Adrian van der Kroft, taking full advantage of his pole position in the 1959 Plus 4, made the best of a dry track finishing the clear winner ahead of Gerry Marshall in an Austin Healey 100S. Adrian lost the lead briefly to Gerry on lap 3, regained it quickly and led to the flag. In the meantime Douglass Blain, in his 1959 Plus 4 and starting further back came through to a convincing 3rd place.

According to the commentator Adrian's car needed some rapid repairs after a shunt at Zandvoort a week earlier but seemed to have suffered no ill effects as this was the second year running that Adrian's car has won the Fordwater Trophy. Readers may remember that Charles Morgan won a very wet race in the car last year.

Adrian's day was somewhat spoiled by a spin in a later race in his Cooper-Climax T51 when he and two others finished up in the gravel at Woodcote corner. Happily none of the drivers were hurt though two of the cars were a little bent.

Martin Page

to competitors holding international licences.

This will effectively kill many of the races that we have enjoyed at Spa and Zandvoort. Barry Sidery-Smith says that his annual sports car race at Spa next May has no chance of going ahead under these conditions.

Colin Hilton's response is that 'the MSA will continue to lobby the FIA requesting

first that the proposals be delayed, and also be reviewed.'

The MSA telephone number for those who wish to enquire further is 01753 765000 and letters should be addressed to Colin Hilton, Chief Executive MSA, Motor Sports House, Riverside Park, Colnbrook, SL3 0HG.

Chris Acklam

Keith chalks up his 50th win at BDC

Saturday 31st of August saw the Morgan clan gathering for the ever popular Bentley Drivers Club meeting at Silverstone. Certain of the MMCC drivers had practiced on the Friday while others rolled up ready for an early morning polish on Saturday to show those vintage cars that the newcomers could also gleam in the late summer sunshine.

In the interests of impartiality, it is with regret that your scribe has to inform you of the first incident of the day, which took place not on the track but in the paddock. A certain blue car was in the process of being unloaded when its driver paused to eat a bacon roll and rather like Thomas in the "Thomas the Tank Engine" stories the car decided that as it was so familiar with the process it would helpfully roll off the trailer all on its own and alert its hungry driver of its cleverness by setting off the fire alarm bell in the garage by rolling, fortunately, into a wheelie bin which was in front of the brick wall on which the alarm was set. Happily only a small amount of remodelling of the rear end took place and offset that done by Mr Burry a few weeks previously. In his defence Peter didn't load the car, which he always leaves in gear but for which he hadn't checked before taking a rather expensive bite of buttie.

Billy B in the "old man's car" also had a pre-track moment when he was happily driving along the motorway and noticed that the spare wheel which had been affixed by Jack using fishing twine was no longer attached to the car and was busy returning home. He retrieved it and was assisted by Keith, at the track, to fashion some sort of hook on the back of the car upon which to attach his brake light.

Twenty-six Morgans went out for practice, sadly Matthew Wurr had blown up his engine

again, while testing the previous day, and Simon McD had hurt his wrist when he went out to play in a scary single seater the previous week, so those two contenders for class A were missing. It all began well with drivers hurling themselves about the track until suddenly it began to feel oily and slippery and a number of people had moments as they went around Priory and into Brooklands just in front of your scribe.

Edge had a huge spin at Brooklands, depositing fluid as he went until coming to a halt on the grass. He tried to convince your scribe that this was water and that his water pump had gone, but everybody else was certain that the fluid was oil and indeed the marshals began furiously waving yellow and red flags immediately afterwards as all the rest of the cars began to slide around.

Chas found himself twirling about on some of the 'fluid' as he came under Farm Bridge but managed to keep it on the track as he was overtaken by Keith, who was hoping for his half century win in the afternoon and was going hell for leather. Keith spotted the yellow flags and braked, saw the red and yellow flags too late, slipped on the oil and lost it. Keith going the wrong way then faced Chas as he began to turn into Priory. Chas took the inside line of the bend to avoid Keith along with a number of other cars also taking avoiding action. Keith who was by now steering madly backwards as his car hurtled towards the Armco and concrete wall of the emergency lane at the side of the stand. Amazingly he came to a stop about a metre from the wall/Armco in the only patch of tarmac rather than gravel and all watching in the stand released their breath. Chas drove on round, down the pit lane and in to safety and everybody else continued

cautiously round for a very few more minutes until the session ended.

A rather subdued Keith came in to inspect his tyres, which had taken the full force of the incident and were found to have spotted through to the canvas in a number of places. Now to the unschooled observer, Keith always seems to carry everything one could possibly want in his mobile workshop, but alas no tyres, and so it was that Keith found himself preparing for his momentous race, wearing tyres which had been unused for at least two years borrowed from the visiting driver Grahame Bryant.

A cursory look at the results sheet seemed to suggest that Keith's, and indeed everyone else's best efforts in class A had been in vain as last year's champion had somehow out qualified everybody to take pole in Noddy. Mutterings of genetically modified oil were heard as rumours of a new potato fuel being tested circulated until it was realised that the results were sorted by number order rather than miles per hour. Rapid calculations, later confirmed by computer, revealed that Keith was on pole followed by Rick; Edge was in third with Chris W in fourth. Peter H led class B in fifth with Grahame Bryant in sixth. Paul B led class C from eighth place behind Chris A. Billy led class D from twentieth with the visiting Matt Taylerson heading up class E from twenty third place, also his racing number. The genetically modified potato oil fuel proved unsuccessful as James found himself in twelfth place a long way behind his usual sparring partners (I know, it's really because Silverstone is a power circuit, but the oil bit sounds better)

Anyway the day progressed with the old Bentleys and assorted rare and expensive

old shiny machinery showing off their paces until the "Morgan-Tripp Memorial Scratch Race" was called and the alternative rare and slightly less expensive machinery assembled with Keith nervously trying to clock up his fiftieth win.

The commentators were engaging in cosy little chat as the race began so those of us in the Brooklands stand had to wait for nearly a minute until Rick came flying past with Edge fastened on his bumper followed by Keith in third and then Chris W going faster than he had ever been seen before pursued by Grahame and then Peter H (leading class B) and Paul B (leading class C). Billy was ahead of Kelvin and so led class D, and Matt had a good lead over class E.

It soon became obvious that much had occurred in that first minute when Simon OG came around last. Edge had had the surreal experience of leading the race at the start for the first three quarters of a lap until overtaken by Rick while Keith on his borrowed tyres had a bad start and was unable to find any grip. James P also had a bad start as he changed from first to second gear only to find that he had successfully achieved that manoeuvre some seconds previously so wasting valuable seconds trying to re-engage the same gear and had then to claw his way back up the field. Sarge had "a stonking start", as did Paul C and Stephen W. Kelvin got past Phil B and Adam got himself in a good position to chase Chas. Paul B was ahead of Chris A and Grahame, but behind Peter H. Grahame overtook them both by the time they reached Brooklands but Chris was still behind Paul. Then it happened; Simon OG who had practised with no brakes forgot that he been fitted with a new pair and spun on about the third corner (well I can't see through buildings and

nobody seemed to know where he was precisely) as ever, the hapless Chris D met him on the spin but managed to slip past and Barry S was almost T-boned, but escaped this fate by driving onto some handy grass leaving Simon to collect himself and join the back markers.

The race was exciting enough even for the commentators to break off their chat from time to time to remark that all the Morgans looked the same but had different engines they supposed and that a black one was being overtaken by a blue one they rather thought. Actually it was fast and furious with action all over the field. Stephen W was having a good dice with Matt and Phils B and G. Kelvin was keeping them behind him as he tried unsuccessfully to catch Billy. Billy and Leigh were having fun as were Philip McK (despite a bad bout of a gout and a cocktail of painkillers and Red Bull) and Barry, while Chris D and Sarge were tussling. Andy made up lots of places the first time he went around Brooklands sneaking through when lots of others went wide. He was then in a good position to challenge Adam, who out powered Andy on the straights but slowed for the corners as he had lost his clutch and also his chase with Chas, allowing Andy the opportunity to challenge him.

Rick was still in the lead as they came around for the second time but Keith who was now in hot pursuit of the leader had overtaken Edge. Chris W was still in fourth place with Grahame in fifth and Peter in sixth leading class B with Paul B leading Class C from seventh place. This order was changed on the fourth lap by Grahame overtaking Chris W, Chris A overtaking Paul B while James P and Simon OG were steadily working their way up the field. David retired when a nut came off his carburettor and he was showered with

petrol. Barry, who had been overheating, came in too on the fifth lap.

Rick seemed to be increasing his lead on the sixth and seventh laps following some duelling around Brooklands on the fifth lap. Then on the seventh lap Keith's tyres came in and he passed Rick down the club straight as Rick was baulked into Brooklands. Rick then began to chase Keith for the next few laps. Chris W, who was perhaps driving his best ever Morgan race, re-took Grahame on this lap too. James P who had been chasing Paul B for five laps almost passed him on the ninth lap at Luffield but just at the apex turned off the ignition with his knee and had to re-catch his prey, which he successfully managed at Copse this time keeping his knees out of the way.

Keith passed the flag first, achieving his ambition to win fifty races outright and twenty Morgan races at the Bentley Drivers Club meeting. Rick who had so very nearly scuppered these plans closely followed him. Edge came third, Chris W fourth and Grahame fifth. Peter H was sixth to lead class B followed by Chris A and James P. Paul B was next to take class C while Billy in nineteenth place took class D. Matt took class E and 'driver of the day' from twenty first place. All of the class winners also added an extra point by clocking up the fastest lap in their class.

The afternoon's sport for members of the MMCC was far from over. David had already entered the first race of the day in the Allcomer's handicap (slower cars), Chris A drove John Clarke's 1938 4/4 in the Dunlop Vintage, Sarge took out his +4 in the Libre Scratch Race and John C drove his own car in the Bentley Vintage & PVT Scratch. James P, Chris D, Leigh, Sarge, Andy Phil McK, Kelvin and Grahame B all entered the Allcomers's Handicap (faster cars) and it

is rumoured that a result was worked out involving James P in some of the glory. Then to round off the day Rick, Keith, James Edge, Simon OG, Andy, Adam, Peter, Chris W and Grahame entered the Allcomers' Scratch Race. This race was particularly exciting as Keith on slicks was dicing with Craig Jones in his Lola T70 and Shepherd in an AC Cobra. both of which were involved in an incident at Brooklands and had to retire. Sadly the Lola was more than superficially damaged. Chris W blew up his engine on the first lap, which was also a very sad end to such a successful day. Keith then sailed off into the lead where he remained unchallenged to take his 51st victory with Edge in second place closely pursued by Rick. Peter had a really exciting race with a Morgan driven by David Rushton, not from the Challenge Series, with whom he diced all around the track. Eventually after two failed attempts to overtake Rushton at Luffield when Rushton closed the door on him, Peter was successful on the third attempt and they continued to dice all the way around the circuit with Peter under pressure, until Rushton lost it at Maggots allowing Peter to take fifth place behind a Porsche with Rushton coming sixth. Simon OG came seventh, Adam eighth, and Andy tenth.

Once again the Bentley Drivers' meeting proved to be an exciting meeting with the Morgans doing well in lots of races. The points war is hotting up now so it is off to Brands next where the twiddly circuit is ideal for the late brakkers. However the grid is so small that our race is shared with another series so if you value our MMCC series think about committing yourself to more races next season before it is lost.

Ruth Horsman

2002 Championship

Class standings after 8 rounds

Class A

Keith Ahlers	85
Rick Lloyd	54
Peter Garland	25
Philip McKelvey	23
James Edgerton	16
Christopher Williams	11
Matthew Wurr	8
Tim Bryan	7
Simon McDermott	6
Phil Brown	6
Adam Jones	2
Grahame Bryant	2
Barry Sumner	1

Class B

Peter Horsman	66
James Paterson	57
Chris Acklam	43
Phil Hollins	28
Peter Sargeant	20
Chas Windridge	12
James Bellinger	7
Grahame Walker	4
Phil Brown	2

Class C

Simon Orebi Gann	63
Paul Burry	55
Andy Green	36
Leigh Sebba	29
Paul Chauveau	28
Chris Dady	24

Class D

Kelvin Laidlaw	64
Jack Bellinger	52
Mary Lindsay	40
Philip Goddard	24
Rob Wells	11
James Bellinger	11

Class E

David James	45
Stephen Wheatley	17
Adrian van der Kroft	15
Matt Taylerson	11
Brian Jenkins	6

<i>Circuit</i>	Silverstone (BDC)		<i>Length</i>	1.639 miles	
<i>Date</i>	31-Aug-02		<i>Weather/track</i>	Bright/dry	

Qualifying

& Race

Results:

Race 8

PRACTICE

<i>Pos</i>	<i>No</i>	<i>Class</i>	<i>Driver</i>	<i>Car</i>	<i>Time</i> (mins: secs)	<i>Behind</i> (secs)	<i>kph</i>	<i>mph</i>
1	29	A	Keith Ahlers	+8	1:03.72		149.02	92.60
2	2	A	Rick Lloyd	+8	1:04.51	0.79	147.20	91.46
3	3	A	James Edgerton	+8	1:05.54	1.82	144.89	90.03
4	88	A	Chris Williams	+8	1:05.92	2.20	144.05	89.51
5	54	B	Peter Horsman	+8	1:06.44	2.72	142.92	88.81
6	156	A	Grahame Bryant	+8	1:07.20	3.48	141.31	87.80
7	13	B	Chris Acklam	+8	1:07.49	3.77	140.70	87.43
8	50	C	Paul Burry	+8	1:08.07	4.35	139.50	86.68
9	4	B	Chas Windridge	+8	1:08.08	4.36	139.48	86.67
10	51	A	Adam Jones	+8	1:08.22	4.50	139.19	86.49
11	45	C	Andy Green	+8	1:08.42	4.70	138.79	86.24
12	1	B	James Paterson	+8	1:09.14	5.42	137.34	85.34
13	39	C	Simon Orebi Gann	+8	1:09.92	6.20	135.81	84.39
14	34	B	Peter Sargeant	+8	1:10.07	6.35	135.52	84.21
15	139	C	Paul Chauveau	+8	1:10.21	6.49	135.25	84.04
16	19	C	Chris Dady	+8	1:10.47	6.75	134.75	83.73
17	22	A	Barry Sumner	+8	1:10.57	6.85	134.56	83.61
18	55	A	Philip McKelvey	+8	1:10.69	6.97	134.33	83.47
19	31	C	Leigh Sebba	+8	1:12.00	8.28	131.89	81.95
20	180	D	James Bellinger	+8	1:13.29	9.57	129.56	80.51
21	24	A	Phil Brown	+8	1:13.64	9.92	128.95	80.12
22	71	D	Kelvin Laidlaw	+8	1:13.90	10.18	128.49	79.84
23	23	E	Matt Taylerson	+4	1:13.95	10.23	128.41	79.79
24	48	D	Philip Goddard	+8	1:15.59	11.87	125.62	78.06
25	44	E	Stephen Wheatley	4/4	1:15.73	12.01	125.39	77.91
26	11	E	David James	+4	1:16.24	12.52	124.55	77.39

RACE

<i>Pos</i>	<i>No</i>	<i>Class</i>	<i>Driver</i>	<i>Car</i>	<i>Race time</i> (mins: secs)	<i>Laps</i>	<i>Behind</i> (secs)	<i>kph</i>	<i>mph</i>	<i>Best lap</i>	<i>on</i>	<i>kph</i>	<i>mph</i>
1	29	A	Keith Ahlers	+8	10:48.15	10		146.51	91.03	1:03.39	10	149.80	93.08
2	2	A	Rick Lloyd	+8	10:48.84	10	0.69	146.35	90.94	1:03.73	3	149.00	92.58
3	3	A	James Edgerton	+8	11:07.91	10	19.76	142.17	88.34	1:05.00	6	146.09	90.78
4	88	A	Chris Williams	+8	11:08.89	10	20.74	141.96	88.21	1:04.76	3	146.63	91.11
5	156	A	Grahame Bryant	+8	11:09.68	10	21.53	141.80	88.11	1:05.33	6	145.35	90.32
6	54	B	Peter Horsman	+8	11:22.53	10	34.38	139.13	86.45	1:07.01	2	141.71	88.05
7	13	B	Chris Acklam	+8	11:36.09	10	47.94	136.42	84.76	1:08.23	5	139.17	86.48
8	1	B	James Paterson	+8	11:38.18	10	50.03	136.01	84.51	1:07.49	10	140.70	87.43
9	50	C	Paul Burry	+8	11:39.32	10	51.17	135.79	84.37	1:08.55	10	138.52	86.07
10	4	B	Chas Windridge	+8	11:43.17	10	55.02	135.04	83.91	1:08.50	8	138.62	86.14
11	45	C	Andy Green	+8	11:48.25	10	00.10	134.07	83.31	1:08.92	9	137.78	85.61
12	51	A	Adam Jones	+8	11:49.99	10	01.84	133.75	83.11	1:09.08	8	137.46	85.41
13	34	B	Peter Sargeant	+8	11:50.27	10	02.12	133.69	83.07	1:08.76	3	138.10	85.81
14	19	C	Chris Dady	+8	11:51.80	10	03.65	133.41	82.89	1:09.04	3	137.54	85.46
15	139	C	Paul Chauveau	+8	11:54.72	9	1 lap	119.57	74.30	1:09.73	6	136.18	84.62
16	55	A	Philip McKelvey	+8	10:50.43	9	1 lap	131.39	81.64	1:10.23	7	135.21	84.02
17	39	C	Simon Orebi Gann	+8	10:56.38	9	1 lap	130.20	80.90	1:09.71	3	136.22	84.64
18	31	C	Leigh Sebba	+8	11:13.10	9	1 lap	126.97	78.89	1:12.54	9	130.90	81.34
19	180	D	James Bellinger	+8	11:13.93	9	1 lap	126.81	78.80	1:13.07	3	129.95	80.75
20	71	D	Kelvin Laidlaw	+8	11:22.03	9	1 lap	125.31	77.86	1:13.67	3	128.90	80.09
21	23	E	Matt Taylerson	+4	11:22.61	9	1 lap	125.20	77.79	1:13.70	9	128.84	80.06
22	24	A	Phil Brown	+8	11:23.65	9	1 lap	125.01	77.68	1:13.62	3	128.98	80.15
23	48	D	Philip Goddard	+8	11:25.67	9	1 lap	124.64	77.45	1:14.08	5	128.18	79.65
24	44	E	Stephen Wheatley	4/4	11:25.84	9	1 lap	124.61	77.43	1:14.07	4	128.20	79.66
25	22	A	Barry Sumner	+4	6:30.26	5	5 laps	121.66	75.60	1:07.86	8	139.93	86.95
26	11	E	David James	+4	5:52.04	4	6 laps	107.89	67.04	1:15.47	7	125.82	78.18

Fastest laps

			<i>(mins: secs)</i>	<i>on</i>	<i>kph</i>	<i>mph</i>
A	Keith Ahlers	+8	1:03.39	9	149.80	93.08
B	Peter Horsman	+8	1:07.01	8	141.71	88.05
C	Paul Burry	+8	1:08.55	8	138.52	86.07
D	James Bellinger	+8	1:13.07	8	129.95	80.75
E	Matt Taylerson	+4	1:13.70	9	128.84	80.06

New lap record

Old Lap Records

Old Lap Records			(mins: secs)	kph	mph	
09-Aug-97	A	Peter Garland	+8	1:04.48	147.27	91.51
22-Sep-01	B	Peter Horsman	+8	1:06.16	143.53	89.18
30-Jul-01	C	James Paterson	+8	1:08.29	139.05	86.40
22-Sep-01	D	Kelvin Laidlaw	+8	1:12.07	131.76	81.87
15-Jul-00	E	Alan Wickenden	4/4	1:13.22	129.69	80.58

<i>Circuit</i>	Snetterton				<i>Length</i>	1.952 miles			
<i>Date</i>	26-Aug-02				<i>Weather/track</i>	Bright/dry			
QUALIFYING					<i>Time</i>		<i>Behind</i>		
<i>Pos</i>	<i>No</i>	<i>Class</i>	<i>Driver</i>	<i>Car</i>	<i>(mins: secs)</i>	<i>Laps</i>	<i>(secs)</i>	<i>kph</i>	<i>mph</i>
1	29	A	Keith Ahlers	+8	1:15.865	9		149.07	92.63
2	2	A	Rick Lloyd	+8	1:16.433	7	0.568	147.96	91.94
3	54	B	Peter Horsman	+8	1:19.972	11	4.107	141.41	87.87
4	1	B	James Paterson	+8	1:21.830	10	5.965	138.20	85.88
5	13	B	Chris Acklam	+8	1:22.848	10	6.983	136.51	84.82
6	4	B	Chas Windridge	4/4	1:23.240	10	7.375	135.86	84.42
7	39	C	Simon Orebi Gann	+8	1:23.415	10	7.550	135.58	84.24
8	34	B	Peter Sargeant	+8	1:23.756	8	7.891	135.03	83.90
9	19	C	Chris Dady	+8	1:24.468	10	8.603	133.89	83.19
10	55	A	Philip McKelvey	+8	1:25.385	10	9.520	132.45	82.30
11	31	C	Leigh Sebba	+8	1:25.974	10	10.109	131.54	81.74
12	57	B	James Bellinger	4/4	1:26.318	10	10.453	131.02	81.41
13	17	D	Jack Bellinger	+8	1:27.250	10	11.385	129.62	80.54
14	24	A	Phil Brown	+8	1:28.285	10	12.420	128.10	79.60
15	71	D	Kelvin Laidlaw	+8	1:29.871	9	14.006	125.84	78.19
16	48	D	Philip Goddard	+8	1:33.045	9	17.180	121.55	75.52
17	11	E	David James	+4	1:33.447	9	17.582	121.02	75.20

Qualifying & Race Results: Race 7

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	16:43.670	13		146.48	91.02	1:16.136	148.54	92.30
2	2	A	Peter Garland	+8	16:49.292	13	5.622	145.67	90.51	1:16.703	147.44	91.62
3	54	B	Peter Horsman	+8	17:46.689	13	1:03.019	137.83	85.64	1:20.722	140.10	87.05
4	1	B	James Paterson	+8	17:56.009	13	1:12.339	136.63	84.90	1:21.181	139.31	86.56
5	13	B	Chris Acklam	+8	17:56.421	13	1:12.751	136.58	84.87	1:21.265	139.16	86.47
6	34	B	Peter Sargeant	+8	17:01.663	12	1 lap	132.83	82.54	1:23.131	136.04	84.53
7	39	C	Simon Orebi Gann	+8	17:02.682	12	1 lap	132.70	82.46	1:23.103	136.09	84.56
8	55	A	Philip McKelvey	+8	17:29.082	12	1 lap	129.36	80.38	1:25.069	132.94	82.61
9	19	C	Chris Dady	+8	17:48.416	12	1 lap	127.02	78.93	1:24.478	133.87	83.18
10	31	C	Leigh Sebba	+8	17:48.769	12	1 lap	126.98	78.90	1:27.326	129.51	80.47
11	57	B	James Bellinger	4/4	17:51.973	12	1 lap	126.60	78.66	1:26.711	130.42	81.04
12	17	D	Jack Bellinger	+8	17:53.512	12	1 lap	126.42	78.55	1:27.862	128.72	79.98
13	71	D	Kelvin Laidlaw	+8	18:07.520	12	1 lap	124.79	77.54	1:29.203	126.78	78.78
14	24	A	Phil Brown	+8	18:08.121	12	1 lap	124.72	77.50	1:28.673	127.54	79.25
15	11	E	David James	+4	17:35.917	11	2 laps	117.81	73.21	1:32.937	121.69	75.61
16	48	D	Philip Goddard	+8	17:36.864	11	2 laps	117.71	73.14	1:33.161	121.39	75.43

Fastest laps			(mins: secs)	on	kph	mph
A	Keith Ahlers	+8	1:16.136	12	148.54	92.30
B	Peter Horsman	+8	1:20.722	3	140.10	87.05
C	Simon Orebi Gann	+8	1:23.103	6	136.09	84.56
D	Jack Bellinger	+8	1:27.862	8	128.72	79.98
E	David James	+4	1:32.937	10	121.69	75.61

Lap Records				(mins: secs)	kph	mph
14-Apr-02	A	Keith Ahlers	+8	1:15.893	149.01	92.59
14-Apr-02	B	Peter Horsman	+8	1:19.577	142.12	88.31
14-Apr-02	C	Simon Orebi Gann	+8	1:21.951	138.00	85.75
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

Lap chart for Race 8, BDC Silverstone.

Sorry, it's not the ideal position but I'm packing the car for Le Mans and can't face rearranging everything in the other pages. Enjoy Brands everyone.

Chris

Circuit Date	Silverstone National (BDC) 31-Aug-02										
		Laps -->									
Pos	Grid	1	2	3	4	5	6	7	8	9	10
1	29	2	2	2	2	2	2	2	29	29	29
2	2	3	29	29	29	29	29	29	2	2	2
3	3	29	3	3	3	3	3	3	3	3	3
4	88	88	88	88	156	156	156	88	88	88	88
5	54	156	156	156	88	88	88	156	156	156	156
6	156	54	54	54	54	54	54	54	54	54	54
7	13	50	50	50	13	13	13	13	13	13	13
8	50	13	13	13	50	50	50	50	50	50	1
9	4	51	51	51	51	1	1	1	1	1	50
10	51	4	4	4	4	51	4	4	4	4	4
11	45	48	45	45	1	4	45	45	45	45	45
12	1	139	139	1	45	45	51	51	51	51	51
13	39	34	1	139	139	139	139	19	19	34	34
14	34	19	19	19	19	19	19	34	34	19	19
15	139	1	34	34	34	34	34	139	139	139	139
16	19	55	55	55	22	55	55	55	55	55	55
17	22	31	22	22	55	22 pits	39	39	39	39	
18	55	80	180	180	39	39	31	31	31	31	
19	31	71	31	31	180	180	180	180	180	180	
20	180	24	71	39	31	31	71	71	71	71	
21	24	23	24	71	71	71	23	23	23	23	
22	71	22	39	24	24	24	24	24	24	24	
23	23	64	23	23	23	23	48	48	48	48	
24	48	48	48	48	48	48	44	44	44	44	
25	44	11	44	44	44	44					
26	11	39	11	11	11 pits						

(supplied by Jan Jones)

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