



The *Unofficial* Race Series Newsletter

Garland wins two in a row

Blessed once more with fine weather, the Morgan Motor Company Challenge moved on to Brands Hatch on Bank Holiday Monday May 6th.

Although 17 cars were entered only 16 appeared in the paddock. Sadly, Jan Bulinski was confirmed as a non-starter. As organisers of the meeting, the Aston Martin Owners Club had decided to include two classes of MGB V8s on our grid and with them running on racing slicks (not permitted in the MMCC) it promised to be an interesting race.

Practice

Late morning practice was largely uneventful apart from some grass cutting from the expert in that field Grahame Walker, whose admirable enthusiasm had also led him to arrive at the circuit 24 hours early!

A very healthy Class E included the welcome appearance of Peter Horsman, with his 1971 Moss-box +8, appearing in the series for the first time.

By the end of the session, it was Peter Garland who had set the pace while Matthew, suffering handling problems caused by tight king-pins, could only manage second. Third and fourth fastest were the Class B cars of Malcolm Paul and Grahame.

The race

Just after 4.30pm the lights turned green and Peter made a magnificent start to lead the field into Paddock Bend for the first time, while further down the grid Mary Lindsay also had a storming start which put her in ninth place as they crossed the line at the end of lap one. Matthew had passed Peter and was leading with Malcolm third and Grahame fourth. Mike Fellows was fifth followed by Martin Kurrein, Chris Springall, Chris Acklam, Mary and Peter Horsman.

At the beginning of lap two Mark Baldwin investigated the gravel trap at Paddock, decided he didn't like what he saw and powered out of it, dropping to 12th by the end of the lap.

The top eight places remained the same but Peter Horsman was up to 9th followed by Jack Bellinger and Mary. Behind Mark came John Clarke, Simon Orebi Gann, David James and James Paterson.

At the front Matthew and Peter were neck and neck, but Malcolm in third could see nothing through the screen of smoke coming from one of the MGs.

By lap four, Mark had moved up to 8th but yellow flags at Druids indicated some less forgiving gravel which had trapped David James on the outside of the bend. Yellow flags were out at Clearways too, where Chris Springall was executing an elegant spin, losing himself seven places in the process!

Enjoying a super scrap with John Clarke, Jack was up to 9th place by lap 6 with John snapping at his heels at every opportunity.

Matthew was negotiating his way through a bunch of backmarkers on Cooper Straight when the ever-present Mr Garland seized his chance and charged past to take the lead on the 7th lap.

After a wonderful tussle with Grahame, Mike Fellows was up to 4th and Mark, who had never ever been to the Kent circuit, was in an excellent 6th place.

Matthew made valiant attempts to retake the lead but Peter was equally determined not to let him and went on to cross the line in first place and secure his second win of the season. Matthew had the consolation of breaking his own lap record while Jack Bellinger both won and set a new lap record for Class E. Class B honours went to Malcolm Paul and Class D to Martin Kurrein.

The day belonged to Peter though, whose win has paved the way for a possible hat-trick at Donington on June 2nd?

*Serena Aston
Race Series Coordinator*

Round 2
Brands Hatch, May 6th 1996

Championship standings after 2 rounds

Class A

Peter Garland	20
Matthew Wurr	10
James Edgerton	8
Mike Fellows	8
Craig Jones	6
Simon McDermott	4

Class B

Malcolm Paul	22
Grahame Walker	16
Mark Baldwin	12
Chris Phillips	4
Maurice Standish	2

Class C

Stephen Lockett	7
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Class D

Martin Kurrein	22
Chris Acklam	16
Simon Orebi Gann	10
Chris Springall	10
James Paterson	3
Peter Sargeant	2

Class E

Jack Bellinger	21
Mary Lindsay	12
John Clarke	9
Peter Horsman	6
David James	6
Jan Bulinski	4

A day in the life of... a spectator?

Free leaflets are there to be sold. That's just how life works; so when, on arrival at Brands Hatch, I discovered that no-one had managed to pick up the official programme at the entrance, I took my sister (Gabriel, for those of you who don't know) to find some. We could have made a nice little profit, if not for the letters FREE emblazoned across the front.

We have only come to watch Dad race once before, and that was at Mallory Park last year where he smashed the car almost beyond recognition (the first time). This time, we were hoping that he would get round unscathed; we weren't disappointed.

As soon as the other Morgans began to arrive, Dad looked around with an uneasy eye.

"They're all so... clean," he said worriedly, glancing at the just-mended dusty shell of his Mog, crashed again at Mallory Park the week before (although not by him, or so I'm told). "You girls couldn't possibly..."

Miraculously, there was a bucket just waiting to be filled with car-washing water. Then began our search for a tap; and a long time it took, too. We scoured the paddock and most of the surrounding countryside before finding a small tap hidden in an obscure ladies toilet somewhere. By the time we got back with the water, Dad was ready to go out for his practice run, so we left the bucket and went to watch. Eventually we returned - to a bucketless scene. Gabriel saw it first-hidden under Chris Acklam's car, helping Brett, from Brands Hatch Morgans, to discover what had happened to Chris' car's lost oil pressure. We were heartbroken when we realised that this now meant that we would not be able to wash Dad's car after all.

At last it was time for the race. Jackie James summed up the

intervening hours ideally when she said that 'the thing about racing is that it's all standing around.' The MGBs joined the Morgan race, and without meaning to give any kind of offence, of course, a pretty sorry lot they were too. (I'm excluding Steve Williams in number 89, who somehow managed to come first - what a nerve! It wasn't even his race.) Maybe I'm biased, but watching whichever car it was tearing round the track pouring enough smoke out of its guts to asphyxiate the greater part of the British population was enough to give anyone a slight prejudice, I think.

At the end of the day, having completed the race, Dad had the tell-tale black-on-yellow cross removed from the back of his car by Brett. I don't know if I'll be coming to watch another Morgan race in the near future, but if I do I'll try to remember the one thing any spectator, professional or amateur, should never be without: sun protection cream. Right now there is only a subtle difference between my face and half a cooked tomato; and if you were to ask me what it was, I wouldn't be able to tell you.

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THE web site

The most up-to-date Morgan site anywhere on the web has to be the one run by Martin Kurrein. Results of each round of the series, details of drivers and cars, full frontal photos and links to personal interests that you probably wouldn't allow your children or servants to see.

Check out (as they say)
www.mkurrein.co.uk

Also, for those of you can't wait until the next round of the Challenge, a good list of all types of British car races can be found at:

[www.onid.com/
car.events.uk/index.html](http://www.onid.com/car.events.uk/index.html)

Morgans at Mallory – a decade apart

My Mum's birthday lunch stopped me from getting along to Mallory, to watch the Morgan Challenge on 28th April – but I did get full results via the Unofficial Race Series Newsletter.

In fact my first ever race – a Morgan race – was at Mallory, on the 22nd June, 1986 – and I thought it would be interesting to compare the two races, 10 years apart.

Firstly, the competitor list is entirely different. I was somewhat surprised as there are a number of Morgan racers who still compete today who were around on the track 10 years ago.

The fastest lap that year was 55.4 seconds by Grahame Bryant in a 3.5 litre Plus 8. This was a well developed car at the time – he used to spend more on the suspension than I did on my car (not such a remarkable statistic in today's Morgan racing). The 'rear' of the grid was well supported by standard 4/4's – and I even got away with only being lapped once with a best lap of 1:09.5. I was not last either with 2 finishing behind me plus Jim Deacon failing to make the start.

This year we saw a best lap of 51.64 – almost 5 seconds ahead of 1986 during the 12 lap race (the 1996 race had gained 2 laps) and the slowest car put in 1:02.37 – the timing must be more accurate too! So in other words, allowing for the different race length, he who finished 21st this year would have come in 12th in 1986 and Grahame Bryant would have come 10th this year.

Missing for this year's race is the 'Spencer Formula' handicapping system. This took various data related to the cars, and the computer then reclassified the race results accordingly. This was very exciting normally involving a wait of some weeks to discover the real results! On handicap the 1986 race was won by Kelvin Laidlaw, and I beat Rick Bourne by one place into 6th.

I also see that 4/4's no longer make up any spaces on the grid which is a real shame, but I know from experience that the speed differential is now just too much (25 seconds between the 1986 final placed 4/4 and this years winner per lap) – how about a slow race for the old 'back of the grid club' 4/4's ?

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Invitation to Compete at Lydden Hill on Sunday 22 Sep 1996 from Sevenoaks & District Motor Club

Invitation grid for non-championship race
or enter one of the road-going
or modified grid events.

N.B. Jack Bellinger races here !!

Races are likely to include Minis, Modified saloons,
Formula Fords, Libre, Road legal sports cars, Midgets.

Contact Chris Acklam who has been promised some regs
or Steve Medhurst of the SDMC on
01622-730899 (home).

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, Sellinge, Ashford, Kent TN25 6EH.
Tel: +44 (0)1303 813803 Fax: +44 (0)1303 813737
email: chrisack@cix.compulink.co.uk Compuserve: 100021,3206

Historic endurance race

Congratulations to Chris Phillips and Rick Bourne who came 6th in XOV in the BPR Historic GT Endurance Race at Silverstone on Saturday.

In the GT race on the Sunday the factory car was damaged by a Porsche on the first lap and had to retire with a broken suspension. A great shame as it had been going really well in practice and qualifying.

Caption Competition

Won by Rick Bourne, whose caption for the first issue's picture was extremely funny – but unrepeatable. Suffice to say that one of the words used was 'small'.

The prize is a (non-transferable) track driving lesson from that well-known racer, Jack Bellinger. Lucky Rick!

Tony Dillon writes

"As is usual with Morgan rebuilds, mine is taking longer than anticipated so it is unlikely that you will see my high cowl Plus 4 in competition this year.

When finished, it will be running in Class C where I expect to give my old car (the Fiat engined +4 now run by Stephen Lockett) a good view of a TR engine's exhaust pipe!"

The Willhire 24 hour

The good news is that Morgans were invited to participate this year after a long period of exclusion.

The bad news is that only six weeks notice was given and the date clashed with the Challenge round at Dinnington anyway.

However, who's on for next year?

Tuscan challenge

For those of you near Mallory on May 27, Matthew Wurr is due to race his Tuscan again.

Did you know?

That during a season Goodyear supplies \$12 million worth of tyres to the Rothman Williams team.

An American in Wales

"We refuelled in Pont_rhydfendigaid (pronounced "huh?") and took a gravel road back east into the huge stretch of grazing lands known as the Great Welsh Desert. Not many people live here, and I'm not sure about those who do. Every time I got out of a car to relieve myself, the sheep would start backing towards me, looking over their shoulders expectantly."

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STOP PRESS

The Class E entry at Donington of a well-known championship winner in his historic +4 promises some really exciting racing in what is now probably the most competitive class in the Series.

STOP STOP PRESS

Oops, the Class E entrant may not be able to make it at Donington due to head gasket problems. Hope it's better soon.

New registrations

Two new entries for Class B have been received from Alan Biggar in Edinburgh and David Rushton in Cumbria. Welcome and good luck to both.

Spa or How to win with a hangover and no car keys

Set high in the Ardennes forests and looping up, down and across a small valley the circuit at Spa, home of the Belgian Grand Prix since 1960, has rightly been described as "probably the world's best race circuit". Previous F1 winners include virtually all the great names, including Jim Clark's 4 times on the trot in 1962-65 for Lotus. The outright lap record is now held by Alain Prost in 1.51.095 in 1993.

It's not often that any of us get the chance of a race at a full Grand Prix Circuit so when the opportunity arose 8 intrepid Morganeers sallied (in my case tunnelled) forth to take part in the 9th *Trophée des Ardennes*. I joined Mike Fellows, Craig Jones, Peter Garland, Simon Oribi Gann, David James, Peter Sargeant and Christian Bock who, despite the disparity of their power and ability formed one class ("Morgan") in Race G.

London Centre as usual were the single biggest contingent! There was a great supporters club: Jackie James and Kate Oribi Gann (complaining about the lack of sun and lack of chips respectively); Mike and Craig's sons (haunting the night clubs); Christian's father (charming all the girls); all encouraging the Morgans against the rest of the pack.

Signing on and scrutineering was a little chaotic – but we all got a little red nylon note-case with various obscure bits of paper and 1 piece of wood (we still don't know what it was for save the possibility of running repairs to the frames) in it. Some races were practising on the Friday afternoon so after completing the necessary formalities we went atop the pit garages to have a look.

That was my first sight of the awesome Eau Rouge / Le Raidillon corner. The "Autosport" guide suggests that drivers take a deep breath shortly before entering Eau Rouge – it was easy to see why. Coming at the end of the long, steeply downhill pit "straight" there is a kink to the left (with one of the biggest gravel traps I've ever had a close encounter with beside it) and then the circuit immediately rises steeply and turns

25 minutes. For Simon and I it was our first visit and there was a degree of trepidation in trying to learn a 4 mile circuit in that time. There wasn't exactly an argument as to who had the right to follow David James around but I got there first so Simon had to follow me! Which probably explained why he did not get a fast practice lap until no. 6 [*Ed: Excuses, excuses*], in the middle of which we were red flagged as an MG had

grab it with both hands and don't let go.

Much to our great delight the Class A lads had done rather well:-

1	Peter Garland	2.51.817
5	Craig Jones	2.58.139
10	Mike Fellows	3.02.651
29	Martin Kurrein	3.13.765
48	Peter Sargeant	3.25.072
52	Christian Bock	3.26.810
55	David James	3.32.487
59	Simon Oribi Gann	3.35.644

and the rest of us had a great time.

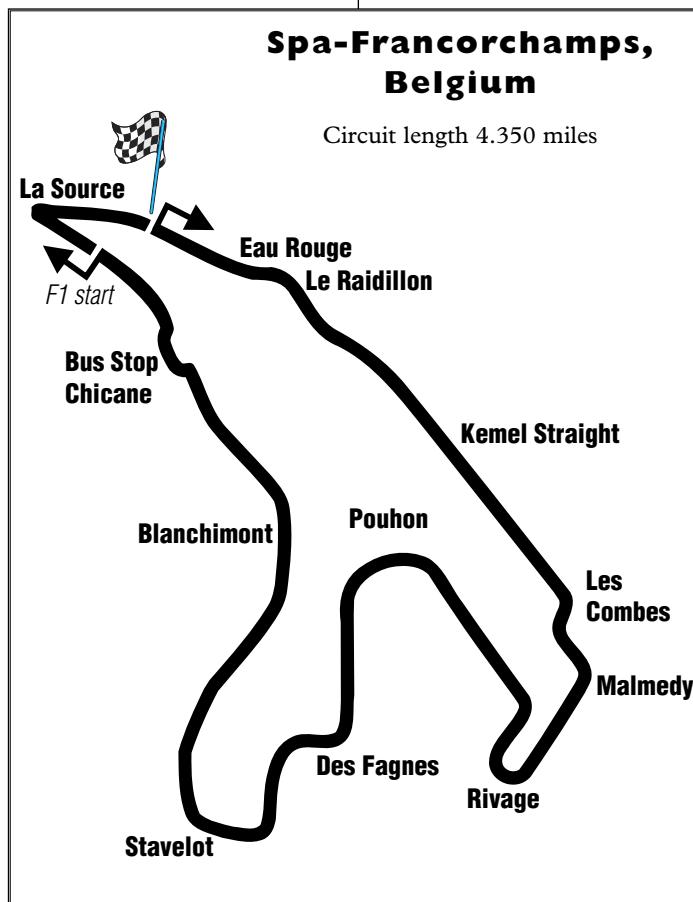
Mike Duncan's skill was much needed for the Class A boys: Peter was sure he had a shake; Mike (F) could hear a distinct rattle (all we needed was a roll from Craig). Interesting how we each react to the tension! In my relaxed way I just smoked another packet of cigarettes. [*Ed: And Simon washed his car?*]

After a bit of fettling it was back to watch some more practice and a couple of races or to walk around the pits and ogle the ERAs, Alfias, Talbots, Bugattis, March's, Tyrells etc and then, with a 9.50 am race looming off, to an early night.

Sunday morning

The morning did not dawn bright and clear. Grey, claggy and definitely wet underfoot was the better description. Spa, suddenly, was not quite so attractive.

Off we went to the circuit having found out that one of the blue pieces of paper we'd been given had to be stuck around your wrist in order to gain entry. Most of the cars had already been fettled so it was a matter of tyre pressures or changes. There was some discussion about whether in fact we



to the right – with an adverse camber. The problems aren't over yet – the climb goes on to a blind brow and a left-hander. All you can see is sky – but there's an apex somewhere that you DESPERATELY need to locate.

Practice

Our practice was scheduled for 8.00 am so we all retired rather early and turned out in the morning to find that, though overcast, the roads were dry. We had an allotted

buried itself in the Armco barrier coming too enthusiastically out of the bus stop.

Practice was interesting. There was field of 68 cars – ranging between Cobras and replicas, MG V8's, MGBs, MG TB's, TR3, 4, 6, and 8's, Lotus', Marcos and a solitary Lister Shelby. It was all over far too soon for me, and most others I suspect. Trepidation had given way to absolute delight. I can only say that if you ever get the slightest whiff of a chance to drive round Spa –

Spa cont.

wanted to race at all – so we compromised in that we would let the Class A boys take the front of the field while the rest of us drove quietly around at the back.

The hangover

While most of us were thinking about the racing to come Peter Garland had a double agenda for the weekend – his stag night was to be after the race. Unfortunately he started it a little early (24 hours or so) and arrived at the circuit with his usual impeccable timing but somewhat the worse for wear. *[Ed: The correspondents disagreed on this one: one saying “a little the worse for wear” the other “greatly..”]*

Things were not improved when he realised he'd left the keys for his car in his hotel room some miles distant. Whilst an emissary was sent to recover them Mike Duncan did a beautiful job of hot-wiring the car – where did he learn that!

Peter Sargeant, who had also been practising for the stag night, was letting down his tyres for the wet. Unfortunately, he had collected two different tyre pressure gauges, which read 8 psi different, and was found dismally staring at the two of them, debating which one to use on which wheel.

Meanwhile, Christian had decided to fit a new rear view mirror. Despite drilling a number of holes in the front of his car and in his perspex aero screen, he gave up and tied it on with string. Peter G, on the other hand, has the answer: you don't need much rear view if you stay in front!

The race

There was then the inevitable chaos in assembling 68 (or 72 depending

on who you listened to) cars in grid order to go out round the circuit and line up on the grid in preparation for my first ever rolling start. The usual wait and then off on the green flag.

Previous races were led round by a Dodge Viper – I was too far back to see. Everyone was fairly restrained and careful, particularly at the Bus Stop and the La Source hairpin where someone in the previous race had deposited copious quantities of oil. They didn't use cement in the rain! From La Source itself, however, we could hear the leaders letting rip and everyone around immediately followed suit and charged down to Eau Rouge. Common sense prevailed and I dropped back a little rather than try and go through three abreast!

After that matters for me were fairly uneventful. *[Ed: Gaining 10 places doesn't seem too uneventful from where I'm sitting]* Passed a few cars, got passed by a couple and repassed on or two. Bit of a moment when Barry Siddery-Smith spun right in

front of me at Des Fagnes and a hell of a moment when I caught the oil out of the Bus Stop and went down the “straight” leading to La Source in a series of opposite lock slides.

The red flag

Unfortunately I didn't see any of the action in front until lap 7 when the red flags came out at Rivage – what a disappointment.

Suddenly I saw the unmistakeable glaring headlights of a Mog on full chat looming in my mirror. It was Peter Garland coming up to lap me (as predicted on lap 7) under the red flag. I desperately flung my left arm out to try and hold him back but he was past with a wave of thanks for pointing him in the direction to go!

A slow trip back to the pits and the cause was apparent – a rather obese TR driver who'd earlier chopped David James at the Bus Stop had put his car into the wall right there.

Simon saw it, but was most aggrieved: the TR was in his sights for the following corner, and escaped him only

by missing the entrance to the bus stop by about 5 yards, and then turning in through the tyre wall, finishing stationary atop the island in the middle of the track. Surely it would have been easier to be passed?

In the pits we could hear the announcer (which is an unusual event in itself) congratulating Steve Williams on winning, Peter Garland for second and Craig Jones for third.

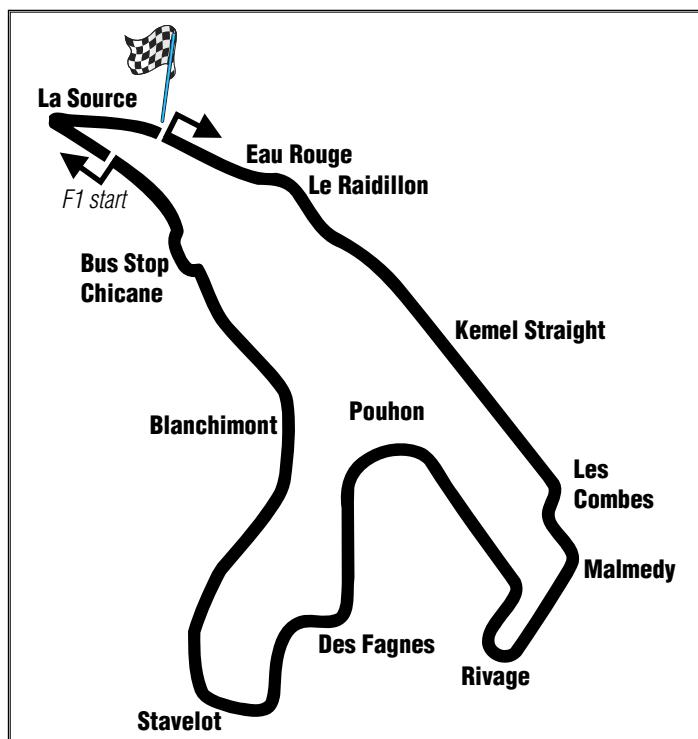
That wasn't the right result.

After a bit of protest by Peter (and after he'd been castigated for passing under a yellow flag!) things were put right and the final result was:-

1	Peter Garland	19.31.475	3.07.681
3	Craig Jones	20.12.389	3.17.788
7	Mike Fellows	20.54.403	3.21.297
19	Martin Kurrein	22.26.894	3.34.535
40	Simon Orebí Gann	19.56.44	3.42.721
48	Peter Sargeant	20.19.468	3.47.417
50	Christian Bock	20.20.923	3.48.377
56	David James	20.49.462	3.55.385

A storming race by the Class A boys; and well done to the rest of us. Particular congratulations to David James for holding one of the MG organisers behind him for the entire race! *[Ed: And to Simon for gaining an impressive 19 places in the race]* And, above all, thanks to Peter Sargeant for organising for us to join in such a marvellous event.

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with additional reporting
by a roving MogSport
foreign correspondent



Morgan Motor Company Challenge

Circuit **Donington Park**
Date 02-Jun-96

Length 1.9573 miles
Weather/track Cloudy/dry

PRACTICE				Time	Behind	
Pos	No	Class	Driver	Car (mins:secs)	Lap (secs)	kph mph
1	8	A	Peter Garland	+8	1:19.23	143.13 88.93
2	99	A	Matthew Wurr	+8	1:20.24	141.32 87.82
3	15	A	Craig Jones	+8	1:20.87	140.22 87.13
4	20	A	Simon McDermott	+8	1:22.18	137.99 85.74
5	16	B	Malcolm Paul	+8	1:22.34	137.72 85.58
6	14	B	Grahame Walker	+8	1:22.63	137.24 85.28
7	35	D	Chris Springall	+8	1:29.28	10.05 127.01 78.92
8	36	D	Martin Kurrein	+8	1:30.02	10.79 125.97 78.27
9	38	B	David Rushton	+8	1:30.16	10.93 125.78 78.15
10	66	B	Tony Howard	+8	1:30.20	10.97 125.72 78.12
11	88	B	Rob Wells	+8	1:30.68	11.45 125.05 77.70
12	27	C	Stephen Lockett	+4	1:31.79	12.56 123.54 76.77
13	18	E	John Clarke	+4 SS	1:33.17	13.94 121.71 75.63
14	13	D	Chris Acklam	+8	1:33.53	14.30 121.24 75.34
15	7	E	Mary Lindsay	+8	1:33.99	14.76 120.65 74.97
16	30	B	Alan Biggar	+8	1:34.37	15.14 120.16 74.67
17	5	E	Peter Horsman	+8	1:34.38	15.15 120.15 74.66
18	34	D	Peter Sargeant	+8	1:35.40	16.17 118.87 73.86
19	39	D	Simon Orebi Gann	+8	1:35.71	16.48 118.48 73.62
20	50	B	Mark Baldwin	+8	1:36.70	17.47 117.27 72.87
21	11	E	David James	+4	1:37.36	18.13 116.47 72.37
22	10	E	Jim Deacon	+4 SS	1:40.75	21.52 112.55 69.94
23	12	E	Jan Bulinski	+4	1:41.05	21.82 112.22 69.73

RACE - PROVISIONAL RESULTS				Race time	Behind		Best						
Pos	No	Class	Driver	Car (mins:secs)	Laps	(secs)	kph	mph	lap	on	kph	mph	
1	99	A	Matthew Wurr	+8	13:47.14	10	137.10	85.19	1:21.50	9	139.14	86.46	
2	15	A	Craig Jones	+8	13:47.71	10	00.57	137.00	85.13	1:21.29	10	139.50	86.68
3	8	A	Peter Garland	+8	14:05.75	10	18.61	134.08	83.31	1:19.35	8	142.91	88.80
4	14	B	Grahame Walker	+8	14:19.95	10	32.81	131.87	81.94	1:23.72	4	135.45	84.16
5	16	B	Malcolm Paul	+8	14:20.38	10	33.24	131.80	81.90	1:23.98	4	135.03	83.90
6	88	B	Rob Wells	+8	15:06.20	10	19.06	125.14	77.76	1:28.06	6	128.77	80.02
7	36	D	Martin Kurrein	+8	15:14.09	10	26.95	124.06	77.09	1:29.94	9	126.08	78.34
8	66	B	Tony Howard	+8	15:14.11	10	26.97	124.05	77.08	1:29.94	9	126.08	78.34
9	38	B	David Rushton	+8	15:16.18	10	29.04	123.77	76.91	1:29.94	7	126.08	78.34
10	35	D	Chris Springall	+8	14:00.78	9	1 lap	121.39	75.43	1:30.88	4	124.78	77.53
11	27	C	Stephen Lockett	+4	14:21.65	9	1 lap	118.45	73.60	1:32.33	5	122.82	76.32
12	13	D	Chris Acklam	+8	14:28.16	9	1 lap	117.56	73.05	1:33.58	7	121.18	75.30
13	18	E	John Clarke	+4 SS	14:29.88	9	1 lap	117.33	72.90	1:32.58	7	122.49	76.11
14	7	E	Mary Lindsay	+8	14:31.46	9	1 lap	117.11	72.77	1:33.97	9	120.68	74.98
15	5	E	Peter Horsman	+8	14:36.98	9	1 lap	116.38	72.31	1:34.10	3	120.51	74.88
16	34	D	Peter Sargeant	+8	14:43.26	9	1 lap	115.55	71.80	1:35.99	8	118.14	73.41
17	11	E	David James	+4	14:43.69	9	1 lap	115.49	71.76	1:35.43	4	118.83	73.84
18	39	D	Simon Orebi Gann	+8	14:44.83	9	1 lap	115.34	71.67	1:32.60	8	122.46	76.09
19	30	B	Alan Biggar	+8	15:07.77	9	1 lap	112.43	69.86	1:35.47	4	118.78	73.81
20	12	E	Jan Bulinski	+4	14:02.52	8	2 laps	107.68	66.91	1:40.71	6	112.60	69.97
21	10	E	Jim Deacon	+4 SS	14:03.41	8	2 laps	107.56	66.84	1:42.68	6	110.44	68.62

Not classified								
Pos	No	Class	Driver	Car (mins:secs)	Laps	(secs)	kph	mph
20	A	Simon McDermott	+8		5	dnf		
50	B	Mark Baldwin	+8		0	dnf		

Fastest laps				(mins:secs)	on	kph	mph
A	Peter Garland	+8	1:19.35	8	142.91	88.80	
B	Grahame Walker	+8	1:23.72	4	135.45	84.16	
C	Stephen Lockett	+4	1:32.33	5	122.82	76.32	
D	Martin Kurrein	+8	1:29.94	9	126.08	78.34	
E	John Clarke	+4 SS	1:32.58	7	122.49	76.11	

Existing Lap Records				(mins:secs)	kph	mph
A	Matthew Wurr	+8	1:19.34	142.93	88.81	
May-94	B	Chas Windridge	+8	1:20.73	140.47	87.28
May-94	C	Alan Wickenden	+4	1:26.88	130.52	81.10
May-94	D	Chris Phillips	+8	1:28.73	127.80	79.41
May-94	E	Rick Bourne	+4	1:30.37	125.48	77.97

Qualifying & Race Results

Donington Park HSCC meeting Sunday 2 June

Testing:

Testing is available for cars silenced to 100 dB on 14 and 31 May (also 17 possibly). Cost is a staggering £300 full day or £200 half day. Must book and pay in advance. Tel: 01332 810048

Petrol:

Available at testing.

Circuit length

1.9573 miles

Lap records

Outright: 1:00.13

J Rajamaki (Footwork FA13)

Morgans

Class A 1:19.34

Matthew Wurr

Class B 1:20.73

Chas Windridge

Class C 1:26.88

Alan Wickenden

Class D 1:28.73

Chris Phillips

Class E 1:30.37

Rick Bourne

Programme

Saturday

Hist Form Racing Car Champ.

Endurance Chall. (2 hours)

German Open (Sat/Sun)

Euro Hist F2 Series (Sat/Sun)

Classic F3 Series

Sunday

Hist. GP Assn Race (24 laps)

70s Road Sports Champ.

TR Race Championship

Morgan Challenge

Historic Racing Saloon Series

Sports Racing Car Champ

International Healey Chall.

Sports Car Trophy (15 laps)

Pre-65 F1 Challenge Race

McLennan

Old Hairpin

Crane Curves

Starkeys Bridge

Wheatscroft Straight

Goddards

Starkeys

Coppice

Hollywood

Ridgegate