# The Unofficial Race Series Newsletter 

## Garland scoops to conquer

Round 4 of the M organ M otor C ompany C hallenge took place at M allory Park on Sunday 18 M ay. The weather was dry, but cloudy and humid. Eighteen cars were out for a late morning practice in which Peter G arland once again set up fastest time. Grahame Walker had a fairly big spin during the session but nevertheless managed to record second fastest to be on the front row of the grid. The hairpin at Shaws caught James Paterson out when over-exuberance put him into a spin on the exit. He controlled it well though, escaped intact and later in the session recorded best time for a Class D car and found himself on the third row of the grid! F ar more heartstopping was the moment, on the same corner, when Simon Orebi G ann failed to make it at all and went straight through the exit gates scattering marshalls and our resident film maker in the process. F ortunately he came to rest just before the second set of gates (you can't escape that easily Simon!) and the damage to the car was repaired by T eam Brands H atch M organs in time for the race.
Just 17 cars made the grid for the 10 lap race as Mike Fellows lost oil pressure in the assembly area and was unable to start. It was Peter Garland who got away first when the lights went green, while further back Chris Springall left the line sideways and briefly made contact with the Class E car of Peter H orsman. At the end of lap 1, Peter was leading from Craig Jones and Simon McDermott. The sole runner in Class B, Grahame Walker, was lying 4th in front of James Paterson, who was leading C lass $D$ ahead of $M$ artin $K$ urrein, Simon O rebi G ann and Chris Acklam.
Class E was being led by Peter Horsman followed by Jack Bellinger. Chris Springall was 11th ahead of C olin T reble, D avid James, $M$ ary Lindsay, Chris Phillips, John Clarke and Barry Sumner. The solitary Class C car driven by Peter Sargeant completed the field. Although Peter was leading the race C raig was keeping with him, while a real battle was developing in Class D where James was having his work cut out to keep in front of $M$ artin. Chris Springall had moved up a place and was splitting the first two Class E cars and Chris Phillips had taken both $M$ ary and $D$ avid and was lying 13th at the end of the second lap. Simon Orebi Gann and Chris Acklam were behind M artin and James, although all four were so close that any one of

## Championship standings after 4 rounds

## Class A

Peter Garland
Simon McD ermott44

K eith Ahlers 10
James Edgerton
M ike F ellows

## Class B

G rahame Walker 31
M alcolm Paul 25
Tony Howard 6
Class C
Peter Sargeant 21
Stephen Lockett 15
Class D
M artin K urrein 41
James Paterson 26
Chris Acklam 20
Simon Orebi Gann 18
Chris Springall17

## Class E

| Peter H orsman | 34 |
| :--- | ---: |
| Jack Bellinger | 29 |
| M ary Lindsay | 24 |
| Colin T reble | 18 |
| John Clarke | 11 |
| Barry Sumner | 6 |
| D avid James | 5 |
| Chris Phillips | 5 |
| Rick Bourne | 1 |
| D oug Taylerson | 1 |

them could have exited the hairpin in front. For the first three laps James remained ahead but M artin - looking more focused than we've seen him for a while! - was alongside James on the third lap and crossed the line in front on the fourth. By now Chris Springall had moved up to add his weight to the battle and Chris Acklam's 8th place was coming under pressure. By the 5th lap Simon OG had passed James to become the new threat to M artin. Peter H orsman was dominating Class E, while Colin and Chris Phillips were having their own dice just ahead of the equally close battle of the +4 s between John, Barry and D avid.
In 5th place $M$ artin was succeeding in keeping Simon behind him, but on the 9th lap he had a fright as Simon passed him at the Esses only to be retaken again before the line. C hris Springall made the most of the situation and passed Simon and then went on to catch and almost pass M artin too. M artin was still in front at the flag to take a really well-deserved Class win after an excellently fought race-long battle. Grahame took Class B and Peter Sargeant Class C. Peter Horsman won Class E after a superbly spirited drive and Peter G arland safely extended his lead on the Championship after another excellent race.
Perhaps a 'slow news day' had left officials with little to do at M allory but for whatever reason they made their presence felt throughout the day and unfortunately after our race as well. It was apparent that drivers from all championships were being randomly selected for alcohol and drugs tests and the M organ M otor Company Challenge was no exception to this. A minor irritation in comparison to the fate which awaited Craig Jones following the race. Having passed the mandatory sound test prior to the race, council officials tested the car from the side of the track during the race and concluded that the level was in excess of that permitted and he was therefore excluded from the results. Similar tests on a Westfield in an earlier race resulted in a black flag and the leading driver's exclusion from that race too.
On to Donington on June 8 and the biggest grid this year - 25 at the last count, including a greatly increased number of cars in C lass A!
© Serena A ston, Race Series Co-ordinator Round 4, M allory Park, 18 M ay 1997

## From the Competition Secretary

## Lucas Hospitality Box: Donington, 8th June \&

 Bentley Driver's, Silverstone 9th AugustWe are fortunate once again to enjoy the facility of the Lucas box at Donington (the number of which escapes me! However you'll know that it's located upstairs overlooking Redgate). We intend to offer a "cash donations bar" and would welcome pledges to help.

We also anticipate the use of the Lucas Box (Box 19) at Silverstone for the Bentley Drivers' M eeting but not, sadly, on 31st August.

## The Club Sprint: Curborough - Sunday 29 June

Come along and support this marvellous club event preferably as a competitor (show the 'speed merchants' how it's done) or as an official or helper or as a mere spectator.

The event is 'classic listed' for the C lub championship and you'll see that the date neatly slots into a 7 week gap between races in the Series.

Please note that you'll need a timing strut for the front of your car. Entry fee is $£ 55$ and the class structure is similar to our own race series. Regulations will be available at D onington or earlier if requested.

C urborough is a purpose built sprint circuit conveniently situated in the M idlands near Lichfield, some 15 miles north of Birmingham. T he event will be a 'double lapper'

H ope to see you there.
F or further information, contact Peter Sargeant on - 01531650760

| Circuit Date |  |  | Mallory Park 18-May-97 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| LAP CHART |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Pos | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Qual |
| 1 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 1 |
| 2 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 3 |
| 3 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 4 |
| 4 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 2 |
| 5 | 21 | 21 | 21 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 9 |
| 6 | 1 | 1 | 1 | 21 | 39 | 39 | 39 | 39 | 39 | 35 | 10 |
| 7 | 39 | 39 | 39 | 39 | 21 | 21 | 21 | 35 | 35 | 39 | 7 |
| 8 | 13 | 13 | 13 | 13 | 13 | 13 | 35 | 21 | 21 | 21 | 6 |
| 9 | 54 | 54 | 35 | 35 | 35 | 35 | 13 | 13 | 13 | 13 | 8 |
| 10 | 17 | 35 | 54 | 54 | 54 | 54 | 54 | 54 | 54 |  | 11 |
| 11 | 35 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |  | 12 |
| 12 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |  | 14 |
| 13 | 11 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |  | 13 |
| 14 | 7 | 11 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |  | 15 |
| 15 | 33 | 7 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |  | 17 |
| 16 | 18 | 18 | 11 | 11 | 11 | 22 | 22 | 22 | 22 |  | 18 |
| 17 | 22 | 22 | 22 | 22 | 22 | 11 | 11 | 11 | 11 |  | 16 |
| 18 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 |  |  | 19 |

## WAR at Mallory

10.20am Sign-on and scrutineering - an extra hour lay-in, nice and easy I thought. 7.30 am I drove the car out of the garage. Three yards later it stops and won't restart, the fuel pump was rattling like mad and making funny noises. Oh no! N ot a broken fuel pump. Don't panic. A quick phone call to Serena (which probably made her get up) to see if I can race my other car in a different class, so Serena tried to phone the circuit to see if everything would be OK (thanks Serena). T hen wake up Sally to make the tea - OK I'm organised now. M eanwhile I start to take the car to bits to get at the fuel pump. I eventually got it out, then Jason turns up. "What're you doing?" he asks. "F uel pump's gone wrong" I reply. "H ave you checked there's enough petrol?" he says. "T he fuel gauge is reading nearly $1 / 4$ full" | retort. "So?" he says and blows down the pipe into the tank, "I can't hear any bubbles, you're out of petrol."
Now being 25 years older, more experienced and a far better mechanic "No, I'm not" I reply, starting to strip down the pump. But, just as a precaution, he went to the petrol station and got some fuel. He puts the petrol in the tank and blows down the pipe. "It's bubbling now. You were out of petrol d***head" he said, but little did he know that the Flugal valve which operates the overspeed relay which makes the actuating solenoid work had been stuck with a bit of old flannel - thus stopping it working and which I had managed to clear while he wasn't there. I replaced the pump and it started to work properly straight away - great. T ell Sally to phone Serena and tell her everything is OK - off we go.
Got to scrutineering just in time. He looks around the car, gets to the engine bay and rattles the fuel feed pump to the carbs it's loose. "T ighten that" he says. Now, when you've got a son who's always skint and a car in the garage with petrol in its tank, it's called fair game (he must get it from his mother's side - he with my petrol tank, she with my pockets!).
Anyway down to practice. We went round so many times we got dizzy. I had done sixteen laps before the exhaust snapped in half. Second in class behind Peter again - still, both on the same row of the grid - not bad. T he cafe gave me a beans can to mend the exhaust with - thanks boys.
On comes the green light and off we go. Everybody says they got a great start and they nearly overtook me, but by the first corner I was 100 yards in front of Class E (pure skill). By about the third corner, Peter came flying past me and left me in the dust. I even tried left foot braking going into G erards (funny, your left foot has a mind of its own - either too hard or not enough) and went into Gerards the fastest I'd ever been - came out a bit slower and lighter though! A bit of a convoy race after that but finished second in class.
Well done Peter, who was first in Class E-still a M oss box out in front (John C). C olin says he nearly got me on the start (yeah, yeah). I'd spent all week training with the shopping trolley down the aisles at Sainsbury's which just gave me the edge on M ary again!

J Bollinger (ret'd)

## Pssstt, you wanna some ferry cheap crossings?

Your Competition Secretary was approached by a couple of characters in the Paddock at Castle C ombe who pressed him to take a plain brown envelope full of, er, samples. He seemed slightly disappointed to find that they were application forms for cheap ferry crossings for motorsport competitors. If anyone wants a quote for car and trailer, motorhome, etc for Dover/C alais or any other ports, try calling M yriad Sports Travel, la Streatham Place, London SW 2 4PY. T elfax: 0181 671 4552. They promise a quote within 24 hours.

## Mallor...Eee

Peter Horsman was in a class of his own at M allory Park, repeating another awesome performance. Refusing to be unsettled by a sideswipe from a Class D car at the start, Peter went on to record a breath-taking lap record and class win by a country mile.

Practice was to prove ominous for the 9 strong field as Peter set pole position by over a second from his nearest rival - Jack Bellinger. Jack had just set his own personal speed record from Potters Bar to H inckley after setting off late due to having misdiagnosed an empty petrol tank as a faulty fuel pump [suggestions as to what this makes J ack on a postcard please]. Once on the track, the old WARhorse then went on to shed her exhaust in practice (probably in protest at the M 1 dash) and then a plug lead in the race rounding off rather a dogged day for the red car.

Behind Jack, C hris Phillips qualified just ahead of C olin T reble, followed by M ary Lindsay, David James, John Clarke, Barry Sumner and the 'honourable' Peter Sargeant.
When the lights went green, Jack and D avid got away particularly well with Jack rounding Gerards into the lead. Chris and John appeared wary of the sideswiping Class D car as, after a good start, both seemed to falter. F or once, M ary did not storm past the field and was lying behind D avid going into Gerards. B arry kept ahead of Sarge, whose hectic social life meant fitting in a party between practice and the race!
As the field approached the Esses for the first time Peter was right on Jack's tail and, as Jack braked, Peter shot up the inside - never to be seen again. T he next time the field caught sight of him he was collecting his well-deserved cup, so dominating was his victory.

Jack's race was somewhat solitary with the best battle raging in his mirror. Colin and Chris were having a real humdinger. $N$ ever more than a hair's breadth apart, the silver and green cars swapped places more time than can be recounted, with Colin finally edging out Chris to come out on top.

In the meantime $M$ ary had got by $D$ avid and was trying hard to keep in touch with the battling cars ahead. H owever, it was not going to be $M$ ary's day and she was to maintain station to the finish. John finally got past D avid at the hairpin where D avid's high gearing appeared to be causing him all kinds of trouble. John also had a go at M ary at the same place ... and did well to come away with his car intact!.

As the class was being lapped D avid finally succumbed to the battling Barry and Sarge followed on behind them both. And there the race ended.

W ith season half over, Peter has now won 3 of the 4 races and, in current form, must be odds-on to take the championship. A review of lap times for Brands and $M$ allory shows that the top 6 cars have all now beaten the previous year's fastest lap - a sure sign of how far the class has moved on.
So on to Donington Park for Round 5. Colin is looking better and better with each race and Chris is now showing his true mettle as he gets to grips with the inferior handling of the class E cars. Jack is hanging on in there and remember, M ary showed tremendous speed at D onington last year only to be pipped at the post by John. But if it's a winner you want to look no further than the charging white knight - Horsman by a canter [groan].

## A tale of 'fish nets'

Over 100 cars (including our party of 12) went to N ürburgring for 2 exclusive days in April. Doug and Caroline Taylerson were in their wonderful +4 , I was in my +4 Fiat TC and K eith Ahlers, having had some axle difficulties, swopped his +8 for a Lotus Elan (very quick).
Thanks go to the French fisherman's blockade of Calais protesting about the size of their 'fish nets' (why don't they wear jeans like everyone else?).
8:00 Volvo tow car did not start at first and we rushed a little too quickly to Dover to catch the 9:00 ferry to Belgium. Suddenly, at 85 mph, the trailer got a little bit out of line ... it's OK using both lanes ... racing's not scary at all!
Doug managed to get on board by guiding us in by mobile phone. We tried to 'pre-book' with Stena but the helpful lady told us that no ferry at 9:00 existed. M att said, "look out of the window" but she relied that she was in Ashford! Anyway we arrived at $8: 52$ and missed it so we bought another ticket for the 10:30 P\&O ferry. 5 hours later in Belgium we counted 8 miles of trucks waiting to get into the UK.
Arrived at 21:30 at the Guest House where others of our party were already sinking beers and 'wurst' to come. there was no sign of Doug and C aroline!
23:30 they arrived (to the relief of their son M att, we had to wake him up again!) having spent 11 hours on the

Stena ferry waiting to dock. Phew! Glad we missed that boat.
Next day, sunshine at $N$ ürburgring which is quite famous for gathering mist (have I spelt that correctly?). I part remember some bends (been twice before). Straight $11 / 2$ miles off the clock!! After 30 laps remember a few more bends.
What a circuit! $N$ early 5 miles, 10 minute laps, 78 bends (I was told, I didn't count them!). Covered 440 track miles, a whole year's 'normal' motor sport in 2 days with wonderful sunshine, german beer and the car ran perfectly. Absolute motoring heaven.
The +4 must know she is to be sold; having second thoughts now - what a car, what an engine, handles like a go-kart. T oo late, I've already bought a '78 +8 from Rick. Well, not quite. Bought a chassis, body and boxes and boxes of bits. Interesting history, 10 years on the road and 10 years as a coffee table at BHM.
Rick was very helpful, assuring me all bits were there. Waiting for the Airfix instructions now, Rick. delivery was by smart BHM transporter and Lockett's wheelbarrow (for the bits!).
Hopefully ready for Bentley Drivers' at Silverstone, but more likely Zandvoort will be its debut in Class D.
N ext year I'd like to see more $M$ organs at the $N$ ürburgring. Try it, you'll be hooked (oh no, not 'fish nets' again)

Stephen L ockelt

## Zandvoort, British Race Festival, 6 \& 7 Sept

According to the Circuit, the programme for the M organ race (billed as a non-championship round of the Series) is likely to be as follows.
Friday: 2 untimed practice sessions of 40 minutes each for M organs at a cost of 80 guilders (approx $£$ ??) per session.
Saturday: 2 official timed practice sessions of 30 minutes each. (T he best time of either session counts for the grid position.)
Sunday: 20 lap ( 50 km ) race.

# Ilorgan Illotor Company Challenge 

| Circuit Date |  |  | Mallory Park 18-May-97 | Length <br> Weather/track |  | 1.35 miles Sunny/dry |  |  | Qualifying |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| QUALIFYING |  |  |  |  | Time |  | Behind |  |  |  |  |  |  |
| Pos | No | Class | Driver | Car | (mins: secs) | Lap | (secs) | kph | mph |  |  |  |  |
| 1 | 8 | A | Peter Garland | +8 | 50.42 | 7 |  | 155.13 | 96.39 |  |  |  |  |
| 2 | 14 | B | Grahame Walker | +8 | 52.20 | 20 | 1.78 | 149.84 | 93.10 |  |  |  |  |
| 3 | 15 | A | Craig Jones | +8 | 52.26 | 14 | 1.84 | 149.66 | 93.00 |  |  |  |  |
| 4 | 20 | A | Simon McDermott | +8 | 52.58 | 6 | 2.16 | 148.75 | 92.43 |  |  |  |  |
| 5 | 2 | A | Mike Fellows | +8 | 52.83 | 6 | 2.41 | 148.05 | 91.99 |  |  |  |  |
| 6 | 21 | D | James Paterson | +8 | 55.50 | 7 | 5.08 | 140.93 | 87.57 |  |  |  |  |
| 7 | 39 | D | Simon Orebi Gann | +8 | 55.89 | 9 | 5.47 | 139.94 | 86.96 |  |  |  |  |
| 8 | 13 | D | Chris Acklam | +8 | 55.90 | 17 | 5.48 | 139.92 | 86.94 |  |  |  |  |
| 9 | 1 | D | Martin Kurrein | +8 | 55.99 | 3 | 5.57 | 139.69 | 86.80 |  |  |  |  |
| 10 | 35 | D | Chris Springal | +8 | 56.12 | 18 | 5.70 | 139.37 | 86.60 |  |  |  |  |
| 11 | 54 | E | Peter Horsman | +8 | 56.86 | 16 | 6.44 | 137.56 | 85.47 |  |  |  |  |
| 12 | 17 | E | Jack Bellinger | +8 | 57.62 | 16 | 7.20 | 135.74 | 84.35 |  |  |  |  |
| 13 | 33 | E | Chris Phillips | +8 | 57.77 | 16 | 7.35 | 135.39 | 84.13 |  |  |  |  |
| 14 | 25 | E | Colin Treble | +8 | 57.80 | 12 | 7.38 | 135.32 | 84.08 |  |  |  |  |
| 15 | 7 | E | Mary Lindsay | +8 | 58.42 | 16 | 8.00 | 133.88 | 83.19 |  |  |  |  |
| 16 | 11 | E | David James | +4 | 58.95 | 5 | 8.53 | 132.68 | 82.44 |  |  |  |  |
| 17 | 18 | E | John Clarke | +4 | 59.05 | 12 | 8.63 | 132.45 | 82.30 |  |  |  |  |
| 18 | 22 | E | Barry Sumner | +4 | 59.34 | 4 | 8.92 | 131.81 | 81.90 |  |  |  |  |
| 19 | 34 | C | Peter Sargeant | +4 | 1:03.46 | 8 | 13.04 | 123.25 | 76.58 |  |  |  |  |
| $\begin{array}{\|l} \text { RACE } \\ \text { POS } \\ \hline \end{array}$ | - PRO No | $\begin{aligned} & \text { OVISI } \\ & \text { Class } \end{aligned}$ | ONAL RESULTS Driver |  | Race time <br> (mins: secs) |  | Behind (secs) | kph | mph | Best <br> lap | on | kph | mph |
| 1 | 8 | A | Peter Garland | +8 | 8:37.96 | 10 |  | 151.00 | 93.83 | 50.01 | 4 | 156.40 | 97.18 |
| 2 | 20 | A | Simon McDermott | +8 | 8:53.26 | 10 | 15.30 | 146.67 | 91.14 | 52.35 | 3 | 149.41 | 92.84 |
| 3 | 14 | B | Grahame Walker | +8 | 8:54.84 | 10 | 16.88 | 146.24 | 90.87 | 52.22 | 3 | 149.78 | 93.07 |
| 4 | 1 | D | Martin Kurrein | +8 | 9:30.02 | 10 | 52.06 | 137.21 | 85.26 | 55.91 | 9 | 139.89 | 86.93 |
| 5 | 35 | D | Chris Springall | +8 | 9:30.50 | 10 | 52.54 | 137.10 | 85.19 | 55.49 | 3 | 140.95 | 87.58 |
| 6 | 39 | D | Simon Orebi Gann | +8 | 9:30.81 | 10 | 52.85 | 137.02 | 85.14 | 55.81 | 5 | 140.14 | 87.08 |
| 7 | 21 | D | James Paterson | +8 | 9:31.01 | 10 | 53.05 | 136.98 | 85.11 | 55.88 | 9 | 139.97 | 86.97 |
| 8 | 13 | D | Chris Acklam | +8 | 9:31.58 | 10 | 53.62 | 136.84 | 85.03 | 55.74 | 10 | 140.32 | 87.19 |
| 9 | 54 | E | Peter Horsman | +8 | 8:40.09 | 9 | 1 lap | 135.35 | 84.10 | 56.43 | 5 | 138.60 | 86.12 |
| 10 | 17 | E | Jack Bellinger | +8 | 8:47.13 | 9 | 1 lap | 133.54 | 82.98 | 57.13 | 3 | 136.91 | 85.07 |
| 11 | 25 | E | Colin Treble | +8 | 8:54.58 | 9 | 1 lap | 131.68 | 81.82 | 57.95 | 6 | 134.97 | 83.87 |
| 12 | 33 | E | Chris Phillips | +8 | 8:55.04 | 9 | 1 lap | 131.57 | 81.75 | 57.75 | 7 | 135.44 | 84.16 |
| 13 | 7 | E | Mary Lindsay | +8 | 8:56.76 | 9 | 1 lap | 131.14 | 81.49 | 57.82 | 7 | 135.27 | 84.05 |
| 14 | 18 | E | John Clarke | +4 | 8:58.90 | 9 | 1 lap | 130.62 | 81.17 | 58.48 | 8 | 133.75 | 83.11 |
| 15 | 22 | E | Barry Sumner | +4 | 9:04.98 | 9 | 1 lap | 129.17 | 80.26 | 59.11 | 3 | 132.32 | 82.22 |
| 16 | 11 | E | David James | +4 | 9:06.29 | 9 | 1 lap | 128.86 | 80.07 | 59.28 | 9 | 131.94 | 81.98 |
| 17 | 34 | C | Peter Sargeant | +4 | 8:53.25 | 8 | 2 laps | 117.34 | 72.91 | 1:05.02 | 3 | 120.29 | 74.75 |
| Not classified |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 15 | A | Craig Jones | +8 |  |  |  |  |  |  |  |  |  |
| Fastest laps |  |  |  |  | (mins: secs) | on | kph | mph |  |  |  |  |  |
|  |  | A | Peter Garland | +8 | 50.01 | 4 | 156.40 | 97.18 |  | New lap record |  |  |  |
|  |  | B | Grahame Walker | +8 | 52.22 | 3 | 149.78 | 93.07 |  |  |  |  |  |
|  |  | C | Peter Sargeant | +4 | 1:05.02 | 3 | 120.29 | 74.75 |  |  |  |  |  |
|  |  | D | Chris Springal | +8 | 55.49 | 3 | 140.95 | 87.58 |  | New lap record |  |  |  |
|  |  | E | Peter Horsman | +8 | 56.43 | 5 | 138.60 | 86.12 |  | New lap record |  |  |  |
| Existing Lap Records |  |  |  |  | (secs) |  | kph | mph |  |  |  |  |  |
| 28/04/ | 96 | A | Matthew Wurr | +8 | 50.36 |  | 155.31 | 96.51 |  |  |  |  |  |
| 28/04/ |  | B | Malcolm Paul | +8 | 52.11 |  | 150.09 | 93.26 |  |  |  |  |  |
|  |  | C | Alan Wickenden | +4 | 54.81 |  | 142.70 | 88.67 |  |  |  |  |  |
|  |  | D | Mark Longmore | +8 | 55.85 |  | 140.04 | 87.02 |  |  |  |  |  |
|  |  | E | Rick Bourne | +4 | 57.84 |  | 135.22 | 84.02 |  |  |  |  |  |


| Thorgan Tliotor Company Challenge <br> Any information, stories, photos or anything remotely interesting to participants in the race series to Chris Acklam at The Old Vicarage, Sellindge, Ashford, Kent TN 25 6EH <br> Tel: +44 (0)1303 813803 Fax: +44 (0)1303 813737 il: chrisack@ cix.compulink.co.uk Compuserve: 100021,3206 |
| :---: |

## Tombola prize

If anyone uses Peter Best Insurance Services I have a (rather coffee-stained) $£ 25$ discount voucher here for which I have no use.

## NEXT RACE Donington Sunday 8 June



Date for last entries
Too late again. It was 18 M ay 1997

## Testing:

Cost is $£ 300$ full day or $£ 200$ half day. M ust book and pay in advance.
Tel: 01332810048

## Petrol:

Unleaded only available at the circuit. [Ed: Thanks Peter.]

Circuit length
1.9573 miles

Lap records

Class A
1:19.34
M atthew Wurr
Class B
1:20.73
Chas W indridge
Class C
1:26.88
Alan Wickenden
Class D
1:28.73
Chris Phillips
Class E
1:30.37
Rick Bourne

## Programme

British F3000 (25 laps), Tomcat Turbo Cup/216 GTi, Formula 3, BRSCC Global Lights, Formula 600, Slick 50 Road Saloon, Westfield, TR Register.

## Spare Tickets

Any spare tickets that you don't want, please send to me and I will distribute them

