



Keith reigns at wet Oulton

Those members of the intrepid MMCC who attended the Oulton Park meeting on the 7th of April are probably still drying out and wishing that they too had sloped off to Spain in search of the sun with some as yet unseen members of our merry band. The race bulletin declared the weather to be 'cloudy/wet', but as the cars followed Keith out for a curtailed ten minute practice, it just seemed wet. Very wet. Conditions on the track itself were decidedly very wet including standing water, while oil from an earlier MG mishap did nothing to improve grip. Everyone seemed to stay together making qualifying a rather strange affair with the more temperamental cars faring worse as they struggled to keep their grip.

Paul Chauveau lost his grip entirely at Deer Leap and came round for the second time with both bumpers hanging off. As he passed the scene of his mishap he failed to realise that the black flag waving merrily in the rain had anything to do with him, instead concentrating on perfecting his technique around the bend. Afterwards the Clerk of the Course was obviously less impressed that he had repeated this mistake

three times and offered either a hefty fine with accompanying endorsement or go to jail without passing Go, so Paul wisely took the latter option. He is presently reported to be perfecting his washing-up skills as there was some sort of choice to be made on the domestic front involving car repairs and kitchen appliances and Sharon was determined to have her new dishwasher.

Chris Williams was another early casualty when, taking advantage of a space, he decided to test his car's manoeuvrability around Cascades. (Quite an appropriate name that.) Unfortunately this proved catastrophic as the car spun and then stalled providing an extra hazard for those following, namely James Paterson. Marshalls leapt forward to push the car out of the way leaving Chris to consider his race line from the sidelines.

Simon OG spun fairly elegantly leaving the pit straight but despite uncertain footwork at the end managed to regain the track. Peter Horsman and Daniel Ward had what might be best described here as an incident which left Peter with a puncture and an even less

manoeuvrable car. Andy Green spoke for many when he declared his car skittish and it later began to overheat which, considering the conditions, should give him something to worry about. When Stephen Wheatley overtook Philip McK. he was heard to proclaim that the rain was a great leveller when true skills shone in the otherwise unmitigating murkiness. As only Billy, in disguise in 123 WAR, represented class D, those most likely to have benefited from the conditions were absent.

Qualifying results were suitably odd and were to cause much discussion in the intervening inches of rain between practice and race, but Keith was on pole with Matthew second followed by Chris A, James and Paul B. Simon McD was at Oulton but in a supporting role as his car was still in bits and Rick's second new engine had blown up leaving him at the very least carless and absent.

Prior to the race, cold, wet Morgan drivers huddled at the side of the track watching the unravelling carnage as MGs, Triumphs and Healeys spun around the track ending up dishevelled and bent.

The prevailing mood as they donned race wear seemed one of resignation rather than elation. Billy captured the spirit of the afternoon when he was seen in the 'Mens'

2001 Championship Class standings after 2 rounds

Class A	
Keith Ahlers	20
Matthew Wurr	14
Christopher Williams	6
Class B	
Chris Acklam	19
Phil Hollins	14
Peter Horsman	11
Philip McKelvey	10
Bill Bellinger	2
Class C	
James Paterson	21
Simon Orebi Gann	17
Andy Green	10
Paul Burry	6
Daniel Ward	6
Paul Chauveau	2
Leigh Sebba	1
Class D	
Jack Bellinger	11
Kelvin Laidlaw	8
Mary Lindsay	6
James Bellinger	6
Phil Goddard	4
Class E	
Alan Wickenden	22
David James	12
Stephen Wheatley	12
Adrian and der Kroft	8



Alan Wickenden on his way to a 2nd Class win and fastest lap

continued on page 2

Circuit	Oulton Park							
Date	07-Apr-01							
LAP CHART								
	Laps -->							
Pos	1	2	3	4	5	6	7	8
1	29	29	29	29	29	29	29	29
2	99	99	99	99	99	99	99	99
3	13	13	13	13	13	13	13	13
4	54	21	21	21	21	21	21	21
5	21	57	39	39	39	39	39	39
6	57	39	50	50	50	50	50	50
7	39	50	57	14	57	57	57	57
8	50	14	14	57	1	1	1	1
9	14	1	1	1	44	44	44	
10	1	44	44	44	25	25	45	
11	44	25	25	25	45	45	28	
12	25	45	45	45	28	28	69	
13	45	28	28	28	69	69	25	
14	28	69	69	69	55	55	55	
15	69	55	55	55	11	11	11	
16	55	11	11	11				
17	11							

Lap chart with thanks to Jan and Serena



Simon Orebi Gann: 5th and a Class fastest lap

attempting to dry off his race boots under the hand drier. Your scribe ought to emphasise, as if any were needed, that this incident was as reported to her, and there was no personal testament to this event. Chris A probably spoke for many when he pronounced that he wished he was at home.

Eventually race five was called. As the lights changed, Chris A made a bid to reach his home destination first as he took the lead. Sadly for him, this was but for a fleeting moment as Keith and Matthew powered past in pincer formation. Peter also had a fantastic start moving from 7th to 5th by the exit of Old Hall after a minor nudge from Paul Burry and then to 4th, outbraking James into Cascades who was rather hoping to see a spinning blue car appearing in front of him. Disaster struck though as Peter aquaplaned on a puddle while speeding down the pit straight for the first time, perhaps because he was on a back tyre at the front after the morning's puncture or perhaps for any other reason that wasn't his fault, and spun the 200 yards to Old Hall and then the remaining 50 to the tyre wall which was fortunately only kissed, happily avoiding and being avoided by everyone else. As Peter took his new place behind David James, he decided it was much too dangerous to attempt overtaking anyone and retired. Your scribe, of course, didn't know of this

voluntary retirement- but noted that he was missing. In the committed role of your race reporter, I was "forced" to stay rooted to the spot to watch the 'fun' but in an agitated and distracted manner, struggling to hear anything of the race commentary from any of the inaudible nearby speakers.



A carefree Chris A

Such is the sacrifice of the office.

Billy also had a good start moving from 10th to 6th place and holding off Simon OG and Paul Burry for two laps. Grahame Walker regained his poise after his start to overtake Billy on lap three and began to chase Paul B and Simon OG. Alan Wickenden was then left to pursue a familiar car but with an unfamiliar driver. Fortunately both Alan and Billy kept their wits about them as Graham W hit a puddle which had appeared at Old Hall between laps four and five and spun travelling backwards down the hill coming to rest against the armco as it slowed him down by attempting to remove his back bumper. Billy and Alan chucked up the rest of the puddle so that it was of no

further bother to the rest of the field and after a nervous few moments continued on their way to finish in seventh and eighth places.

Keith held onto the lead through puddle after puddle while Matthew never really recovered from his awful start and couldn't catch him. They seemed to pass the back markers really early in the race and the class C boys on lap 6. Andy Green and Daniel Ward were having their usual dual with Daniel just in front until he tried to hold his line as Matthew whizzed up from nowhere and Daniel found himself spinning with Andy now three places in front.

Chris A continued to sail along in third place with James catching him under braking. Simon OG found himself in fifth place and was

Chris A but as he finished ahead of them and first in class he probably didn't care anyway. Alan W (first in class and fastest lap) and Stephen W proved that class E drivers can take spoils in the rain by taking eighth and ninth places, leaving five faster cars and David in their wake.

Chris W achieved a long awaited finishing line so eleventh wasn't quite as disappointing as it might look on the result sheet. Phil Hollins also benefited from Dan's misfortune to move up a place and was last seen happily heading for the airport and some welcome sun while abroad on business. Philip McK and David James brought up the rear. Philip's newly repaired rear remained in a pert state despite the best efforts of those around him. Billy returned to the Bellinger fold clutching a class D cup which as he drove home from the track in WAR was probably useful as a bailer.

What next? Well, it is back to Brands at the end of the month and hopefully some better weather and more enjoyable racing. Classes A and D need to be better represented and drivers, despite understandable post-race euphoria, might spare a thought and maybe even some time or a comment or two for your poor hapless and apparently at times unpopular scribe as her work begins in earnest after the race.

Ruth Horsman

having the race of his life, laying awful ghosts from past outings to Oulton, and catching James. He didn't manage the latter but did take fastest lap from James (winner of class C) on the final lap. Paul B finished in sixth place and also recorded a faster lap than James, again on the final lap. All three were faster than



First corner problems at Paddock

My other car is ... (An occasional column)

... a Cooper T51, Adrian van der Kroft

Rob Walker, as most people know, was one of the most respected privateers of his era. Not afraid to experiment and to put in some money he generally had the best drivers and could afford to have cars changed as he - or rather his well known chief mechanic, Alf Francis - thought fit.

Thus he bought in early 1959 a rolling chassis of what was referred to as a Cooper MK IV (T51) from Coopers (it not being a complete car, car tax was saved by giving it a chassis number he already had and adding a suffix "A") Thus the 1959 car is known as FII-7A-57 The car received a body that slightly differed from the works Cooper bodies in that it was a bit flatter than the almost complete oval shape of the works cars. The original ERSA (Citroen !) gearboxes not being very reliable Rob Walker had the Italian Colotti five speed fitted. Engine was the Coventry Climax 2.5 litre double overhead cam four pot giving approximately 225+ bhp. homologated weight approx 450 kg (half of a Morgan). The car, of course, received the dark blue with white transverse band Rob Walker livery.

Further technical specs of interest:

suspension: wishbone and coil in the front and wishbone and transverse leaf in the rear brakes: discs front and rear, hydraulic, two pot steering: rack and

pinion tyres Dunlop L 500x15 front and 600x15 rear; present gearbox Cooper/Knight-ERSA

Its first outing was Goodwood's Glover Trophy, driven by young Stirling Moss who did no less than win the race. For the Monaco Grand Prix the car was entered for Maurice Trintignant, achieving a honourable 3rd place. In that race the car was expected not to be able to finish on one set of tyres and, in order to reduce the time of a tyre change, she was equipped with Borani knock off wire wheels instead of the standard magnesium wheels. These Borrans - not used on any of the other Coopers - make her easy to distinguish on historic photographs. However today she is back on her original magnesium rims.

Further results that year:

Dutch GP, Zandvoort, Stirling Moss, technical failure when first in race

Aintree, British GP, Maurice Trintignant, 5th

Nurburgring, German GP, Maurice Trintignant, 5th

Oporto Portugese GP, Maurice Trintignant, 4th

Monza, Italian GP, Maurice Trintignant, 9th

USA GP, Maurice Trintignant, 2nd
Argentine GP, Maurice Trintignant, 3rd

Silverstone, International Trophy, DNF

Technically outdated by the Cooper T 53 etc and the regulation change of F1 into 1,5 litre cars (8cyl), the car was decommissioned and sold in 1964 when it started a life in hill climbing and club racing, even finding its gearbox and engine replaced by a Chevy engine! In 1978 it was restored back to its original form although little is known at present of its use afterwards. Finally it got a full restoration in 1999 by the well known restorer John Harper.

Now it is with Neil Twyman where it has been prepared for this season's racing by Billy Bellinger (of Bellinger fame indeed). In early March car (and driver !) are having their first track tests at Goodwood - where else. It is hoped to race it in the HGCPA. which should bring the car to meetings like Coys, BRDC-Silverstone, Goodwood, Pau, Imola etc (hardly clashes with the Morgan Challenge this year)

Adrian van der Kroft

Dear Editor

Praiseworthy drives don't always result in passing the chequered flag first as Simon Orebi Gann proved at Oulton Park. While some of us were being glum about the rain and slipping off the circuit, Simon pedalled skillfully and clocked a fastest lap only bettered by the A class cars of Keith and Matthew - impressive indeed for a class C car.

Excellent drive and well done, but next time Simon nip past James and make the the class really interesting.

Daniel Ward



Ex Stirling Moss Cooper T51

Unofficial Handicap – The Official Explanation

I have been running the Unofficial Handicap for the first two Rounds of this year's Race Series and have been in attendance at both Brands (1) and Oulton. Although I have been able to work out the results at the circuit I have been keeping a low profile whilst I get it bedded down – the conditions at Oulton presented a challenge ! The fundamental principles remain the same but I have 'tweaked' it a little as a result of these field trials and I feel it is now time to outline some of the logic behind the numbers and explain how I see it working.

• How does it work ? At each race, **for each driver**, I do the following;

1. I take the lap speed of the best qualifying lap (the official one that determines your grid position).

2. Then I take the average race speed (again from the official results) and calculate it as a percentage of the best qualifying lap speed and call this the handicap 'score'. Under constant conditions (i.e. dry practice and dry race) then the race speed is almost always going to be less than the qualifying lap speed and the percentage comes out at less than 100%.

3. Anyone's percentage that is greater than 100% is assumed to have had a problem or was not trying during qualifying and their percentage is adjusted to be equal that of the race competitor with the lowest valid score. This is harsh but is designed to stop people trying to work the handicap by going slowly in qualifying and then quickly in the race – if you play about and get it wrong you go to the bottom !

4. Finally I adjust the highest handicap score up to 100% and all the other scores by the same proportion – so the handicap winner at each race scores 100. This is to help make it consistent across all the races and stop any peculiar qualifying/race results skewing the scores and hence 'helping' or 'hindering' anyone who was or was not involved in those races. It also makes the scores between races closer to each other and hence the overall totals much closer (more exciting ?).

5. Race by race I accumulate the scores and will use a 'best 8 from 10' total in line with the Challenge Race Series proper – the highest overall total will be the winner.

• The basic ethos is that you shouldn't really try and 'beat' the handicap but it should simply lay naturally over what is a scratch race – I personally think it's better if you don't really understand it at all !

• The basic idea is for you to get your race **average speed as close to your qualifying speed** as you can – which

could be considered as one way to measure 'improvement over qualifying speed'.

• The principles are that you will qualify as fast as you can because grid position is important in the real race. You will always race as fast as you can (otherwise why bother to do it). Because the handicap requires you to get your race average very close to your qualifying speed so even if you are not involved in a dice it will encourage you to press on to improve your handicap score.

• If you try and 'fiddle' it by going slowly in qualifying and quickly in the race – you are penalised if you get it wrong, the scoring is very sensitive and it should prove tiresome to try and drive the race at the 'correct' speed. In any case where's the fun in all that ?

• It has nothing to do with a particular car or its state of tune and hence does not rely on complicated formulas (sorry Steve Spencer). This also means I can easily accommodate drivers who use different cars during the season (as Billy has already done) and can derive it based only on the results of practice and the race.

• When conditions are marginal, or perhaps wet in qualifying and dry in the race then obviously the assumptions about race speed being slower than qualifying don't necessarily apply. I do have some thoughts on how to deal with that but for the moment I plan to consider it on a race by race basis in the hope that trial will eventually displace error.

I have done some testing using the whole of last year's Championship race results and it produced a different winner at every race but one – which I think makes it sufficiently random to keep things interesting and also fun. The difference in scores between 1st – 2nd – 3rd at the end of the season was 590.96 against 590.38 against 589.37.

Chris has agreed to publish the results in his excellent MogSport journal and I will try and write a paragraph giving my thoughts about each set of results as we go. So far I've managed to be at each round and I am planning to keep this up since it gives me a better insight into changing conditions and incidents during the race which affect the average speeds. Look out for me in the paddock – if we eventually get some weather that means everybody does not rush off immediately after the race I should have the handicap results done in situ.

I have started a new Handicap Topic at Mr. Acklam's excellent www.brakehorsepower.net Internet site – give it your two penn'orth.

See you all around.

Andy Downes

Handicap Comments – Oulton Park 07/04/01

Now if Brands (1) was Bl**dy cold, then Oulton was Bl**dy wet – I hoping Brands (2) will be.....really rather pleasant !

Despite all the water I made the trip up to Chester eager to carry out the second field trial for the Unofficial Handicap – I should have stayed home and kept warm and dry. The qualifying times were all over the place and the race was even worse, my pristine calculations all went to pot and anyway by the time I'd finished everyone was leaving – I'm going to take up motor racing as it's less frustrating.

Basically all but 3 competitors had average race speeds faster than qualifying and hence 'scored' better than 100%, normally I would adjust all these to equal the lowest valid score (i.e. less than 100%). However this didn't seem right at all since one of the handicap principles is that you should drive as quick as you can during the race and many who had clearly done this would be 'marked down'. Being on site was useful as nearly everybody said it was very slippery during practice due to a combination of oil and water whereas during the race it was just wet.

I didn't notice Phil Hollins but certainly James P, Simon OG and Billy B all went very well in the wet, whilst David J (and I hope he forgives me for mentioning this) said he was just happy to get round safely – never mind the speed. Both these sets of circumstances seem to be reflected in their scores. As a result I have decided to let the handicap positions stand as they are (and penalise nobody), given the extreme conditions, coupled with the fact that I can't believe anyone understood the handicap well enough to exploit it.

One thing I have done as a direct result is to 'adjust' the scores so that the winner is always given 100 points, rather than 103.55 in the case of Oulton verses 99.10 at Brands (1), and altered the other scores by the same factor. This is to prevent the Oulton result 'skewing' the overall scores and will help equalise the different races, I plan to do this for all the races – it also makes it easy to spot the race winners in the overall table.

See you all next time.

Andy Downes

MORGAN CHALLENGE RACE SERIES 2001 (UNOFFICIAL HANDICAP)

ROUND 2 - OULTON PARK 07/04/01

No.	CLASS	DRIVER	CAR	WET/OIL		WET		POS	H'CAP	100%	POS
				PRACTICE		RACE					
69	B	Phil	Hollins	+8	56.84	58.86	12th	103.55	100.00	1st	
39	C	Simon	Orebi Gann	+8	63.34	65.46	5th	103.35	99.80	2nd	
21	C	James	Paterson	+8	63.97	65.55	4th	102.47	98.96	3rd	
57	D	Bill	Bellinger	+8	60.13	61.60	7th	102.44	98.93	4th	
50	C	Paul	Burry	+8	63.40	64.82	6th	102.24	98.73	5th	
99	A	Matthew	Wurr	+8	67.08	68.54	2nd	102.18	98.67	6th	
13	B	Chris	Acklam	+8	64.43	65.82	3rd	102.16	98.66	7th	
28	A	Chris	Williams	+8	57.78	58.96	11th	102.04	98.54	8th	
44	E	Stephen	Wheatley	4/4	58.15	59.30	9th	101.98	98.48	9th	
1	E	Alan	Wickenden	4/4	60.27	61.17	8th	101.49	98.01	10th	
29	A	Keith	Ahlers	+8	68.37	69.10	1st	101.07	97.60	11th	
55	B	Philip	McKelvey	+8	56.81	57.17	14th	100.63	97.18	12th	
45	C	Andy	Green	+8	59.13	59.06	10th	99.88	96.46	13th	
25	C	Dan	Ward	+8	59.41	57.85	13th	97.37	94.04	14th	
11	E	David	James	+4	55.96	54.16	15th	96.78	93.47	15th	
54	B	Peter	Horsman	+8	62.97	DNF					
14	B	Grahame	Walker	+8	62.57	DNF					

MORGAN CHALLENGE RACE SERIES 2001 (UNOFFICIAL HANDICAP)

NO:	CLASS	DRIVER		CAR	BRANDS (1)	OULTON	BRANDS (2)	DONGTON	CCOMBE	SNETT	SILV (1)	CADWELL	MALLORY	SILV (2)	BEST 8	TOTAL ALL
13	B	Chris	Acklam	+8	98.92	98.66									197.58	197.58
29	A	Keith	Ahlers	+8	98.56	97.60									196.16	196.16
57	B/D	Bill (James)	Bellinger	4/4 & +8	96.01	98.93									194.94	194.94
17	D	Jack	Bellinger	+8	98.44										98.44	98.44
		Grahame	Bryant	+8											0.00	0.00
50	C	Paul	Burry	+8		98.73									98.73	98.73
49	C	Paul	Chauveau	+8	96.29										96.29	96.29
		John	Clarke	+4 SS											0.00	0.00
		Chris	Dady	4/4											0.00	0.00
48	D	Peter	Garland	+8											0.00	0.00
45	C	Philip	Goddard	+8	97.67										97.67	97.67
		Andy	Green	+8	99.36	96.46									195.82	195.82
		Ian	Hepburn	+8											0.00	0.00
69	B	Phil	Hollins	+8	97.20	100.00									197.20	197.20
54	B	Peter	Horsman	+8	98.93										98.93	98.93
		Tony	Howard	+4 SLR											0.00	0.00
11	E	David	James	+4	97.25	93.47									190.72	190.72
		Brian	Jenkins	+4											0.00	0.00
		Craig	Jones	+8											0.00	0.00
71	D	Kelvin	Laidlaw	+8	92.04										92.04	92.04
7	D	Mary	Lindsay	+8	94.82										94.82	94.82
		Rick	Lloyd	+8											0.00	0.00
		Steve	Lockett	+8											0.00	0.00
		Simon	McDermott	+8											0.00	0.00
55	B	Philip	McKelvey	+8	95.66	97.18									192.84	192.84
39	C	Simon	Orebi Gann	+8	97.64	99.80									197.44	197.44
21	C	James	Paterson	+8	98.42	98.96									197.38	197.38
		Malcolm	Paul	+8											0.00	0.00
		Peter	Sargeant	+4											0.00	0.00
31	C	Leigh	Sebba	+8	94.02										94.02	94.02
		David	Sherman	+8											0.00	0.00
		Chris	Springall	+8											0.00	0.00
		Barry	Sumner	4/4											0.00	0.00
41	E	Adrian	Van der Kroft	+4	99.75										99.75	99.75
		Grahame	Walker	+8											0.00	0.00
25	C	Dan	Ward	+8	99.30	94.04									193.34	193.34
		Rob	Wells	+8											0.00	0.00
44	E	Stephen	Wheatley	4/4	92.04	98.48									190.52	190.52
1	E	Alan	Wickenden	4/4	98.35	98.01									196.36	196.36
28	A	Chris	Williams	+8		98.54									98.54	98.54
99	A	Matthew	Wurr	+8	100.00	98.67									198.67	198.67

Circuit	Oulton Park (short)	Length	1.654 miles
Date	07-Apr-01	Weather/track	Cloudy/wet

Qualifying & Race Results: Race 2

PRACTICE				Time	Behind			
Pos	No	Class	Driver	Car (mins: secs)	Laps	(secs)	kph	mph
1	29	A	Keith Ahlers	+8 1:27.088	7		110.03	68.37
2	99	A	Matthew Wurr	+8 1:28.764	7	1.68	107.96	67.08
3	13	B	Chris Acklam	+8 1:32.414	7	5.33	103.69	64.43
4	21	C	James Paterson	+8 1:33.073	6	5.99	102.96	63.98
5	50	C	Paul Burry	+8 1:33.910	6	6.82	102.04	63.41
6	39	C	Simon Orebi Gann	+8 1:33.994	6	6.91	101.95	63.35
7	54	B	Peter Horsman	+8 1:34.552	6	7.46	101.35	62.97
8	14	B	Grahame Walker	+8 1:35.164	6	8.08	100.70	62.57
9	1	E	Alan Wickenden	4/4 1:38.794	6	11.71	97.00	60.27
10	57	D	James Bellinger	+8 1:39.015	6	11.93	96.78	60.14
11	25	C	Daniel Ward	+8 1:40.216	6	13.13	95.62	59.42
12	45	C	Andy Green	+8 1:40.686	6	13.60	95.17	59.14
13	44	E	Stephen Wheatley	4/4 1:42.394	6	15.31	93.59	58.15
14	28	A	Chris Williams	+8 1:43.044	4	15.96	93.00	57.79
15	69	B	Phil Hollins	+8 1:44.744	6	17.66	91.49	56.85
16	55	B	Philip McKelvey	+8 1:44.797	6	17.71	91.44	56.82
17	11	E	David James	+4 1:46.397	5	19.31	90.07	55.96

RACE				Race time	Behind			Best lap	kph	mph	
Pos	No	Class	Driver	Car (mins: secs)	Laps	(secs)	kph	mph	kph	mph	
1	29	A	Keith Ahlers	+8 11:29.328	8		111.21	69.10	1:23.870	114.26	71.00
2	99	A	Matthew Wurr	+8 11:34.950	8	05.62	110.31	68.54	1:24.957	112.79	70.09
3	13	B	Chris Acklam	+8 12:03.712	8	34.38	105.93	65.82	1:28.765	107.96	67.08
4	21	C	James Paterson	+8 12:06.627	8	37.30	105.50	65.56	1:28.568	108.20	67.23
5	39	C	Simon Orebi Gann	+8 12:07.694	8	38.37	105.35	65.46	1:27.554	109.45	68.01
6	50	C	Paul Burry	+8 12:14.872	8	45.54	104.32	64.82	1:28.526	108.25	67.26
7	57	D	James Bellinger	+8 12:53.290	8	1:23.96	99.14	61.60	1:32.921	103.13	64.08
8	1	E	Alan Wickenden	4/4 12:58.666	8	1:29.34	98.45	61.18	1:34.339	101.58	63.12
9	44	E	Stephen Wheatley	4/4 11:42.081	7	1 lap	95.54	59.37	1:36.745	99.05	61.55
10	45	C	Andy Green	+8 11:45.671	7	1 lap	95.06	59.07	1:37.738	98.04	60.92
11	28	A	Chris Williams	+8 11:46.898	7	1 lap	94.89	58.96	1:37.719	98.06	60.93
12	69	B	Phil Hollins	+8 11:48.117	7	1 lap	94.73	58.86	1:36.356	99.45	61.80
13	25	C	Daniel Ward	+8 12:00.384	7	1 lap	93.12	57.86	1:38.100	97.68	60.70
14	55	B	Philip McKelvey	+8 12:09.066	7	1 lap	92.01	57.17	1:38.934	96.86	60.19
15	11	E	David James	+4 12:49.458	7	1 lap	87.18	54.17	1:45.859	90.52	56.25

Not classified											
14	B	Grahame Walker	+8	6:22.192	4	dnf	100.29	62.32	1:32.036	104.12	64.70
54	B	Peter Horsman	+8	3:55.805	2	dnf	81.28	50.50	1:38.563	97.22	60.41

Fastest laps				(mins: secs)	kph	mph		
A	Keith Ahlers	+8	1:23.870	114.26	71.00			
B	Chris Acklam	+8	1:28.765	107.96	67.08	New lap record (Class change)		
C	Simon Orebi Gann	+8	1:27.554	109.45	68.01	New lap record (Class change)		
D	James Bellinger	+8	1:32.921	103.13	64.08	New lap record (Class change)		
E	Alan Wickenden	4/4	1:34.339	101.58	63.12	New lap record (Class change)		

Existing Lap Records				(mins: secs)	kph	mph
8-Jul-99	A	Matthew Wurr	+8	1:07.04	142.94	88.82
	B	Grahame Walker	+8	1:10.57	135.79	84.38
	C	Alan Wickenden	+4	1:13.97	129.55	80.50
	D	Chris Phillips	+8	1:14.76	128.18	79.65
	E	J M Douglas	4/4	1:18.04	122.79	76.30



Testing:
Testing available on the Friday before (racing on the Saturday). Cost £190 full day, £125 half day.

Petrol:
Available 0900-1100 and 1300 to 1400.

Lap records

Morgans	
Class A	52.72
Matthew Wurr	
Class B	53.76
Rick Lloyd	
Class C	55.61
James Paterson	
Class D	57.55
Peter Horsman	
Class E	59.61
Alan Wickenden	

2 Day Programme
(Times for qualifying)

Sat: TR Register	09:00
Lotus v TVR	09:20
Sunbeam Tiger	09:45
Porsche Classic	10:05
Sports v Saloon (Sat)	10:25
Open Challenge	10:50
Healeys	11:10
Sports v Saloon (Sun)	10:25
1 hr Endurance	11:55
Sun: InterMarque	10:00
Pre-war Astons	10:20
Anglo-American	10:45
Morgan	11:05
Astons	11:30
Formula Junior	11:50
First race on Sat	13:45
Frist race on Sunday	13:30

Morgans Race 11 (Sun)
Morgans also in the 1 hour Endurance team race and Sports/Saloons race on Saturday.

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.brakehorsepower.net for the latest opinions

Race Entry Forms

The entry form for Cadwell is included for all registered drivers. So now **all** the season's entry forms have been issued except Mallory Park (AMOC 9 Sep) and Silverstone (BDC 22 Sep).
Let Chris Acklam or Serena know if there are any that you haven't received.