

Round 5 Classic and Clubman, Pre-War Le Mans 26th September 2022.

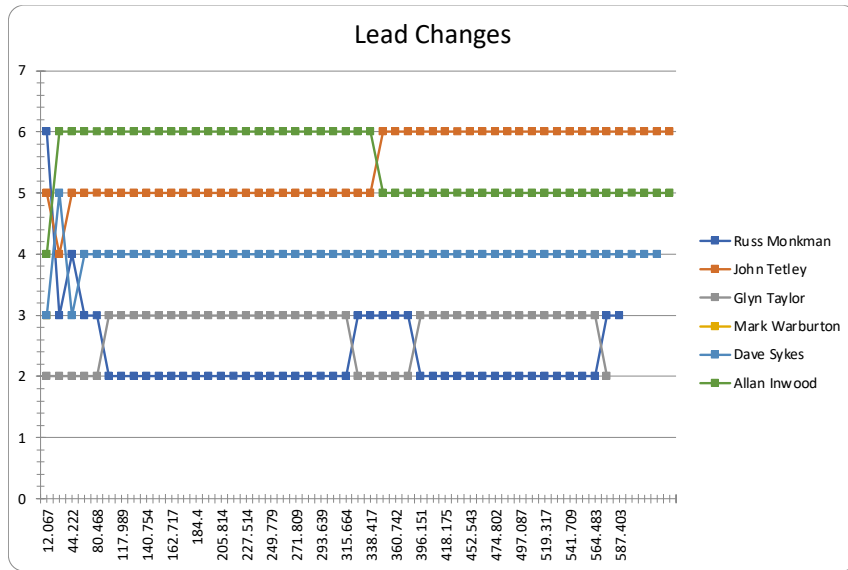
Pierre skulked across the Garage, he still bristled from the comments from that arrogant seat filler. The hire driver had torn a strip of one of his beginner mechanics George blaming the youth for that fool going in too hot trying to hold up the top-class leader. The glory boy had tried to make his name in the teams small Deutsch-Bonnet instead sent it into the gravel directly in the lights of the leading Mercedes. This soured the teams' morning as they pulled the aluminium back out of the wheel well and made good the car as best they could.

The owner was now in and would be coming back for a new set of tyres, very soon, too soon starting the run to the line. George scoured the carcass of each tyre looking for imperfections in the tread or side wall. As he had been taught, he simultaneously ran his hand over the central hole for anything that may slow the wheel change. Pierre straightened each tool and spare on the counter, mentally checking each was in its place, in the order he demanded, and none were missed. A similar spread was laid out on a table mid garage just in case.

He would deal with the upstart later he had more important things now to prepare for.

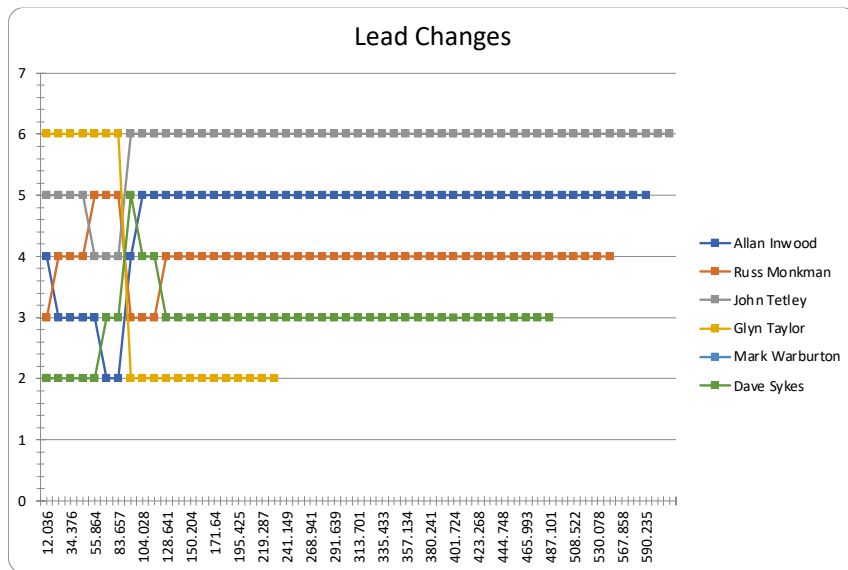
Giovani Tetley kicked his heels in the car park around him was hustle and bustle. His main steed the Alfa Romeo was still hors combat. Many chassis cracks had shown up in his last desperate run to the line and the rebuild was taking the Alfa factory to distraction. Politics was also moving around him, Herr Monkman had his hands on a new Mercedes SSKL to heap pressure which could only mean a bigger margin Giovanni would need to recoup. The cynics in the paddock were saying the move by Benz was to take pressure of The Count De Inwood in the front battle. Worse the Bentleys were getting stronger and closing the gap to Giovanni, but not only they had hired in a southern hemisphere driver known for very fast laps to put pressure on the cars ahead. Henri was unable to attend so Alfa was going to be unrepresented this round. Fortunately, the Rees Bentley was also missing from the paddock. A small man approached Giovanni wearing a brown coverall and a tweed flat cap a little grimy. At first Giovanni thought him some English fan out for an autograph with the outthrust hand containing lined not paper. On further examination it was in fact a handwritten note which took some deciphering. The Morris group were offering him the seat in the MG vacated by Herr Monkman. It had an engine; the four wheels could be coaxed to face the same direction. The gearbox might need some nursing, but it was transport.

Heat 1,

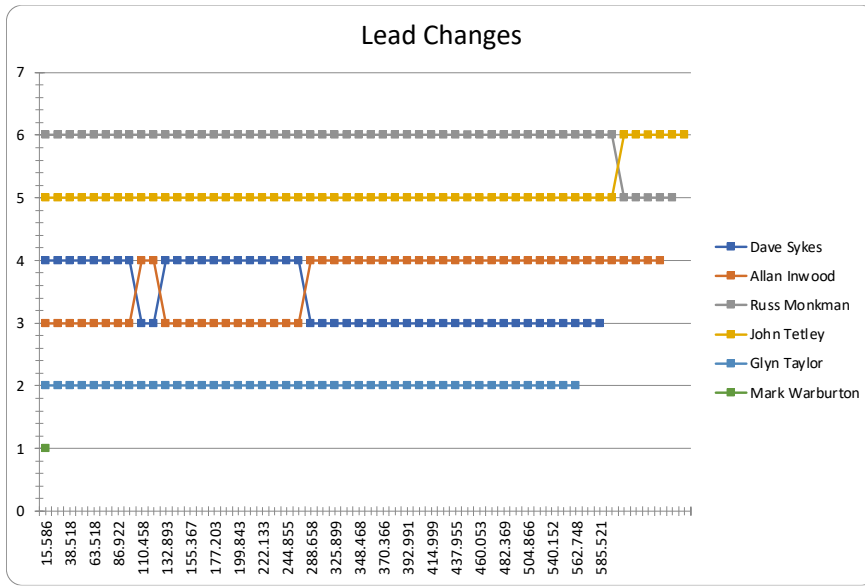


Heat 2,

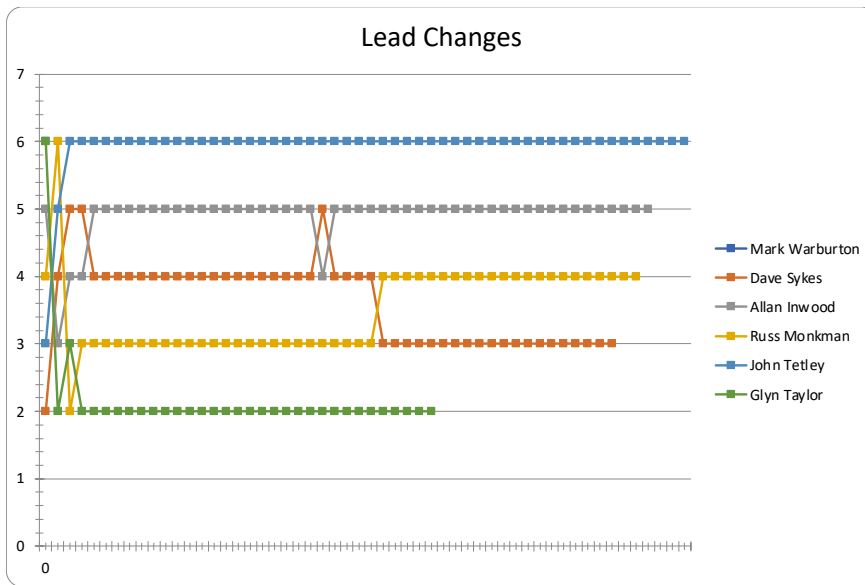
Bentley number 8 broke an engine mount bringing to an end a hot run for Glyn.



Heat 3,



Heat 4,



Position	Driver	Laps	Fastest Lap	Avg. Lap	Median Lap
1	John Tetley	213.544	10.243	11.175	11.025
2	Allan Inwood	207.639	8.891	11.494	10.902
3	Russ Monkman	200.175	10.335	11.923	10.996
4	Dave Sykes	190.655	10.76	12.485	11.462
5	Glyn Taylor	146.184	10.286	16.238	10.821
Position	Driver	Laps	Fastest Lap	Avg. Lap	Median Lap
1	John Tetley	51.603	53.171	54.518	54.252
2	Allan Inwood	51.574	51.534	52.716	51.814
3	Russ Monkman	47.769	48.352	53.752	50.303
4	Dave Sykes	50.763	43.861	47.7	48.33
5	Glyn Taylor	46.963	20	45.311	33.91

update								
Allan Inwood		51.808	53.808	52.818	52.433	55.545	51.574	317.986
Russ Monkman		49.287	53.99	53.752	51.981	55.187	54.567	318.764
John Tetley		48.397	51.603	53.171	54.518	54.252	50.609	312.55
Dave Sykes		47.7	48.33	49.209	48.702	50.763	47.841	292.545
Craig Whittle		0	44.902	40.743	38.073	0	0	123.718
John Rees		33.331	37.232	35.428	35.257	36.645	36.207	214.1
Eric Igo		48.124				47.705	47.491	143.32
Glyn Taylor				46.963	20	45.311	33.91	146.184

Some minor gains for both Russ and Allan, John T made some big strides to Russ's chagrin with no gear box issues.