

Garland increases his lead

The heavens opened as the 22 entrants sat in their cars awaiting practice for round 3 of the Morgan Motor Company Challenge at Brands Hatch on Bank Holiday Monday 5th May.

It took about five minutes for marshalls to recover a car from the previous session, by which time the the rain had stopped and the sun was out. As most were still cautiously exploring the very wet track, Simon McDermott was stationary with a broken fan belt. Just minutes later Grahame Walker was coasting on Cooper Straight with a total loss of power. The practice was stopped as the car was in a dangerous place and this proved fortunate as it allowed the track to dry and times in the restarted session were considerably quicker.

Peter Garland was fastest with Malcolm Paul also on the front row, but Grahame and Simon had to settle for 8th and 18th on the grid. Keith Ahlers did well and found himself on the second row and, further back, Doug Taylerson was making a welcome first appearance in his Class E Plus 4.

The 12 lap race on the 1.2 mile Indy circuit began shortly after 3.30pm on a dry track. Once again Peter Garland led the field at the first corner, but if he had time to look in his mirror he might have been surprised to see the red car on his outside, which had come from 8th on the grid, was none other than Grahame Walker. As the field squeezed together round the hairpin at Druids, it was clear that the other car moving dramatically up the field was the cream Plus 8 of Simon McDermott. With Peter leading, Grahame was still in second as they crossed the line for the first time. Malcolm Paul was third, followed by Mike Fellowes and the first of the Class D runners, Martin Kurrein. Simon McDermott had gained 7 places and was in 11th.

On the second lap Simon had moved up to 8th, but Grahame (unable to bed in new tyres in practice) had got on to the grass at Clearways, letting Malcolm and Mike through and was now down in 4th. Behind Martin was Keith and the second in Class D, James Paterson. Following Simon came Chris Springall, Simon Orebi Gann, Chris Acklam and the first of the 9 Class E runners, Peter Horsman, Mary, Jack, Colin, John, Barry, David, Rick and Doug occupied

the next 8 places and completed the Class! Stephen, running with a standard road engine, led Class C just ahead of Peter Sargeant.

By lap 3, Chris Acklam had passed Simon Orebi Gann, while Simon McDermott was now in 7th place. Martin was enjoying keeping Keith behind him and, by the 4th lap, Mary was putting

real pressure on Peter with Jack and Colin in there too. Further down in Class E, John was ahead of the Barry, David, Rick battle with Doug close behind. The two cars in Class C were fighting it out at the back of the field although Peter had already recorded what would be the fastest lap in the Class, which Stephen was to win.

By the 5th lap, Simon McDermott was lying 5th, behind Graham who was desperately trying to find a way past Mike and seeing his chances of catching his Class rival Malcolm evaporate.

At the halfway point Barry was missing with a dead engine and Rick had passed David to open up the Class E field. Keith had passed Martin who was now being targeted by James, who spent the next few laps making some daring attempts on the number 1 car each time the pair approached Druids. Martin kept safely in front and went on to take a good Class win.

Chris Acklam meanwhile was determined to get in front of Chris Springall and, after several attempts, had finally done it by lap 8. Not to be out-done Simon Orebi Gann then followed suit on the next lap.

Nearing the end of lap 9, in an effort to stay ahead of Grahame, Mike took to the grass and sadly his race ended in the tyre wall. Grahame made a valiant effort (recording his fastest lap on the 10th) to catch Malcolm, but it was not to be and Malcolm went on to take Class B victory by 2 seconds.

Peter Horsman drove an excellent race to win Class E, with Mary taking second in Class after a very closely fought battle. For the third time in a row, Peter Garland secured a fine victory after leading from the lights to the flag.

Championship standings after 3 rounds

Class A

Peter Garland	33
Simon McDermott	14
Keith Ahlers	10
James Edgerton	8
Mike Fellowes	8

Class B

Malcolm Paul	25
Grahame Walker	24
Tony Howard	6

Class C

Stephen Lockett	15
Peter Sargeant	14

Class D

Martin Kurrein	31
James Paterson	22
Chris Acklam	18
Simon Orebi Gann	12
Chris Springall	8

Class E

Peter Horsman	23
Mary Lindsay	22
Jack Bellinger	21
Colin Treble	12
John Clarke	10
Barry Sumner	5
David James	4
Rick Bourne	1
Chris Phillips	1
Doug Taylerson	1

Bank Holiday Weekend

Sunday

Two races at Brands – “Should be good” I thought. So we turned up on Sunday morning in the ‘go-kart’; 1700cc of raw power. It was raining but we had a good practice session in the wet. The ‘go-kart’ is so well balanced that it flew – opposite lock, four-wheel slides, locking brakes, wheel spin – the lot ... and it’s still easy to drive. Result, 4th overall in practice, second row of the grid up against TVR 4,800, Aston Martins, 7 litre Corvette, Jags, Jensens – the lot.

The race starts in the dry and I go straight into 3rd place behind an Aston Martin. On the third lap I got by the Aston out of Clearways into second place but he powers straight past on the top straight. Anyway I finished third – a good race.

Funny, whilst at Scrutineering a Jag driver came up to me and moaned about how many cars there were in the race and about the speed differential, beacause my car was the smallest engined in the race – eat your heart out, Jags!

Monday

I turn up in the old war-horse on Moday morning full of confidence. All the family came including ‘Gizzard’.

I had a good practice, 3rd fastest in Class E, but Mary did an absolute blistering time (by the way she went in the race, the practice time was probably correct), but even Mary knew she could could not beat men by that much, so we sent her packing to the back of the grid – 2 rows behind me!!

So the race starts. I think, ‘Strategy’, go to the inside and be there for Druids so I can push them out wide on the way out. Up the hill I get stuck in a traffic jam like the one going into Tesco. Well, there is only one person in the race who knows about Tesco’s queues – a woman (Mary) – straight up the outside following Peter – I was trussed up like a kipper! Displaced to the back of the field but still I battled on regardless – pushing Mary who was pushing Peter right up until the finishing line. Someone said that Colin had got close once or twice, but I didn’t see him (cough, cough) – we all know that MCPs don’t tell fibs!! Anyway, third in Class, my lap record broken by Peter **and** Mary. The wife, my three kids, everyone at work – “You let a woman beat you?!! – I can take it!

Great race, well done Peter and Mary. There is still (John C) a Moss box +8 out in front.

J Ballwhinger MCP

Ed: It was a fine sight watching Jack’s race on Sunday as he was beaten only by a TVR Tuscan (old type) and an Aston DB4, both of which develop rather more power than a 4/4! He was pressed hard by a TR4A but was never under serious threat. 3rd place was very impressive from a grid of 28.

Jack refers to Mary’s place on the grid – Brand’s timekeepers originally gave Mary a practice time of 54.72 which put her in 3rd place on the 2nd row. Rather too good, even for Mary. After it was queried, they revised it, without explanation, to 59.18, 16th place on Row 8. Some of the other times recorded for practice seemed a bit doubtful too. As last year no-one bothered to tell the commentator, who got into quite a lather speculating about how Mary had (a) got on to the 2nd row (when he just had to look down to she that she wasn’t there) and (b) how she had lost so many places so quickly in the race!

SCRIBE WANTED
URGENTLY –
To write one or more of
the Series race reports.

Could you write a report of any of the Challenge races? It just needs to be an even-handed account of the race overall, as well as what happens within the classes; approximately 800 words and, ideally, produced within 2 or 3 days of the meeting so that it can be published in *MogSport* and then *Miscellany*.

After 4 years of writing the reports Serena has developed writer’s block and maintains that she can no longer tell a green light from a red flag! If you are going to be at any of the next races and feel that you can translate what you see into words, please let Serena know.

Letter from Norfolk

Still struggling with rebuild – my garage wall has now taken pity on me by coming over to bash me on the head! Spoke to Andrew Jackson last week who tells me he is to become a Dad in July ... and Jill is expecting triplets!!!

Chris Dady

Eeee..asy

Peter Horsman demolished the field an unstoppable win and a new lap record was the perfect day for Peter and his Moss. Practice was dominated by the mosses, aging to split up the V8s. John qualified and in front of Colin Treble. With Sumner, followed by Mary Lindsay and a gorgeous little 4/4. Immediately behind James and Doug Taylerson. This was a credit and his qualifying time was a credit to an early high-cowled +4. Honorary classed the field still running on oversized wheels. When the lights turned green, Peter made one of her demon starts. As the race for the first time, Mary went around Jack and right on Peter’s tail. John had but it wasn’t going to last. As Peter scurried along the Cooper road hard, with Jack keen to overhaul Mary and Colin at bay. As they rounded Clearways Jack were effectively blocking Jack and right up to challenge Barry and was against +4 power. Doug was settling in, notes, I’m sure). Mary was really flying and Jack appeared orary No 1 red car. “I was really improved as, by the next lap, Mary and Peter’s tail. Going into Clearways Mary Peter had other ideas and firmly held the dent followed but both cars came out in front, but only just. Meanwhile Colin had closed on John +8 cleanly powered past up the Brabham Jack. Rick’s little dice with Barry peter Barry having to retire the +4 at Clear then made inroads on John but, although corners, John managed to maintain the rior power on the straight.

Circuit	Brands Hatch												
Date	05-May-97												
LAP CHART													
	Laps -->												
Pos	1	2	3	4	5	6	7	8	9	10	11	12	Qual
1	8	8	8	8	8	8	8	8	8	8	8	8	1
2	14	16	16	16	16	16	16	16	16	16	16	16	2
3	16	2	2	2	2	2	2	2	14	14	14	14	8
4	2	14	14	14	14	14	14	14	20	20	20	20	18
5	1	1	1	20	20	20	20	20	29	29	29	29	3
6	29	29	29	1	29	29	29	29	1	1	1	1	5
7	21	21	20	29	1	1	1	1	21	21	21	21	6
8	35	20	21	21	21	21	21	21	13	13	13	13	11
9	39	35	35	35	35	35	35	13	39	39	39	39	12
10	13	39	13	13	13	13	13	35	35	35	35	35	9
11	20	13	39	39	39	39	39	39	54	54	54		7
12	54	54	54	54	54	54	54	54	7	7	7		16
13	7	7	7	7	7	7	7	7	17	17	17		10
14	17	17	17	17	17	17	17	17	25	25	25		14
15	18	25	25	25	25	25	25	25	18	18	18		13
16	25	18	18	18	18	18	18	18	5	5	5		17
17	22	22	22	22	22	5	5	5	11	11	11		19
18	11	11	11	11	11	11	11	11	23	23	23		20
19	5	5	5	5	5	23	23	23	27	27			21
20	23	23	23	23	23	27	27	27	34	34			22
21	27	27	27	27	27	34	34	34					
22	34	34	34	34	34								

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at Brands Hatch with pole position, record. Other than a minor prang, it white moss box +8.

box +8s with only John Clarke man-
fied behind Peter and Jack Bellinger
nin a tenth of a second was Barry
nd Rick Bourne in Richard Horton's
ind a rogue class A car came David
s Doug's first time out for some time
to him and his beautifully prepared
s E member Peter Sargeant complet-
tyres.

got away well while Mary, yet again,
e pack slowed down to take Paddock
d the outside and emerged ahead of
ad managed to keep ahead of Colin,

Straight those red cars were pressing
y and John desperately trying to keep
ways, Peter was clear and Mary and
d Colin respectively. Rick had moved
looking forward to pitting 4/4 power
g in behind David (just to compare

appeared to have no answer to the hon-
the mood" Mary later said and so it
JEK were within a hair's breadth of
ary made a bid for the inside line but
d station – the inevitable racing inci-
t relatively unscathed with Peter still

n and, coming out of Clearways, the
ham straight and set about catching
red out as soon as it had started with
rways when the engine cut out. Rick
ough the 4/4 was nimbler through the
ne gap through the Supersports supe-

a the chequered flag fell Peter had
opped a small gap over Mary with Jack
rd place, but being hard pressed by
. John finished a lonely 5th, followed
ck, David and Doug. The Sarge had
-long dice with the other class C car
phen Lockett only to lose out to the
+4.

truly dominating win for Peter who
ned Jack's lap record by a staggering
seconds. It was another excellect per-
nance from Mary, helped by her
n starts and belying any qualifying
she may care to post.

n to Mallory Park.... Chris Phillips
s to the Series so watch out for num-
3... Peter in his current form cannot
ed out... And what about Jack? ...
one to be left in 3rd place for long...
posted fastest lap at Mallory last year
uld it be time for the +4s to come
? ...And what about Colin? ... But in
current form it is hard to suggest any
outcome than seeing Mary crowned
d of Mallory'.

ou there.

I-Spy

For sale

The ultimate +4 twin cam

Exciting road car, or for
competition

This is the 1993 Morgan
Race Series winning car
Class wins '94, '95 & '96

Over £48,000.00
(documented) has been
spent on this Morgan

Specification

Currently fitted with 'road'
engine. Competition engine
available, 1996 Guy Croft
stage III, 190 bhp Fiat TC
dry sump on 45 dcoe
Webers with Lumenition
ignition and rev limiter. All
engine fittings in aeroquip,
incl oil cooler, etc.
Competition clutch to Fiat
Sport gearbox. 4:1:1 axle fit-
ted with Quaife Torque bias
diff. All aluminium body.
Full rear axle location by
radius & panhard rods.
Uprated front brakes with
race linings front and rear.
Koni shocks all round with
tele hoop at rear. Front
frame front tie bars, nega-
tive camber, competition
stub axles and bearings. 5 x
spline hub ally wheels for
dry tyres / 5 x wire wheels,
rollover bar, side door bars,
scuttle rollbar. Safety race
fuel tank with aeroquip
lines. Aeroscreen and hard-
top. Looks very pretty in
Brunswick green.

This 1986 car is offered at a
sensible price, far less than
the costs of either buying
the parts or modifying a
standard car.

£16,500 (may consider sell-
ing race engine separately)

**Steve Lockett (00 44)
1732-848603**

Reason for sale? Bought +8
to build as Class D con-
tender (hopefully ready for
Bentley Drivers'!!)

FIA Historic News

In order to compete in an FIA sanctioned Historic competition a car requires a set of FIA Historic Vehicle Identity Forms (FIA Forms). These are an eleven page document with details and photographs of the specific vehicle, ownership and any inspections carried out. To have the forms approved, the vehicle must be seen to comply with current regulations set out in the FIA Yellow Book (FIA equivalent of the RAC Blue Book) appendix K, along with the relevant period homologation forms. *(Confused yet? We haven't even got going)*

In January 1995 the RACMSA Historic Advisory Panel decided to implement a new system for the approval of the FIA Historic Identity Forms. They appointed a team of technical consultants who they could contact to verify details of specific makes and models of car. The three consultants appointed for the Morgan Sports Car Club were Rick Bourne, Mike Duncan and Bob Pomeroy. When a set of forms are submitted to the FIA for approval, they will usually contact one of the afore mentioned 'consultants' to find if they have any knowledge of the vehicle and verify any details of which they are unsure. Having paid your due fees and gone through this procedure, the forms are stamped by the RACMSA and one copy returned to the owner. Whenever the car competes in an FIA competition the owner must present the FIA forms at scrutineering and they are usually kept by the scrutineers for the duration of the event, so that any protests or queries can be resolved. At all times the car must comply with its FIA forms and current Appendix K.

In 1995 the regulations contained in the FIA Yellow Book Appendix K changed quite dramatically. This meant that there were cars with existing FIA forms that no longer complied with the regulations and it was assumed that over a period of time these cars would be brought into line with the new regs and their FIA forms returned to the RACMSA for amendment. In the case of Morgans this has only happened with a handful of cars and therefore if you have a Morgan which has a set of FIA forms that have not been sent back to the FIA for a while, then send a copy of them to one of the consultants who can advise you if there are any problems before you submit them to the RACMSA.

At about the same time as all these changes were going on, Rick Bourne decided to investigate the possibility of retrospective homologation of the moss box +8. This can be done where a period of international competition history can be proven despite the lack of homologation at the time. Whilst we were all sitting in the paddock at Brands Hatch, the FIA Historic Technical Committee were sitting in Monaco (*shame!*) and, although yet to be confirmed, were due to finalise the approval of said homologation. This means that moss box +8s will soon be eligible for FIA sanctioned events.

So – if you own a Morgan +4 1952-1968, 4/4 Series IV/V or now a moss box +8 that doesn't have FIA forms and you wish to obtain them, or if you have forms for your Morgan and are in any doubt as to their current legitimacy, contact one of the consultants and they should be able to walk you through the mine-field briefly described here.

Copies of the Yellow Book, Appendix K, homologation forms etc. are available for a fee from the RACMSA, and probably for less from the MSCC technical consultants.

Morgan Motor Company Challenge

Circuit **Brands Hatch** Length 1.2036 miles
Date 06-May-96 Weather/track Wet practice, dry race

Qualifying & Race Results

PRACTICE				Time	Behind		
Pos	No	Class	Driver	Car	(mins: secs)	Lap	(secs) kph mph
1	8	A	Peter Garland	+8	51.77	13	134.70 83.70
2	16	B	Malcolm Paul	+8	54.56	11	127.81 79.42
3	29	A	Keith Ahlers	+8	55.57	12	125.49 77.97
4	2	A	Mike Fellows	+8	55.98	12	124.57 77.40
5	1	D	Martin Kurrein	+8	56.31	10	123.84 76.95
6	21	D	James Paterson	+8	56.58	11	123.25 76.58
7	54	E	Peter Horsman	+8	57.68	12	120.89 75.12
8	14	B	Grahame Walker	+8	57.77	5	120.71 75.00
9	35	D	Chris Springall	+8	57.82	11	120.60 74.94
10	17	E	Jack Bellinger	+8	58.22	12	119.77 74.42
11	13	D	Chris Acklam	+8	58.30	11	119.61 74.32
12	39	D	Simon Orebi Gann	+8	58.57	10	119.06 73.98
13	18	E	John Clarke	+4SS	58.89	12	118.41 73.58
14	25	E	Colin Treble	+8	58.97	10	118.25 73.48
15	22	E	Barry Sumner	+8	59.09	12	118.01 73.33
16	7	E	Mary Lindsay	+8	59.18	12	117.83 73.22
17	5	E	Rick Bourne	4/4	59.98	10	116.26 72.24
18	20	A	Simon McDermott	+8	1:00.48	4	115.30 71.64
19	11	E	David James	+4	1:01.85	10	112.74 70.06
20	23	E	Doug Taylerson	+4	1:02.04	9	112.40 69.84
21	27	C	Stephen Lockett	+4	1:03.04	10	110.62 68.73
22	34	C	Peter Sargeant	+4	1:07.18	10	103.80 64.50

RACE - RESULTS				Race time	Behind		Best			
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph	Best lap on kph mph
1	8	A	Peter Garland	+8	10:39.12	12		130.93	81.35	51.01 6 136.70 84.94
2	16	B	Malcolm Paul	+8	10:46.15	12	07.03	129.50	80.47	52.37 4 133.15 82.74
3	14	B	Grahame Walker	+8	10:48.50	12	09.38	129.03	80.18	52.75 10 132.19 82.14
4	20	A	Simon McDermott	+8	11:00.40	12	21.28	126.71	78.73	53.22 3 131.03 81.42
5	29	A	Keith Ahlers	+8	11:14.07	12	34.95	124.14	77.14	55.02 8 126.74 78.75
6	1	D	Martin Kurrein	+8	11:17.45	12	38.33	123.52	76.75	55.34 9 126.01 78.30
7	21	D	James Paterson	+8	11:18.56	12	39.44	123.32	76.63	55.30 3 126.10 78.35
8	13	D	Chris Acklam	+8	11:29.55	12	50.43	121.35	75.41	56.09 10 124.32 77.25
9	39	D	Simon Orebi Gann	+8	11:31.39	12	52.27	121.03	75.20	55.85 10 124.86 77.58
10	35	D	Chris Springall	+8	11:33.14	12	54.02	120.72	75.01	56.28 8 123.90 76.99
11	54	E	Peter Horsman	+8	10:45.63	11	1 lap	118.81	73.82	56.92 4 122.51 76.12
12	7	E	Mary Lindsay	+8	10:49.56	11	1 lap	118.09	73.38	57.77 4 120.71 75.00
13	17	E	Jack Bellinger	+8	10:51.27	11	1 lap	117.78	73.18	58.03 8 120.17 74.67
14	25	E	Colin Treble	+8	10:52.34	11	1 lap	117.59	73.06	57.43 3 121.42 75.45
15	18	E	John Clarke	+4SS	11:03.31	11	1 lap	115.64	71.86	58.74 3 118.71 73.77
16	5	E	Rick Bourne	4/4	11:06.17	11	1 lap	115.14	71.55	58.77 11 118.65 73.73
17	11	E	David James	+4	11:12.26	11	1 lap	114.10	70.90	59.07 3 118.05 73.35
18	23	E	Doug Taylerson	+4	11:33.83	11	1 lap	110.55	68.69	1:00.65 3 114.97 71.44
19	27	C	Stephen Lockett	+4	10:55.53	10	2 laps	106.38	66.10	1:04.13 7 108.74 67.57
20	34	C	Peter Sargeant	+4	10:56.11	10	2 laps	106.28	66.04	1:03.40 2 109.99 68.34

Not classified

2	A	Mike Fellows	+8		5	dnf		54.29	4	128.44	79.81
22	E	Barry Sumner	+8		3	dnf		1:01.51	3	113.37	70.44

Fastest laps

		(secs)	kph	mph
A	Peter Garland	+8 51.01	136.70	84.94
B	Malcolm Paul	+8 52.37	133.15	82.74
C	Peter Sargeant	+4 1:03.40	109.99	68.34
D	James Paterson	+8 55.30	126.10	78.35
E	Peter Horsman	+8 56.92	122.51	76.12

New lap record
New lap record

New lap record
New lap record

Existing Lap Records

		(mins: secs)	kph	mph
06/05/96	A	Mathew Wurr	+8 24.00	0.00
03/05/93	B	Patrick Lund	+8 53.10	131.32
29/07/90	C	John Millbank	4/4 55.05	126.67
12/05/91	D	Patrick Lund	+8 58.85	118.49
06/05/96	E	Jack Bellinger	+8 58.74	118.71

NEXT RACE Mallory Park Sunday 18 May



Date for last entries

Too late. It was 4 May 1997

Testing:

Every Wednesday morning. Cost is £50 (half day only). Tel: 01455 842931

Petrol:

Available

Circuit length

1.35 miles

Lap records

Morgans

Class A 50.36

Matthew Wurr

Class B 52.11

Malcolm Paul

Class C 54.81

Alan Wickenden

Class D 55.85

Mark Longmore

Class E 57.84

Rick Bourne

Programme

Citroen 2CV; Thoroughbred Sports car Championship; Westfield Sports car Championship; Morgans; MG BCV8 Championship; 250 ICE Karts

Spare Tickets

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

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: chrisack@cix.compulink.co.uk Compuserve: 100021,3206

MoTs

Competitors are reminded that they should present their MoTs to the Eligibility Scrutineer (at Mallory if possible) if they haven't already done so.