

The *Unofficial* Race Series Newsletter

Notes from the Club Dinner

First, congratulations to those in the Series that picked up Club cups and trophies not awarded at our race dinner.

Challenge Trophy (*best overall performance in the Club Championship in any Morgan*)
Craig Jones

Pickersleigh Cup (*best performance in the Club Championship in a +8*)
Mike Fellows

Chairman's Cup (*best performance in the Club Championship in a TR +4*)
John Clarke

Right Turn Trophy (*best performance in the Club Championship by a lady member*)
Mary Lindsay

Morgan Sprint Trophy (*FTD by any sports car at the Annual Club Sprint*)
Craig Jones

Prescott Cup (*Fastest time of the year by a member driving a Morgan at Prescott Hillclimb, National or Invited event*)
Craig Jones

Taylor Cup (*Fastest time of the year by a member driving a Morgan at Harewood Hillclimb, National or Invited event*)
Craig Jones

The familiar motley crowd of race series participants was noticeable by the way it was blocking access to the bar and many interesting and startling facts emerged through the evening (or it may just have been the wine).

Charles Morgan's speech after the dinner drew a lot of applause when he referred to the high point of the year being the motor industry's Lifetime Achievement Award to **Peter Morgan**. Other events in the year of special note were the largest number of orders ever taken at the

Motor Show, the re-entry of Morgans into the international GT race series, the reduction to 21 days from 38 of the average build time of a Morgan (*I repeat those figures from a blurred memory - where are you now Harvey-Jones?*). The low point of the year being the departure of Derek Day (*who I too remember with gratitude for helping me through the complicated purchase of my first Morgan*).

There was also some reference to crash testing with dummies, but I have to admit that my concentration must have wavered at that point as I thought for a moment that he was referring to the Challenge.

After the Chairman's short speech of thanks to the organising committee, **Peter Deans** was next up as Not The Awards Secretary. He provided his usual amusing introduction and turned the presentation of the prizes into a one-man show.

Peter Garland sadly couldn't make it to collect the Peter Collins tray as it was apparently 'his line-dancing night' so **Mike Duncan** fittingly received it for him. **James Paterson** braved the comments by visibly stating his Celtic origins and almost literally wearing evening dress to receive the Tony Morgan-Tipp Memorial.

This was as nothing compared to the presentation of the No Right Turn Trophy to **Mary Lindsay**. Not able to attend, she was asked who she wished to receive it on her behalf and she said (*allegedly your Honour*) the biggest girly

in the Series - who else but **Jack Bellinger**? Receiving the trophy he was clearly overcome with the emotion of the moment and planted a long kiss on Peter Deans.

Mike Fellows received the Pickersleigh Cup with what appeared to be the contents of a plate of multi-coloured spaghetti adhering to the back of his jacket. And **Craig Jones** collected what seemed like all the remaining cups by prudently making a long diversion to the podium away from the party poppers and plastic string.

After all the excitement it was back to propping up the bar where **Simon McDermott** was telling us that he hadn't done much to his car apart from a new engine, gearbox, steering rack, seat and paint job (*I may have missed some of the technical bits ...*). The new colour is 'in-your-face' orange with a blue cowl and bumper (together with matching race suit). Hmm, no excuses now **Mandy** for not photographing the right car ...

Leigh Sebba was playing down his re-entry to the Series. He persuaded **Caroline Tarry** to say that she would if he would (register, that is). Sadly when told that he had already registered, she quickly backtracked and promised instead to be his pit popsy (*I think that was the word she used*).

Barry Sumner was in good form and feeling confident with his engine rebuild underway while **Peter Sargeant** and **Jack Bellinger** were both moaning about tyres.

John Clarke was full of opti-

mism now that the wiper motor on his Super Sports is working again and he was expressing considerable admiration for **David James'** new top-of-the-range TR engine.

Mike Fellows said that he had sold his Class A car to someone who would sprint it first and then perhaps bring it back to the Series. Mike himself hoped to get a standard Plus 8 and maybe enter Class D. **Grahame Walker** has rebuilt his engine after last year's blow-up and was close to having it all back together again. **Craig Jones** was looking at another very full season next year running the hill climb car, the race car and the Lola. **Chris Phillips** has a similar problem, though sadly expects to be unable to turn out much in the Morgan Series, as he is racing both the Lola and the Chevron as well. Having come to the dinner direct from competing in the Pomeroy Cup at Silverstone with the Plus 8 and with his first real race at Paul Ricard soon, his racing year has started already. **Beverley Phillips** will be keeping the Plus 8 off the blocks by competing it in the Sprint and Hillclimb series.

Finally the Competition and Awards Secretaries in their infinite wisdom and using their impeccable taste and judgement kindly awarded the **Success d'Estime** trophy (*a very fine trophy I am assured*) to **MogSport** - for which many thanks.

Chris Acklam

Don't drive too fast, dear

I am sure that some among you have at times experienced what could be called the over-anxious wife syndrome. Personally I'm very fortunate in that after the initial reaction of "Don't be so silly", "You're too old", "It's too dangerous", "We can't afford it", we have settled down to a kind of mutual understanding that racing a Morgan is a way of working out my early/mid/late life crisis and is almost certainly better than making a fool of myself with a young blonde (and possibly marginally cheaper).

Nevertheless the underlying view is that I'm doing something unacceptably dangerous for a husband and a father of three sensible daughters. (Though this perversely gives one a good kind of feeling – an antidote to being chained to a computer and a desk for several hours a day.)

And that's what I felt slightly guilty about, until talking to my daughter on the phone recently. She's in Canada working at a hotel in Banff to fund a year of snowboarding and travelling round North America (older sister did South America, so *that's* out). She mentioned casually that, when they finish work, they drive up to the mountains to go snowboarding – at night. The main pistes are lit then apparently, but as snowboarders don't like rules they duck under the ropes... (She got frostbite the other day – it was -40 degrees). Sensible, right?

This led me to think of our 13 year old who rides. Her horse is a hunter, which is basically a ton of iron-shod muscle with a brain the size of a pea. If it was human it would probably be a Millwall supporter. (It is of course much too big for her, but she will 'grow into it'.) Her idea of good fun is when it bolts off and she can't stop (and as horses are spooked by terrifying things like leaves and shadows this happens quite frequently). Eminently sensible, yes?

Finally, the oldest and most sensible sent us a postcard from New Zealand last summer which illustrated graphically to me just how terribly sensible they all are:

The night I arrived I met up with some guys I had previously met at Frans Josef and they'd already booked on to the Pipeline. I knew that if I didn't do a jump with them, I'd not do one at all, so within minutes I too was booked on to the same jump. That night we all went out and got quite drunk – all getting increasingly petrified. I had just the right amount of beer to knock me out, but I still jolted awake one and a half hours early when I remembered what was in store. Breakfast wasn't really an option that day.

The actual jump is a place called Skipper's Canyon, an hour out of Queenstown along an old, very hair-raising gold-mining track through the mountains. So even by the time we got there, the adrenalin was pumping.

When I first saw the platform height I nearly died – it was absolutely huge. I really began to question my sanity. What nut-case would pay \$100NZ to jump from a pipeline down into a deep gorge? And what was worse was that I was the only girl doing it in a group of about 15 – so it wasn't just a question of proving my bravery to myself, but also to all the blokes! And, even worse, was that being the lightest I had to go last.

All the time I was waiting I felt fine – in awe of the height (102 metres, the highest jump in the world), but not scared. And even when I was strapped in, I didn't feel too bad. It was once I was standing with my toes over the ledge and the countdown from 5 began that I realised what I was about to do. However, I knew that I had to jump first time or otherwise my hesitation would mean I would never do it. So, before I could think and before the counting had finished, I leapt!

And never in my life have I felt so utterly petrified as the second



David and Jon Spurling in their 1953 +4 last month at the Hothfield, Kent check-in point for competitors in the 9th Monte Carlo Challenge. Over 180 pre-1960 cars entered this year starting from 6 different points across Europe (Oslo, Benevento, Biarritz, Brooklands, Noordwijk and Rothenburg ob der Tauber).

Race seats

There is some concern about the impact of the rule changes in the 1998 Blue Book about race seats and their fixings. You would be well advised to check rule Q2.2 (p232) and see how it affects you.

when I realised that I'd left the platform and had begun to plummet down into the gorge towards the water 340 feet below. Those few seconds freefalling were the most unbelievably scary of my life. It was insane.

But once the bungy cord kicked in, I felt all the adrenalin and excitement flood in too – I was so bursting with excitement that it was then that I screamed. But I felt amazing and had the hugest grin ever – which lasted all day. Even now when I think about it, all the emotions rush back.

So if the women in your life come on with the old story about it being dangerous, ignore it – because given half a chance they'll go out and do something far more terrifying (like going to the sales!).

And the mother of all this sensibility (who always has the last word) sees me off to each race with the words "Take care. Don't drive too fast."

Wimmin!

Chris Acklam

RAC breakdown cover

There is also much 'discussion' going on within the ranks of the RAC – apparently the facility for extending breakdown cover to the track is under serious threat.

The RAC is apparently monitoring usage of this part of their cover until September when they will make a decision. In the meantime, whether or not the RAC will repair/remove your vehicle if it has been damaged on track apparently lies with the decision of the RAC patrol man.

For sale Peugeot Transporter

Libra Motive's Peugeot Transporter, less than 2 years old, lovingly cared for and just over 44,000 miles, is for sale.

25mpg on a regular basis and very fast (says Rick Bourne). Quite capable of towing a caravan or a trailer with a second racing Morgan. Complete with winch, lockers and wheel rack. In virgin white (signwriting removed). Who could resist at £14,500 + VAT. Telephone Rob Wells on 0181-205 4488.

The GT Driving Club

They describe themselves as "a private membership club for performance car owners. Members enjoy circuit driving at all major UK circuits with like minded enthusiasts in a convivial social atmosphere. The club is run by professionals with combined experience of over 30 years organising circuit driving and corporate client entertainment days."

A track day (as opposed to testing) can be great fun. It gives you the opportunity to test (though no overt timing is allowed) as well as take passengers round (it can become a "promotional day" for tax purposes). And for those who still want to learn which way to drive round, there are ARDS instructors available.

For Morgan Challenge drivers there is a special price of £130 per day (except Brands GP @ £200), which compares favourably with the normal guest fee of £175. There are various levels of membership offering lower drive fees.

1998 Schedule is:

March 14th, Sat

Snetterton

March 28th, Sat

Silverstone Nat.

April 8th, Wed

Donington Park Nat.

May 5th, Tues

Castle Combe

May 22nd, Fri

Brands Hatch Indy

June 1st, Mon

Thruxton

July 6th, Mon

Cadwell long

August 3rd, Mon

Goodwood

August 18th, Tues

Brands Hatch GP (£200)

September 2nd, Wed

Donington Park Nat.

September 17th, Thur

Oulton Park

October 5th, Mon

Donington Park Nat.

October 16th, Fri

Mallory Park

October 28th, Wed

Silverstone GP

tba **Croft**

Contact them at

Gold Track Driving Club,
Little Preston House, Little
Preston, Northamptonshire,
NN11 3TF. Tel 01327
361361 Fax 01327 361371
e mail gtcd@cix.compulink.co.uk
http://www.autolinkuk.co.uk/gtcd

Taken from The Avon Advertiser

James takes the wheel with key role for Janspeed

Automotive engineering specialist Janspeed Engineering Ltd has appointed James Edgerton as dealer development manager.

James, 33, has joined the Salisbury-based company from Competitive Edge, specialists in providing innovative automotive technology, marketing and consultancy, of which he was the founder and partner.

A keen motorsport enthusiast and holder of an RAC International licence for over a decade, James has been actively involved in motorsport and engineering for the last five years.

His most publicised projects include the management of the Rover Heritage Roadshow and securing sponsorship of the BRDC GT and British Superbike Championships by Privilege Insurance and Motorcycle News respectively while working at CSS Promotions.

David Morley, Janspeed's marketing director, said: "James will play a key role with our 45-strong dealer network across the UK, developing relationships and forging partnerships. His appointment is part of a drive since a management buy-out in June '97 to strengthen dealer support and the general marketing strategy of the company."

Janspeed has been an established leader for 35 years in the automotive engineering and performance after-market tuning sectors.

Registrations received so far ...

Class A:		cc	Year	No
Keith Ahlers	+8	4554	1993	29
Peter Garland	+8	4589	1974	1
Craig Jones	+8	4442	1983	15
Class B:				
Alan Biggar	+8	3528	1971	30
Christian Bock	+8	3500	1976	60
Phil Brown	+8	3860	1973	24
Grahame Walker	+8	3900	1981	14
Class C:				
Chris Dady	4/4	1995	1975	19
Tony Dillon	+4	2340	1959	32
Class D:				
Chris Acklam	+8	3950	1986	13
Martin Kurrein	+8	3950	1981	36
Rick Lloyd	+8	3900	1986	37
Stephen Lockett	+8	3900	1978	27
Simon Orebi Gann	+8	3900	1989	39
James Paterson	+8	3950	1982	21
Leigh Sebba	+8	3528	1977	31
Class E:				
John Clarke	+4SS	2200	1967	18
Peter Horsman	+8	3528	1970	54
David James	+4	2288	1961	11
Adrian Van der Kroft	+8	3525	1972	41
Mary Lindsay	+8	3528	1968	7
Rob Wells	+8	3474	1972	88

From Adrian Van der Kroft, Holland

In August 1996 I prepared my 1985 +8 for the Zandvoort British Race Festival only to find out that I was not allowed to pass the pace car in the demo-race – very frustrating. Shortly afterwards Charles Morgan offered me the opportunity to acquire the factory +8 GTR. The thought of driving a works GT racer behind a pace car of doubtful pedigree (if any) was unbearable, so I used last winter to obtain a (club) Race licence.

Since I proved this year that I was able to come off the track [Ed: excuses, excuses – only one wheel fell off] in international company as well, I was allotted my full international licence. And since Rick, in the same race, lasted just one lap longer his was obviously the car to have.

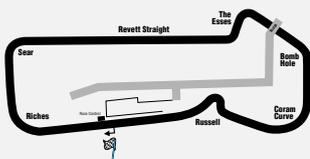
So I hope to be present in the Challenge [Ed: in the silver Moss box +8 that Colin Treble raced last year] and to do at least a number of opening laps (in case I cannot undo any wheels or find a decent place to park, I might be forced to finish some races: sorry!).

It is possible that I will not be able to do all of the races, since I am also competing in a historic series in Holland and also 'walking' some cars from the collection. I hope to take the GTR to one of the races (outside the Challenge) and maybe make some other surprising appearances.

Adrian Van der Kroft

[Ed: Delighted to hear that you are going to bring the silver Moss box Plus 8 back into the Challenge. I'm sure we all wish you the best of luck – particularly after such an unfortunate start to the race at Zandvoort.]

NEXT RACE
Snetterton
Sunday 26 April



Date for last entries

15 April 1998

Testing:

Testing available regularly - sometimes twice a week. Cost has gone up to **£170 full day, £110 half day**. Must book in advance - can pay on the day. Tel: 01953 887303.

Changes

Run-off at Riches widened and armco added to the outside of the track. Bomb hole grandstand moved back and run-off increased.

Petrol:

Available on race days.

Circuit length

1.952 miles

Lap records

Morgans

Class A	1:17.69
Peter Garland	
Class B	1:19.74
Grahame Walker	
Class C	1:29.37
Stephen Lockett	
Class D	1:24.70
James Paterson	
Class E	1:29.35
Jack Bellinger	

Programme

Jaguar XK Saloon Challenge (A & B); TR Register Championship, Sports Racing & GT Championship; Phoenix MG Championship; JCC Jaguar Challenge; Sportscar Race; Allcomers Race; Centurion Challenge (100 mile race)

Spare Tickets

Any spare tickets that you don't want please send to Chris Dady.

Pit lane reports

Class A

Keith Ahlers

+8, Rover 4.5
 500 bhp engine, independent suspension, serious weight reduction programme (car and driver), moving into Class D ... [Ed: keep taking the tablets, Keith]

Peter Garland

+8, Rover 4.5
 Very scruffy - going to make it prettier [Ed: Er, better watch him chaps] as its nickname has changed from 'The Plank' to 'The Shed' - nothing to be proud of. Hoping the responsibility of fatherhood doesn't slow me down [Ed: said to be a handi-cap of 2 secs a lap].

Matthew Wurr

+8, Rover 4.6
 Nothing changed from last year. Anyone want to buy a three-quarters finished brand new TVR Tuscan?!

Class B

Alan Biggar

+8, Rover 3.5
 No changes to the car. Will be doing the Historic Ecosse, including Croft and Oulton Park - and possibly Goodwood if I can get an entry. Hope also to do Doune and Forestburn as well as the historic English hills - possibly the Brighton Speed Trials too. But it's all speculation at present. So far have resisted the temptation of an HRG, Fraser Nash and Formula Junior!
Confused of Edinburgh!

Class C

Brian Jenkins

+4, TR4
 Hope to cure overheating problems and extract more bhp and mph from the TR engine.

Class D

Chris Acklam

+8, Rover 3.9
 New go-faster aerodynamical-

ly efficient paint in a different colour, so that James doesn't get awarded my times this year [I wish!].

Stephen Lockett

+8, Rover 3.9
 Completely rebuilt from chassis and boxes of bits. Plenty of 'cardboard fibre'. Will be run in at Nurburgring.

James Paterson

+8, Rover 3.9
 Nothing new from last year [when everything was new!] but looking at IRS, vented front discs, flowed heads, sequential box, aluminium chassis, etc., etc..

Class E

Jack Bellinger

+8 Moss box, Rover 3.5
 Negative camber; rear telescopic and the same tyres as everyone else this year.

John Clarke

+4 Super Sports, TR4A
 Back off the brakes, removed stones from behind brake pedal, glued tread back on to tyres, cleaned helmet visor, sharpened ears on spinners, reinforced back panel [Ed: of race suit?], fitted gun sight - let battle commence.

David James

+4, TR4 2288cc
 New steel crank and rods. Some new paint. [Ed: paint, what paint?]

Mary Lindsay

+8 Moss box, Rover 3.5
 Even more focussed driver this year so hopefully I shall now be able to see where the corners are. I shall have a pep talk with JEK and we will have another go in the same enthusiastic manner as before.

Adrian Van der Kroft
 +8 Moss box, Rover 3.5
 See p3.

Nurburgring Festival '98: 23-24 April

2 days exclusive use of the 14 mile 'dd' Nurburgring circuit. You won't have to share with VW campers and Trabants! Last year I did 500 miles + on the most demanding circuit. Wheel-Torque Ltd are organising the event and offer 2 expensive hotels. We stay 5 minutes from the track in a small family hotel.

Cost:
 Tracktime (8.00-17.00) £395
 Hotel (3 nts) approx £80-£90

The event is very popular with over 125 cars and, in particular, the hotel needs to be booked early.

Interested? Call Steve Lockett on 01732-848603.

Spare tickets

As Chris Dady is head honcho for the Norfolk area Morgan nutters, if you have any spare tickets for Snetterton please send them to him and he will distribute them to the lucky locals. Send all you can to:

Chris Dady, Willow Bank,
 Mill Road, Salhouse,
 Norfolk, NR13 6PR.

Any spares for Brands Hatch please send to me and I will distribute them.

And if anyone would like to do this for Pembrey, Donington, Cadwell Park or Silverstone, please let me know and I will post your name and address here.

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@aw.cix.co.uk