



The *Unofficial* Race Series Newsletter

Drivers' Meeting – Minutes.

27 Nov 1999. Mill House Hotel, Kingham.

The meeting commenced at 2.50pm

1. Technical Regulations

A: It was proposed that modified 4 cylinder cars should be moved from Class C to Class B.

After some discussion regarding the different levels of performance of the available engines for the Class, it was agreed that the above be accepted, in the light of the expected performance of new cars being built. It was also agreed that Class C had proved competitive this year as a 3.9 production Class and could be adversely affected by the introduction of highly modified cars.

B: The proposal that windscreens should be optional in Class D had been put forward.

This was discussed and a vote taken, as the vote was even the current regulation was retained. Windscreens must be used in Class D

C: The use of T5 or T55 gearboxes be allowed for all competitors in Class B.

This was agreed.

D: It was proposed that cross-bolted and 4 litre blocks be permitted in Class A, B and C.

This was suggested, as from January the Rover 4 litre block becomes standard production for Morgan; This block is cross-bolted as standard. The 3.9 blocks were proving difficult to obtain new. After some discussion, it was agreed that this should be permitted, as the only obvious advantage would be durability.

E: To confirm that the same tyre specifications should be used for 2000.

This was agreed.

Under any other business it was suggested that a statement should be added to the regulations to confirm that Rover V8 engines as currently use, was the only specification V8 allowed.

It was agreed that Mark should find suitable wording.

2. Technical Committee.

It was agreed that the current make up of the committee was satisfactory.

3. Sporting Regulations:

A: Race dates and circuits

Serena had prepared a list of possible

dates and circuits, which were discussed at some length. A list of the preferred dates was put forward and it was agreed that Serena should make the best choice when the situation became clear.

Serena pointed out that due to the change and possible further change to the date of the British Grand Prix, no dates were certain, but those she had put forward seemed the most likely.

It was also mentioned that the Club were arranging for the use of Linden Hill circuit during Mog 2000 and that they had offered to host a round of the Championship. This was discussed and the concerns regarding the circuit were raised. The fact that a sprint was also planned for the same day raised concerns over available time. The grid is also limited to numbers less than our normal grid, but there may be insufficient cars to make two races.

It was agreed that the date should be considered when full details were available, especially regarding the timetable and organisation, Serena and Peter Sargeant were to follow this up. It was hoped that every effort to support the event would be made, at least as an unofficial round.

Dates of other events available were listed by Peter Sargeant and would be circulated.

B: The points system was discussed.

A suggestion was made that an extra point be awarded for Class pole position.

It was agreed to leave the current system in place.

Serena raised the question of the Stapleton Trophy race at Bentley Drivers Meeting. The grids needed to be sufficient to justify the Bentley Club keeping it in the program.

Several suggestions were considered to boost the grid, which it was agreed were reduced by the limited chance of slower cars winning.

It was agreed that it should be run as a staggered start handicap to give all competitors a chance to win and provide an exciting spectacle. Serena would discuss this with Bruce Stapleton and Simon Towl.

4. Sponsorship and Funds:

A: Mark confirmed that Peter Morgan had agreed to continue the sponsorship for 2000.

A vote of thanks was offered by all present for Mr Morgan's continued support.

B: A balance sheet giving details of the current position was supplied with the agenda and is attached.

It was agreed that this was satisfactory and Serena was thanked for looking after the financial situation.

C: The TMT trophies were discussed and Peter Sargeant confirmed that the fund was rather depleted after the provision of the replicas to past winners.

It was agreed that the Series would fund the TMT trophies for Bentley Drivers Meeting.

5. Administration of Series:

Serena confirmed, as there was no one rushing forward to take over, she would continue to look after things. She offered a vote of thanks to Chris Acklam for his continued help with circulation and many other things. Serena also thanked Keith Ahlers for taking over the administration of the Race Dinner.

6. Any Other Business:

A vote of thanks from all concerned was offered to Chris Acklam and to Jonathan Suffolk for the entertaining reports this season.

As Jonathan would not be able to continue, a new writer was needed for the Series and suggestions/volunteers were asked for.

Peter Sargeant asked for volunteers to help run the bar/hospitality at various events and thanked all those who had helped this year.

Peter also asked if the voting for the TMT trophy was satisfactory. This was confirmed.

Peter asked it be noted that Roger Bluff would be taking over as the Club Competition secretary, Peter would continue to represent the racing side.

There being no further points raised, the meeting closed at 5.00pm.

+4+'s conquer the Birkett

(Snetterton 24th October 1999)

At the third attempt, the +4s finally lifted the Holly Birkett 6 Hour Relay Race trophy – by all accounts, the first Morgan team to lift the trophy for 21 years. This is how it was done.

Preparation began in 1996, when Jan Bulinski, Matt Taylerson, John Clarke, Stephen Lockett and Jim Deacon formed the 'Wrong Trousers' and took to the field. Peter Mountain negotiated the handicap and valiantly kept the team together. To be fair, it was a steep learning curve, as mistakes were many and Jan and John ended up completing the race virtually single handed. Brian Gateson was kept very busy right from the off trying to keep any of the +4s running and the final result – a woeful 34th place – was hardly worthy of all the effort. The +8 team of the day, finished well ahead.

The following year, Jan, Matt and John were joined by Chris Dady and Peter Sargeant to form the 'Right Trousers'. Things certainly improved and all the +4s managed a decent stint during the race. Peter Mountain continued to provide solid direction to the team and Brian was again kept busy in the garage. The final placing was an improvement over the previous year but again was nowhere near competitive. The highlight of the day was beating the +8 team on handicap and taking a small wager from the Libre Motive camp (a very small wager mind you!!).

1998 saw a mix up with the entry forms and the +4 team were forced to sit it out – mind you the conditions were dreadful and the +8 team were relieved just to finish.

And so to 1999. Matt in his father's +4 and John in his Supersports again stepped forward, this time accompanied by Jack Bellinger in his 4/4 and Barry Sumner in his Stage III tuned flat rad +4!! – collectively known as the +4+'s. The reins were taken over by Doug Taylerson and Brian again offered his services in the paddock assisted by Barry's mate, John. Chris Dady and Phil Brown took up station on the pit wall with Caroline Taylerson in the mess. The opposition contained two teams of +8s and a formidable array of machinery, ancient and modern. The weather was awful....really awful.

With the start delayed due to the appalling weather, Matt was given the

unenviable task of the standing start – and what a great job he did. With huge plumes of spray, the 39 car grid got away safely and Matt took on the field. Up at the front, the two +8 teams were powering away but Matt was scything through the field. After half an hour, Matt was placed 2nd on handicap right behind one of the +8 teams. Matt then made his only mistake of the day. Rapidly catching a car at the bomb hole, Matt was forced to brake sharply, the car did a 360 degree spin and then gracefully continued on his travels. The spin was so perfectly executed that the marshals actually applauded.

And then the heavens opened.....the weather was truly appalling and as cars span off right, left and centre the safety car came out. Doug took the opportunity to bring Matt in and to send John out. But the hand over somehow went horribly wrong. The result was John and Matt on track at the same time, with the stewards penalising the team a whole lap for the indiscretion. This dropped the +4+'s down to 12th.

For what seemed an age, John was forced to follow the safety car at a snail's pace. With driving rain and huge rivers appearing on the track, driving conditions were miserable. When a Healey 3000 span into the pit wall after aquaplaning off the water, the stewards called a halt and the race abandoned. John was noticeably relieved – being soaked through and very cold.

Miraculously, the weather cleared and the track began to dry. The stewards sent out note that the race was to be restarted but would be shortened to 4.5 hours. After a hurried drivers meeting, Jack's diminutive, blue 4/4 was sent out to compete against Keith Ahlers in his Class A +8. But in the now greasy conditions, there was nothing to chose between the two cars. If ever there was proof needed of Jack's driving ability then here it is – by the end of his one hour stint, and 2 hours into the race, the team was leading! Notably, the two other +8s teams were now running 2nd and 5th – a huge testament to Morgan drivers mastering wet conditions.

With the track still drying, but still very damp, Jack was called in to hand over to Barry. The 'Black Sheep' thundered down the pit lane and into the melee but was back within the lap...something was amiss. Within minutes of leaving the pit lane, the throttle had stuck open. There then followed a heart stopping lap by

Barry, driving on the ignition switch to get the car back to the pit lane. A relieved Barry pored under the bonnet as Doug hurried John out of the garage and into the fray.

John managed to carry on where Jack left off and the laps times began to tumble. But minutes into the session, John was late. He had misjudged his braking at the bottom of the Revetts straight and had no option but to carry straight on up the slip road and rejoin the track before the bomb hole. No harm done but valuable seconds lost.

At the 3 hour mark, the +4+'s continued to head the field with the +8 teams now 2nd and 11th.

With John's stint over, Barry went out to consolidate the position. But again misfortune faced the black beast. Hardly into its stride, the head gasket blew and Barry limped back to the pits.

With Barry's race run, Jack again took up the cudgel. The weather began to worsen, but the blue 4/4 was lapping very rapidly. Handicapped by the unscheduled stop, Jack quickened the pace and by the 4 hour mark, had improved the team's position from 4th to 3rd. To get a measure of how good this session was, the number of scratch laps credited to the team were the same as those completed by the two +8 teams. With just half an hour of the race to run, John was sent out on a low fuel tank to do what he could.

The track was now drying and with the car as light as possible, John put in some of the team's quickest laps of the day not withstanding taking to the grass to avoid a spinning Mallock. The chequered flag came out promptly on the 4.5 hour mark and the question remained, had the +4+s done enough?

All the teams assembled in the bar and the results sheets were handed out. The provisional results had placed the +4+s first on handicap some 3 laps ahead of a team of Caterhams. The +8 teams were given 7th and 18th. There was then an agonising two hour wait for the results to be confirmed – but hey, who cares, the +4+s were confirmed champions.

I-Spy

With thanks to Martin Kurrein for the enclosed full race analysis

Around the paddock

Well, the news seems very encouraging for next year. It looks as though there are going to be very healthy grids, and no easy Class wins, right across the board this time. (But we've heard that before and then people have gone and hurled themselves into barriers and other solid objects before the first race is run!)

Class A is positively bursting at the seams with former Class and Championship winners Peter Garland and Matthew Wurr both saying they will be out regularly. Runner-up this year Keith Ahlers will be going all out once again in his newly painted car and it looks as though Simon Orange McDermott will have his car back in one piece (but this time with bits that work, we all hope) for the start of the season. Chris Springall is pondering on whether or not to convert his black car to run in the local Croft championship but, if he does, it would then be ineligible for the Morgan Challenge. Malcolm Paul and ROB 8R are ready and waiting and then there's James Edgerton, who is used to being up at the front and who is thought to be coming out, as well as newcomer Chris Williams in his newly prepared car. And, last but not least, Rick Lloyd, having won Classes C and B, is stepping up to Class A with a new John Eales engine and a degree of confidence after overtaking Peter Garland in the Birkett (tactical move was it, Peter?).

Class B should be interesting with several new cars and some decidedly unknown quantities. Still there from last year is Class runner-up Phil McKelvey who has had a griddle attached to his car (though he doesn't know it yet - but it'll save time when he makes the bacon sandwiches), Adrian van der Kroft who is taking his car away from the rigours of the English winter to South Africa for a spot of

pre-season testing and Mark Baldwin, who was last seen enjoying himself at Brands Hatch throwing MMC 11 into some lurid tank-slappers at Clearways. Graham Walker has moved house at last and once again has the space and time to resume normal service up at the front. Then in a 'class-winning car' from Graham White, Andrew Jenkins is due back out and Techniques are rebuilding a former Class A car for Phil Hollins who hopes to have it on the track later in the season. From Class C comes Chris Acklam with a second-user engine (*just used by the missus for going down the shops, squire*) and from Class D, the current Series Champion, Peter Horsman, in his white (sorry, ivory) Moss box - though it's a little unclear at the moment whether he'll be admitting to the full 4.6 FIA spec or just the more normal off-the-wall 3.9. Mark Longmore has been heard muttering darkly about the performance of his standard 4.6, but that's as nothing to the interest surrounding Chas Windridge's Zetec-engined 4/4 with a rumoured 220bhp pushing a lightweight 700 kilos (is that with or without the driver?). Another name that has been mentioned is Graham Bryant who might be rebuilding his car to Class B spec, though partnering Jack Brabham at Goodwood perhaps has more of an appeal.

Class C looks to be wide open as many of the cars are now on the optimum spec. James Paterson is still talking about a chassis change, but has been leading the field most times this year without it; Simon Orebi Gann has had one and proved to be very quick though perhaps a trifle wayward in practice, and former Champion Martin Kurrein is just going for an axle change to eliminate a recurring problem with oil seals that has stopped him running in

several races. Paul Burry could spring a surprise when he appears with fuel injection on his 3.9 as he has learnt his way round the circuits this year in an indecently quick time. Class Winner Graham White's participation depends on which car Chris Springall is running but either way one of them will be out in a very quick car. Dan Ward will be out again and apparently enjoyed his races so much that he has persuaded a friend, Andy Green, to come out in Class C.

Class D will be looking for a new Class winner in 2000 with Peter Horsman moving on to bigger, better and more expensive things after winning for the past 3 years. So who's it going to be? Will Jack have the measure of Mary, Kelvin and Leigh or can newcomers Paul Chauveau (our Cresta run hero) or Ian Hepburn (fresh from an exploratory test of Morgan Challenge waters at Oulton) show them a thing or two?

And finally **Class E**, where the cosy world of the Triumph engined Plus Fours could be upset by either Chris Dady in his Fiat engined 4 seater (if the engine ever comes back from the builder) or the return of Alan Wickenden in the pretty 4/4 that Rick Bourne raced a couple of times in 1997. John Clarke's eye could be off the ball as he prepares a Morgan for VSCC racing but Peter Sargeant, David James and Brian Jenkins will be there to take up the challenge and it will be interesting to see if it will be Matt or Doug piloting the other Plus Four that broke the lap record at Brands in the last race.

Chris Acklam

Roadsports

You may have noticed in the line-up of dates this year that we have a couple of races at 750MC meetings.

At these meetings there will be races in the Roadsports championship which one or two of us have competed in over last year or two.

This year they are allowing Class A Morgans to enter for the first time for a while (and allowing in the Renault Spiders too) to give the highly tuned Lotus Elises run by H R Owen and Bell & Colvill some competition.

Rick Lloyd will be out for the third year running and Keith Ahlers will be competing too. I'll be pottering along behind them trying to keep ahead of the Porsche 911s, the Lotus Esprits and Elans, Mazdas and all sorts of other machinery. Even Rob Wells has been seen out on occasion, trying to catch Rick ...

There are 3 basic classes:

A: up to 1300cc

B:

1301-2500cc with single camshaft per cylinder bank
1301-1800cc with twin camshafts per cylinder bank

C:

2501cc with single camshaft per cylinder bank
1801cc with twin camshafts per cylinder bank

Dates for 2000 are

12-Mar	Mallory Park
15-16 Apr	Brands Hatch
13-May	Oulton Park
15-Jul	Silverstone
12/13 Aug	Silverstone
26/27 Aug	Pembrey
10-Sep	Cadwell Park
16/17 Sep	Snetterton
8-Oct	Mallory Park

Ring Robin Knight on 01379 384268 if you are interested.

Chris Acklam

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.
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Morgan Motor Company Challenge Awards 1999

Peter Collins Tray

Peter Horsman

Class A winner

Peter Garland

Class B winner

Rick Lloyd

Class C winner

Graham White

Class D winner

Peter Horsman

Class E winner

Peter Sargeant

Tony Morgan-Tipp Memorial Trophy

David James

Best Newcomer

Philip McKelvey

Blow-Up Award

Matthew Wurr

MSCC Awards

Please note that you may be eligible for Club awards - some quite unusual - if you compete your Morgan.

But you have to inform the Awards Secretary, Quentin English. He would like to know the results of any races, sprints, rallies etc that you do (together with details of your car).

We send him all the Race Series results, so you don't need to worry about those, but those of you who go off winning at Le Mans or the Isle of Man or anywhere else, keep him posted and you could end up with extra silverware at the end of the year.

DATES FOR 2000

Challenge series

see above

Others

19/20 May *Spa
British Sports Car Challenge

19/20 August MOG2000 at
Canterbury. Races at Lydden

9/10 Sep *Spa

16/17 Sep (tbc) Zandvoort
British Race Festival

* Details from Peter Sargeant on
01531 650760

Lydden Hill - Mog 2000

As agreed at the Drivers' Meeting on November 27th, I spoke to Quentin English and the circuit manager at Lydden Hill, about a round of the Morgan Challenge being held during the above event.

Unfortunately, at the time I discussed it with them, the arrangements necessary for the race were not sufficiently advanced. All calendars had been delayed by the Grand Prix date and the clubs which had offered us rounds needed immediate confirmation. Therefore, in the interest of the Race Series, I decided to accept and secure the following dates.

RACE DATES 2000

Date:	Circuit	Club
23rd April	Snetterton	JCC
7th May	Brands Hatch	MGCC
4th June	Mallory Park	750 MC
1st July	Castle Combe	BRSCC
15th July	Silverstone	750 MC
6th August	Snetterton	AMOC
2nd September	Silverstone	BDC
1st October	Donington Park	AMOC

I have deliberately avoided the date of Mog 2000 when accepting these championship rounds and I am assured that all the arrangements will be in place at Lydden by 19th August. Not being a championship round means of course that the races will be open to all drivers holding competition licences and not just those registered for the Morgan Challenge. We hope that as many drivers as possible will support the event and we are exploring the possibility of providing some suitable reward for the winners.

I would like to wish everyone a good season of racing and look forward to seeing you all at Snetterton in April.

Serena Aston

And from the beginning...

	Overall Winner	2nd	3rd	4th	5th	6th	Tony Morgan-Tipp Memorial
1985	Mary Lindsay +8	Barrie Taylor	Jack Bellinger	Barry Sumner	Leigh Sebba	Andy Garlick	n/a
1986	Tony Morgan-Tipp +8	Chris Dady	Rick Bourne	David Raeside	Barry Sumner	Dave Sapp	n/a
1987	Peter Thomas 4/4	Rick Bourne	Rob Wells	Kelvin Laidlaw	Ian Allwood	Jonathan Douglas	n/a
1988	Chris Dady 4/4	Peter Thomas	Mary Lindsay	Rob Wells	Kelvin Laidlaw	Alan Pegler	n/a
<i>Class scoring introduced</i>							
	Peter Collins Tray	Class A	Class B	Class C	Class D	Class E	Tony Morgan-Tipp Memorial
1989	Rob Wells	Rob Wells	Kelvin Laidlaw	Stuart Adamson	Barry Sumner	n/a	n/a
1990	Rob Wells	Rob Wells	Kelvin Laidlaw	Barry Sumner	Richard Somersset	n/a	n/a
1991	Chas Windridge	Peter Garland	Grahame Walker	Mike Fellows	Jeff Stow	Chris Dady	Peter Sargeant
1992	Chas Windridge	Matthew Wurr	James Edgerton	Alan Wickenden	Chris Phillips	Richard Somersset	Matthew Wurr
1993	Alan Wickenden	Matthew Wurr	Grahame Walker	Alan Wickenden	Chris Phillips	Barry Sumner	Chas Windridge
1994	Chris Phillips	Matthew Wurr	Chas Windridge	Alan Wickenden	Chris Phillips	Jack Bellinger	Jack Bellinger
1995	Klaus Nesbach	Klaus Nesbach	Chris Phillips	Stephen Lockett	Martin Kurrein & Mark Longmore	Jack Bellinger	Martin Kurrein
1996	Martin Kurrein	Matthew Wurr	Malcolm Paul	Stephen Lockett	Martin Kurrein	John Clarke	Chris Acklam
1997	Peter Garland	Peter Garland	Malcolm Paul	Peter Sargeant	Martin Kurrein	Peter Horsman	James Paterson
1998	Rick Lloyd	Simon McDermott	Malcolm Paul	Tony Howard	Rick Lloyd	Peter Horsman	Simon McDermott
1999	Peter Horsman	Peter Garland	Rick Lloyd	Graham White	Peter Horsman	Peter Sargeant	David James