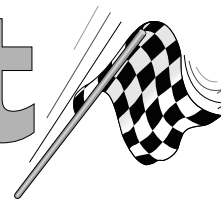




MogSport



No. 1
March 1996

The *Unofficial* Race Series Newsletter

A day at the Races

FASTER THAN KLAUS on the track and in a standard production model: what is it? Is it a bird? Is it a plane? Is it Superman? No! It's Kate Orebi Gann driving Gabriele Tarquini's 1990 Formula 1 AGS car at the 2.2 Km Var circuit in the South of France.

Three years ago AGS set up a unique operation. Their victims are actually volunteers who come from as far afield as Australia, the USA and Hong Kong. But then, there is nowhere else in the world that you can drive one of these cars, unless you have a F1 licence and a load of money (yours or someone else's, either will do).

What is this car? Imagine it: half the weight of my Plus 8 (550 Kilos) and three times the power (650 BHP). Same size engine: 3.5 litre. What's that like? The same effect as if they put a 1300 BHP engine in the Plus 8 – it really flies!

Just one problem: the cars cost £250,000 each. So they don't let you get in one straight away. Even if you have a racing licence (probably even more so). You spend the morning being taught to drive a Formula 3 car, as it's better to write off one of them than the real Formula 1 car. After all, the F3 is a cheap version of the F1 (about the same price as a Plus 4, fully equipped).

There were six of us with the circuit to ourselves, on a bright, clear but very cold November day. Being in the South of France, they don't have to worry about rain more than a few days a year. The first three of us set off in the F3 after some training in how

to work the gearbox. If you think the Moss box is tough, try this!

I went in the first trio; Kate stayed and watched as we agreed that both out at once would overload the life insurance. Lap 3, practising braking hard, I stamped on the brakes as they teach you. But they are used to dealing with people who drive power-assisted company cars, not the real Morgan driver, so most people don't understand what hard braking really means. This is, of course, an excuse for why I turned the car into a hard spin on the straight and crashed at high speed travelling backwards and sideways into the Armco. And that without Graham Walker's help too!

They were very good about it, and didn't send me home. Kate, however, went out very nervously!

The morning was spent alternating practice and feedback – ticking off for the next set of mistakes. Then a good French lunch – sensibly wineless – while terrifying us about how much harder the six gear F1 car would be.

Then to the track. For some strange reason I was selected as the first victim. The car is cramped, no radio, no heater, no starter (they stick a compressed air drive into its rear – gets anything going!). Hard, hard clutch with full travel but operates only over 2 mm distance. Engine even noisier than Peter Garland's and that's just idling.

If I wasn't so scared, I would have enjoyed watching the tyre warmers in place before I

set out and would have relished my first run on slicks. Rev up the engine, louder than Concorde now, and off! 17 laps trying to ensure no spin, and just stay on the track. Braking into a corner is essential to keep it on the track; accelerate hard in third or fourth and you will be in the Armco. But floor the accelerator in 5th or 6th and it is magic; at 180 mph you need to time the braking right.

We did all our laps, Kate and I. Two of our friends managed only four each; over-enthusiasm in 4th and they spun off on the straight, into the grass edging. There's no second chance: a spin in that car ends your outing.

A day to remember. A record for Kate, my Pit Crew, too: they told us that in their three years she was only the 10th woman to drive the circuit. So one of perhaps only a dozen ever to drive a Formula 1 car.

And so we left the South of France, but the dreams stay with us.

© Simon Orebi Gann
Feb 1996

New axles for the factory

The factory has now started full production of the Australian axles from BTR Engineering after experiencing supply problems from GKN. The new axles for the 4/4 and Plus 4 are 4 pin differential rather than 2 pin and will, therefore, be stronger. The diff unit in the Plus 8 version is similar in specification to that used in the Lotus Carlton!

Dates for 1996

Challenge series

Sun 28 Apr	Mallory
Mon 6 May	Brands
Sun 2 Jun	Donington
Sat 20 Jul	Snetterton
Sat 10 Aug	Silverstone
Sun 8 Sep	Cadwell (long)
Sat 5 Oct	Oulton (long)
Sun 13 Oct	Thruxton

Others

11/12 May	Spa
29/30 Jun	Croix en Ternois
27/28 July	Croix en Ternois
31 Aug/1 Sep	Zandvoort
7/7 Sep	Spa

STOP PRESS

I am told that Class E is looking good with another Moss Box Plus 8 and new Plus 4 TR entries for next season.

Class B could be interesting with Alan Wickenden, Grahame Walker and Malcolm Paul all in 3.9 modified SU carb cars.

In Class A, last year's winner Klaus may be missing at the start of the season but there is a new 'mystery' Class A entrant to fill the gap! And Simon McDermott has entered with Patrick Lund's old car.

Promising start for Morgan

A report from the factory

FOR CHARLES MORGAN and his team, this weekend saw the start of the 1996 racing season at the Paul Ricard racing circuit in France.

This season they have entered the Global Endurance GT Series, organised by the BPR Organisation. This is an International event and the races last 4 hours, as opposed to 5 or 10 laps in the BRDC GT Series in which they participated last year. Charles feels the Morgan is more suited to endurance races than sprints.

Two drivers are required for these events because individuals are only allowed to drive for a maximum of two hours each. Teaming up with Charles will be Bill Wykeham, who runs his own Morgan agency in London and has often raced Morgans. Although close rivals in National Production Sports Car racing, Charles and Bill are confident of doing well as a team. Bill first started racing Morgans in 1979 whilst he was with the staff of Morris Stapleton, the main London agents for Morgans. He was later a member of the winning team that won the Commendo's Cup at Snetterton in 1980.

Rejoining Morgan to co-ordinate Morgan's racing programme is former Morgan Le Mans racer, Chris Lawrence. Chris raced Morgans very successfully during the 1960s. At Le Mans he teamed up with Richard Sheppard-Baron and drove a Morgan 2-litre Plus Four Super Sports to victory. After the race, the jubilant team drove the same car back to England on the public road (you don't see this happen these days, but you could do that in the Morgan racer!). Chris has a wide range of international motor racing experience with Formula, Touring and GT racing cars, prepared by Chris and the Morgan Motor Company.

Chris Lawrence has put in much hard work developing the current car for longer races with the help of Morgan's skilled workforce and he hopes that the Morgan will compete at Le Mans in 1997.

A key member of the Morgan team is Mark Baldwin, Foreman of the Repair Shop at the Morgan factory. Mark himself raced in the Morgan Challenge Series last year, finishing third in his class overall. He has been working at Morgans for over ten years and assisted Charles in the GT racing last year.

Charles Morgan tells me about the changes from last year's car, both visibly and mechanically, to improve aerodynamics and road-holding. The infamous shape of the Morgan however is still unmistakable.

"The rules of the BPR Series are that the standard engine must be used, although one is allowed to modify the internal parts, the car therefore has the aluminium V8 from Range Rover. The engine was developed by Graham Nash of the NCK company. This is a Rover V8. 5-litre unit, as opposed to a 4-litre in the production Plus Eight. The engine has a steel crank with a longer stroke and larger valves which increases the capacity. The engine is fitted with two air restrictors to limit the power as demanded by the rules and it also has a different electronic management system to that of the standard engine. As much power as we can find, as the

maximum speed is currently limited by its aerodynamics, and we are working on both these areas to make the car more competitive.

The front and rear suspension has been changed, using unequal length wishbones all round the car. An air dam gives downforce to the front of the car and a Venturi tunnel under the flat floor that rises sharply to the rear of the car from the centre of the rear wheels, combined with the changes at the rear, will help traction. This means an increase on loading on the suspension, and stiffness of the springs and dampers, has been increased.

Other noticeable changes from the standard car are spoilers fitted on to the bonnet (just in front of the windscreen) and a hard top to take the airflow over the cockpit. The headlights are faired into the bonnet. Looking at the car you can see it is going to be more 'slippery'; this will give an 18% improvement on the standard car that was achieved with the same changes made to a 1/5 scale model."

The team for this year's challenge is made up entirely of Morgan Motor Company employees. Factory craftsmen have put in a lot of extra time to manufacture components for the car (including spares) amongst which are: spoilers, bonnets and wings, drive shafts, primary gearbox drive shafts, wishbones, uprights, air-restrictors and many other parts.

As always, all that is learnt from the racing programme at Morgan is likely to be incor-

porated into the production cars later on.

Much was learnt from this race, although cars such as the McLaren, Ferraris and Porsches in the GT1 classes dominated the race. Morgan did well to finish in 28th position out of 55 starters and, 33 finishing overall, the were 20th out of 30 finishers in the GT2 class. The Morgan was also the first British-built car to finish (McLaren has a BMW engine and had to stop 5 times for refuelling). Charles Morgan says "No replacement components were needed during the practice or race and only 2 pit stops were needed for refuelling and tyre changes. The result is a tribute to the reliability and speed of the car and we are looking forward to racing in Monza on March 24th".

STOP PRESS

The GT2 car is being modified ready for next week, when it will be on its way to Monza. The angle of the windscreen has been improved and the wing has been taken off the roof to help straight line speed. Also the engine has been reworked to increase power.



Did you know?

That Johnny Herbert left school at 14 with no formal qualifications and started work full time for Sisley Karting as a test driver.

At 15 he had mastered the technique of counter-balancing a kart on two wheels and driving round in figures of eight!

DATES AND VENUES:

Circuit	Country	Dates
Paul Ricard	France	2&3 March
Monza	Italy	23/24 March
Jarama	Spain	13/14 April
Silverstone	GB	11/12 May
Nurburgring	Germany	29/30 June
Anderstorp	Sweden	13/14 July
Brands Hatch	GB	7/8 September

For those who can't get to the track some of the events are televised on Eurosport Speedworld programme (on satellite).

Common regulations for both race and speed series

The RYOBI IDC Morgan Hillclimb & Sprint Championship has new Regulations that have been based directly upon those of the Race Series.

It is therefore possible for speed event competitors to enter race meetings (subject to licence and technical requirements) and vice versa for race competitors to enter speed events. On this basis it offers a new opportunity for these competition minded Morgan owner to try a number of disciplines without fear of not being able to compete in the correct class.

Registration forms are available from Mrs Stephanie Jones, Kyrewood House, Tenbury Wells, Worcestershire WR15 8SG.



Tips from the top (I)

Always be aware of others on the track.

Here Heinz-Harald Frentzen gives a kindly acknowledgement to Mark Blundell.

Caption Competition I



I am told that the original caption was "What do you mean, 'Spread the legs for the next shot?'" ...Allegedly...

Crash helmets

"Competitors and scrutineers are reminded that a number of crash helmet approval standards will be **deleted** from 31 December 1995. **These are Snell M85, SA85 and M90.**

The full list of approved helmet standards for 1996 is therefore as follows:

**BS6658-85 Type A
or Type A/FR;
Snell SA90;
SF 31.1 or 31.2.**

For clarity it should be understood that only these standards will be acceptable for motorsport use after 1 January 1996, even if your helmet has an apparently valid RACMSA sticker."

Taken from RACMSA News, Winter 1995/6, page 24: see also 1996 Yearbook, section 10.3.1, page 236.

Letters

Dear Clare,
When I look under the bonnet my engine always looks much smaller than the other guys'. Will this affect my chances of success?

Dear Worried of Ashford,
Don't worry, this is quite normal. Your engine may well be smaller than everyone else's, and the others probably snigger about it when they are talking amongst themselves, but it's not the size that counts, it's how you use it. Remember always practice safe racing and abuse your rubber.

TVR Tuscan Challenge

A familiar face in the series is to be seen at the BRDC meeting at Silverstone on 30/31 March. This includes the first round of the Tuscan Challenge in which Mark Longmore is sharing a car.

Registrations

received at 17/3/96

Class A:
Mike Fellows 2
Craig Jones 15
Matthew Wurr 99

Class B:
Christian Bock 60
Malcolm Paul 16
Chris Phillips 33
Grahame Walker 14

Class C:
Jack Bellinger 17
Stephen Lockett 27

Class D:
Chris Acklam 13
Kelvin Laidlaw 32
Simon Orebi Gann 39
James Paterson 21
Chris Springall 35

Class E:
Jack Bellinger 17
John Clarke 18
Peter Horsman 54
David James 11
Chris Phillips 33
Colin Treble 25

Web sites worth a visit

<http://www.tay.ac.uk/mcsweb/staff/amm/morgan.html>

Morgan home page

<http://www.pncl.co.uk/aroc/>
The Alfa Romeo Owners Club (how it should be done?)

<http://www2.fia.com/fia/homepage/fia-ts-a.htm>

FIA

<http://www.iconsportsweb.com>
Formula One details

<http://www.vauxhall.co.uk/vectra-cgi/index>

Road maps showing current traffic holdups

<http://www.worldserver.pipex.com/mclaren/> **McLaren**

<http://www.jtmet.ad.jp/WWW/MILDSEVEN/F1/>
MILDSEVEN

<http://www.ferrari.it/frontesp.html> **Ferrari**

<http://www.eeng.dcu.ie/%7Eaharnedy/jor.htm>
Jordan

<http://www.access.ch/whoswho/showwho?cgeiges> **Sauber**

<http://www.connect.ca/formula1/> **Williams**

Filler

This has nothing to do with Morgans or racing but I need to fill a space so what the hell....

Actual radio conversation released by the US Chief of Naval Operations, 10/10/95.

#1: Please divert your course 15 degrees to the North to avoid a collision.

#2: Recommend you divert YOUR course 15 degrees to South to avoid a collision.

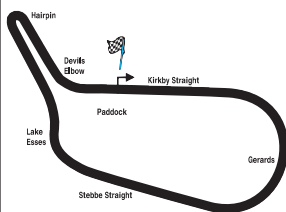
#1 This is the Captain of a US Navy ship. I say again, divert YOUR course.

#2: No. I say again, you divert YOUR course.

#1. THIS IS THE AIRCRAFT CARRIER ENTERPRISE, WE ARE A LARGE WARSHIP OF THE US NAVY. DIVERT YOUR COURSE NOW!

#2. This is a lighthouse. Your call.

NEXT MEETING Mallory Park Sunday 28 April



Testing:

Testing is only available on Wednesday mornings from 9am to 12.30pm.

Cost £50. Must book in advance but pay on the day.

Tel: 01455 842931.

Petrol:

Available at testing.

Any other info

Remember the Paddock is inside the track and there is no bridge, so, once the practice sessions start, access is only between sessions.

Circuit length

1.35 miles

Lap records

Outright: 40.06
R Zunino (Arrows F1)

Morgans

<i>Class A</i>	50.80
Matthew Wurr	
<i>Class B</i>	52.51
Patrick Lund	
<i>Class C</i>	54.81
Alan Wickenden	
<i>Class D</i>	55.85
Mark Longmore	
<i>Class E</i>	57.84
Rick Bourne	

AND Brands is only a week later – see opposite

To finish first, first you have to..... start!

Thruxton, Easter Monday 1995, big race, first race...first ever race! Formula 3, Porsches, Rover Turbos and you .. wow! Full grandstands and rain, now heavy rain, eek! .. don't panic. Scoring a place on the back row was a smart move..you can take your time and move off slowly. What's that, it's Klaus Nesbach, what's he doing behind you? 400+ bhp, look at those wheels, the noise....Are we in the right place? One minute board "hey Klaus, go left, GO LEFT!". Damn he can't hear you. Here's the red light.....whoosh, can't see, CAN'T SEE..where's Klaus.... where is everybody....DAMN!

2nd race, Mallory Park. Strategically placed on the back row. Another smart move eh? No one can run into you - perhaps we can do a demon start. Here comes the one minute board. Select first, damn, red light's on, select first, damn, damn, SELECT FIRST, GO IN YOU BA****D. Whoosh....Oh No!

3rd race, Donington Park. Hitting the gravel in practice was smart. Back of the grid assured.. hey you lot up there, it's good at the back. Now this is the one. Handbrake on, into first, here comes the one minute board, revs up to 4,000. This is it. Hold the handbrake...what....you can't reach it. YOU CAN'T REACH THE HANDBRAKE!!! Nudge it off with your knee. Red light on..nudge it off with your knee....whoosh.....DAMN! DAMN! DAMN!!

4th race, Oulton Park...ooh err, its a bit twisty. Wow, look at the practice results..we're half way up the grid. How did that happen? Bit of a cock up eh? Close your eyes and think you're at the back. Don't panic, this calls for absolute concentration. Now, there is the one minute board, handbrake off....hey we're rolling back, brake, red light, clutch in, revs up to 4,000.. brake... I've run out of feet.. hell.... whoosh... %@*****!!!!

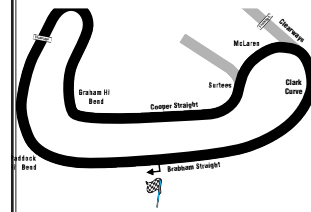
This is your last race, Silverstone. MMmmm. Feel the atmosphere... feel the heat.... this is the one you've been waiting for. Stirling and Nigel have raced here...cor. Hey the sun's bright...if you squint, you can just see the start lights. Hey you lot, not on the back row today, OK second to back row so whose counting. Feeling good, handicap race went well, car performing brilliantly. Crowd seems appreciative...Here comes the one minute board. Hand brake off, select first, revs to 4,000, hold it, hold it, remember the advice, go when the red light goes out. Hold it, hold it.... whoosh.....What?.....WHAT?? NO LIGHTS!! Some silly sod with the smallest flag in the world. AAARRRRRGHhhh!!

John Clarke



On the move at Silverstone

Brands Hatch Indy circuit Monday 6 May



Testing:

For saloons and sports cars, testing is now only available (before our race on 6 May) on Wednesday 3 April.

Cost: Half day £80, full day £140. Book and pay in advance. Cash only on the day.

Tel: Robin Murphy on 01474 872331 x214

Petrol:

Available at testing.

Circuit length

1.2036 miles

Lap records

Outright: 38.87
P Warwick (Reynard 90D)

Morgans

<i>Class A</i>	51.53
Matthew Wurr (3/5/93)	
<i>Class B</i>	53.10
Patrick Lund (3/5/93)	
<i>Class C</i>	?
?	
<i>Class D</i>	?
?	
<i>Class E</i>	1:00.62
Jonathan Douglas (3/5/93)	

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

For Sale & Wanted

Anything, anyone?

Motorsport News

Anyone racing in any other class or marque?

Let me know when and where and, afterwards, how.