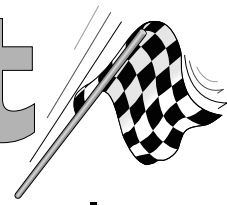




# MogSport



No. 2  
April 1996

## The *Unofficial* Race Series Newsletter

### Garland takes first

A dry, bright morning heralded the first round of the Morgan Motor Company Challenge at Mallory Park on Sunday 28th April 1996.

Of the 23 cars entered only 22 appeared for practice as newcomer to the series, Jan Bulinski, was stranded on the roadside somewhere in Leicestershire. Other newcomers included Simon McDermott, in the Class A car formerly owned by Patrick Lund, and James Paterson in the ex-Mark Longmore Class D car. We also welcomed Maurice Standish in his +8 who was joined in Class B by Malcolm Paul making a popular return to the series in the familiar ROB 8R.

#### Practice

As practice got underway the circuit became bathed in a blue haze signalling problems with his +8 for Matthew Wurr. In spite of this he managed to put himself alongside pole position man Peter Garland on the front row of the grid. The second row would be taken by James Edgerton and Grahame Walker. After a short practice in another session, two visits to scrutineering and a generous donation to OPEC, Jan Bulinski was allowed on the grid – at the back and with a ten second penalty!

#### The race

The race began shortly after 2pm with a superb start from Peter Garland taking James with him from the second row. Grahame suffered from the poor start by Matthew enabling both Craig Jones and Simon McDermott to get in front of him.

With much squealing of tyres, Peter almost lost it going into the Esses for the first time, just managing to keep it together and get back on the track but letting James through to lead the race at the end of the first lap. Matthew was now third, Craig in fourth, Simon fifth, Malcolm sixth and Grahame seventh.

Mike Fellows led the middle of the field followed by Chris Phillips, Martin Kurrein, Mark Baldwin, Maurice Standish, Chris Acklam and

John Clarke. Stephen Lockett, the sole Class C runner, was in front of Chris Springall, Jack Bellinger, Peter Sargeant and Simon Orebi Gann. Mary Lindsay was ahead of David James with James Paterson and Jan completing the field.

By the end of lap two Peter had passed James to regain the lead, Malcolm was up to fifth and John Clarke was recording fastest lap for Class E prior to retiring with a broken oil pump.

Matthew was up to second place by the time they crossed the line for the third time but the blue haze was returning, indicating more problems with his axle. Undaunted he was starting the lap which would also secure him fastest lap in class and a new lap record. Meanwhile Mark was in front of Martin and Simon Orebi Gann had taken Peter Sargeant.

By the halfway point Mark had also taken Chris Phillips while Grahame was closing the gap and catching Simon McDermott. Chris Springall and Jack were lying 14th and 15th with Stephen close behind.

Unfortunately with the smell of burning oil even reaching inside the commentary box, the officials were obliged to black flag Matthew's car, and, at the end of the ninth lap, he pulled into the pits to retire.

There is no doubt that James would have picked up the baton to chase Peter's ever-increasing lead had he not been suffering a broken accelerator. He did carry on to finish second ahead of Craig, third. Malcolm Paul finished fourth and in doing so set a new lap record for Class B.

A spirited and entertaining drive from Peter to give him a well-deserved first win of the year and a field of twenty three cars bodes well for the season which continues at Brands Hatch on May 6th.

*Serena Aston*  
Race Series Coordinator  
Round 1  
Mallory Park, April 28th 1996

### Championship standings after 1 round

#### Class A

Peter Garland	10
James Edgerton	8
Craig Jones	6
Simon McDermott	4
Mike Fellows	2
Matthew Wurr	1

#### Class B

Malcolm Paul	11
Grahame Walker	8
Mark Baldwin	6
Chris Phillips	4
Maurice Standish	2

#### Class C

Stephen Lockett	7
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#### Class D

Martin Kurrein	11
Chris Acklam	8
Chris Springall	6
Simon Orebi Gann	4
Peter Sargeant	2
James Paterson	1

#### Class E

Jack Bellinger	10
Mary Lindsay	8
David James	6
Jan Bulinski	4
John Clarke	1

# Tuscan Challenge – first race

The run up to the race was not ideal – many late nights and long weekends as Matthew, Nigel and myself did all the work. Three engine changes: one dummy, one reject and the final one in place which Nigel and I ran in at Bruntingthorpe.

This was to be our first outing amongst forty-three other entries! Over a dozen semi-professional drivers from touring cars, Formula Three, one make series, Tin Tops, even an ex-Formula One driver turned TV presenter!

Two half hour slots on the new International Circuit at Silverstone were to be our only ‘balls out’ test sessions the day before the qualifying race. Yes, with so many entries we had to qualify just to get into the final!

The first slot was really a shakedown; we were way off the pace and Matthew had to learn the circuit layout – I think he would have preferred the old National Circuit, one of his favourites. The new one is very fast, very exciting, but sorts out the real drivers!

We had a few problems – low oil pressure, overheating, couple of leaks, no shift light, but, all in all, a good job for our first outing after a major rebuild.

The second session was better – more on the pace, but still driving a Tuscan like a Morgan! Must brake later, use the kerbs more and keep his foot in .....

## **Saturday Qualifying Practice**

We had made a few suspension changes – we went for more front neg camber 5° and upped castor to a staggering 7°, which on sticky 9" slicks is like driving an ‘artic’ without power steering! I just love inflicting pain on these pampered drivers!!

We managed to get a consistent 12 laps in the 1.31 secs,

qualifying 26th out of 37 starters. The car drove well with no appreciable vices ... turn-in good, with power oversteer as you put the ‘boot’ in. All we need now is a bit of the red mist!

## **Saturday pm Qualifying Race**

Matthew asked Steve Cole (ex Morgan racer) his advice on starts. “Get the car rolling in first, snick it straight into second and plant it.....no problems”.

The lights turned green – the noise and ground shake in the pits was indescribable. Thirty-seven Tuscans thundered out of a ball of tyre smoke into the bottleneck at Copse. Unfortunately ‘planting it’ in second caused so much wheelspin that Matthew lost four places!

But he drove well, overtaking three cars into Copse accompanied by clouds of tyre smoke, two cars on the run up to Farm (a tight right hander) before coming into the Grand Prix circuit at Bridge. For the first seven laps all was going well; unfortunately the water temperature was rising dangerously and on the last lap he lost two places, finally finishing 24th out of 37.

## **Sunday – Race Day**

The overheating was caused by lack of air to the two oil coolers. This came under the description of ‘arty bits’, so

two regulation sized holes were cut by Matthew in the bonnet. An oil leak from the nearside rocker was dealt with and a last minute panic with the propshaft / gearbox fixing was designed to get the adrenaline flowing!

## **The Race**

*(seen through Matthew’s eyes).*

The race commentator pointed out that with 37 starters there was more horsepower here (16,656 bhp) than the Formula 1 grid at Interlagos. I had promised to make a better start (especially as the camera car was right behind me!). What I really need is a fly-off handbrake!! 5 second board – 4000rpm.

The lights went red, a gentle creep – green ... feed the power in – no wheelspin ... fantastic start – past 1, 2, 3 cars, right up inside....avoid John Kent stalled on front row! Cars four abreast .... out-brake two more into Copse – apex over kerb ..two Tuscans spinning in front of me – mayhem. Avoid them, past three more cars on inside. It crosses my mind I must be half way up the field and now they’re going to red flag the race!. Flat out in fourth, through Maggot (still three abreast!!) .. Round outside (no choice) into new Becketts / Ireland complex – gain another spot on inside at chicane. Straight line over two more kerbs and settle down to 145mph run up

to Farm. Now I’ve got a race on my hands – I’ve elevated myself amongst the quick boys ... stay in formation through Bridge, Brooklands, Luffield, 120mph and two abreast around Woodcote, past pitboard – position 14th – Fantastic!

Three more laps of the same ... getting serious pressure from the quicker boys all round me ... run up to Farm – 145mph. Yellow car beside me doing a ‘chicken run’ up my inside – leave my braking later .. later .... hard on brakes ... lock-up. An almost slow motion spin backwards onto rough.. Blast, stalled it! Remember, must switch off ignition to reprogram engine. Fire it up – nothing. Sit there as 1, 2, 3, 4 more cars pass. Try again – Bingo!

Lurid slide in front of oncoming traffic. Lose another place on the run up to Bridge ... brake – nothing!! Brake again ... slows me enough to slide round Bridge on the limit. The spin must have boiled the brake fluid – it took me the rest of the lap to get back into the swing – lose another two places ... past pits – 20th, still in the points ....

Lap 10, car beginning to lose grip front and rear – I must have cooked my tyres trying to stay with the Midfield (in fact it was oil all round track from Steve Cole’s blown engine!). Mega power slide through Luffield loses another two spots. Just held off another on the line.

With Tiff Needel and another disqualification, I finished 21st, one place out of the prize money!!

We will miss next race at Oulton Park – same day as Morgans at Mallory.

**Don’t you just love motor racing?!**

*Mark Longmore  
& Matthew Wurr*

Q

What has the power of a Ferrari F40  
and the weight of a Ford Fiesta?

A

A TVR Tuscan

Some statistics:

450 bhp from AJP V8

Average weight 830kgs

0–60mph 3.3 secs

0–100mph 6.9secs

Max speed 190 mph

## On track

### Richard Somerset

After a long DIY front end rebuild, new wings all round, etc., he should be back on the road at least by May. It will depend upon other entries in class E and the prospects of a mildly tuned Crossflow engined 4 seater 4/4 competing with them whether he will get back onto the track this year. [Ed: *There's your Lap Record at Oulton Park to defend, don't forget!*]

### Brian Jenkins

His Plus 4 rebuild is nearing completion, but will need some 'sorting' before its first event. Hopes to be ready to compete at Silverstone.

## Donington hotels

A friend of mine runs a company selling holiday add-ons to Travel Agents - things like port and airport parking, overnights, travel insurance.

Well, Donington is by the East Midlands airport and, consequently, he can offer some room rates at cost.

The two he has quoted me are The Hilton @ £63 for a twin room or £36.50 for a single; or The Priest House @ £59 for a twin room or £34.50 for a single. Please note these are for the room only.

Call Anna (Ian Stewart's assistant) on 01303 812881 if you wish to make a booking.

## Tax and race expenses

I've just had the auditors in for the end of year accounts and there was much shaking of heads and sucking of teeth when it came to the race expenses (otherwise known as the promotional budget) incurred last year.

If anyone has any hints or tips that would help others (me for example) to please the tax-man, I am sure that we'd all be grateful to hear them.

## Why Mallory Park means so much to me

For those who don't know, last year's race at Mallory was traumatic for me. In the third lap of the practice, I bounced off a car that spun in front of me just round the hairpin, and buried the nose of my lovely Plus 8 into the Armco and the tyre wall.

Thanks to Brett at Brands Hatch Morgans, who burnt midnight oil for some 3 weeks, I collected the car, beautifully restored after nearly 200 hours labour, the night before the next race. My nerves, on the other hand, were not so easily restored.

Think then of how I felt as I set out on the practice laps for the first race of this season, at the fateful circuit. Fortunately, there were no incidents and due to a timekeeper's fast reaction, I even started the race one hundredth of a second ahead of Peter Sargeant on the grid.

Not that this made any difference when the race started: he, Mary and others rocketed past while I was trying to put the car into gear and turn the radio down. By the time I came round the first bend, I found Mary elegantly sliding across the track, which brought back memories of the previous year, but this time fortunately gave me room to squeeze past one or two of the cars. Gratefully I settled down to the rest of the race, finishing peacefully unscathed and, unusually, not last.

Not content with this, however, and desperate to get enough signatures for a grownup's race license and give up my L plates, I had also entered the 100 mile Centurian race with Rick Bourne nobly volunteering to be co-driver. The grid consisted of about 8 cars and 22 Lotus Caterhams. I drew the short straw and started. Rather after everyone else as I still couldn't get the radio to work properly.

Things did improve after that (could they get worse? - wait and see...): highlights were lapping a Porsche and an XJS and still seeing Chris Phillips ahead of me for at least 2 laps after he passed me. The only problem was the Caterhams, buzzing around madly like demented wasps. We had the pit-stop down to a fine art: just under 4 (minutes, not seconds). Rick was running really well, when I made the fatal mistake: I commented that, with only 5 laps to go, we might get a class win (the others in our class having exploded, spun off or otherwise expired).

Next time we saw Rick, he and the car were in a tow truck. One of the Caterhams nudged him off after the hairpin, in exactly the spot where last year.....

What do I think of Mallory? I love it! It's a great circuit, and it was a marvellous weekend even though the ending was rather flat. I look forward to next year, and wish to warn all my fellow competitors that I will have nothing to lose: stay clear of me there or be carried off with me!. Or will it be third time lucky?

The RAC trailed the poor Morgan back to Brands Hatch Morgans repairs. The driver? Exactly the same man who took the same car the previous year to the same people! So he ignored his instructions and took the car to where he took it last year, but of course they have moved premises since then.....

See you at Brands?

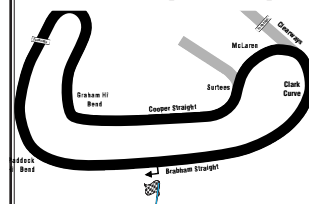
© Simon Orebi Gann 1996

## 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

## NEXT MEETING

### Brands Hatch Monday 6 May



### Testing:

None now available before our race. 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 in the paddock.

### Circuit length

1.2036 miles

### Lap records

**Outright:** 38.87  
P Warwick (Reynard 90D)

### Morgans

*Class A* 51.53  
Matthew Wurr (3/5/93)  
*Class B* 53.10  
Patrick Lund (3/5/93)  
*Class C* 56.79  
Alan Wickenden  
*Class D* 58.85  
Chris Phillips  
*Class E* 1:00.62  
Jonathan Douglas (3/5/93)

## HSCC 70s Road Sports

Congratulations to Chris Phillips for not only taking pole but winning outright the HSCC race at Snetterton on 14th April. He came in 15 secs ahead of the second place Lotus Europa. After being beaten into Riches at the start by two cars he eventually took first spot by overtaking the Europa going into the Bombhole!

Congratulations also to Peter Horsman in his first race in a Moss box Plus 8 who came an impressive 10th overall - ahead of a Porsche 914, Lotus Seven, Chevrolet Camaro, Jensen Interceptor and a TVR Taimar.

# Morgan Motor Company Challenge

Circuit **Mallory Park** Length 1.35 miles  
Date 28-Apr-96 Weather/track Cloudy/dry

## Qualifying & Race Results

### QUALIFYING

Pos	No	Class	Driver	Car	Time		Behind		kph	mph
					(mins:secs)	Lap	(secs)			
1	8	A	Peter Garland	+8	0:51.19	9			152.79	94.94
2	99	A	Matthew Wurr	+8	0:51.47	8	0.28		151.96	94.42
3	3	A	James Edgerton	+8	0:52.27	7	1.08		149.63	92.98
4	14	B	Grahame Walker	+8	0:52.53	14	1.34		148.89	92.52
5	20	A	Simon McDermott	+8	0:52.82	11	1.63		148.08	92.01
6	16	B	Malcolm Paul	+8	0:52.85	10	1.66		147.99	91.96
7	15	A	Craig Jones	+8	0:53.45	13	2.26		146.33	90.93
8	2	A	Mike Fellows	+8	0:54.13	12	2.94		144.49	89.78
9	50	B	Mark Baldwin	+8	0:55.83	8	4.64		140.09	87.05
10	33	B	Chris Phillips	+8	0:56.54	10	5.35		138.33	85.96
11	36	D	Martin Kurrein	+8	0:57.98	9	6.79		134.90	83.82
12	13	D	Chris Acklam	+8	0:58.15	5	6.96		134.50	83.58
13	18	E	John Clarke	+4	0:58.56	10	7.37		133.56	82.99
14	28	B	Maurice Standish	+8	0:58.98	11	7.79		132.61	82.40
15	27	C	Stephen Lockett	+4	0:59.13	10	7.94		132.27	82.19
16	35	D	Chris Springall	+8	0:59.55	12	8.36		131.34	81.61
17	17	E	Jack Bellinger	+8	0:59.88	10	8.69		130.62	81.16
18	39	D	Simon Orebi Gann	+8	1:00.44	8	9.25		129.41	80.41
19	34	D	Peter Sargeant	+8	1:00.45	12	9.26		129.39	80.40
20	21	D	James Paterson	+8	1:00.88	10	9.69		128.47	79.83
21	7	E	Mary Lindsay	+8	1:01.04	12	9.85		128.14	79.62
22	11	E	David James	+4	1:01.21	12	10.02		127.78	79.40

### RACE - PROVISIONAL RESULTS

Pos	No	Class	Driver	Car	Race time		Behind		kph	mph	Best			
					(mins:secs)	Laps	(secs)				lap	on	kph	mph
1	8	A	Peter Garland	+8	10:23.63	12			150.50	93.52	0:50.64	3	154.45	95.97
2	3	A	James Edgerton	+8	10:42.64	12	19.01		146.05	90.75	0:51.22	4	152.70	94.88
3	15	A	Craig Jones	+8	10:47.48	12	23.85		144.96	90.07	0:52.54	4	148.87	92.50
4	16	B	Malcolm Paul	+8	10:48.94	12	25.31		144.63	89.87	0:52.11	4	150.09	93.26
5	20	A	Simon McDermott	+8	10:49.23	12	25.60		144.57	89.83	0:52.86	4	147.96	91.94
6	14	B	Grahame Walker	+8	10:49.88	12	26.25		144.42	89.74	0:52.68	9	148.47	92.26
7	2	A	Mike Fellows	+8	11:06.96	12	43.33		140.72	87.44	0:53.90	3	145.11	90.17
8	50	B	Mark Baldwin	+8	11:10.94	12	47.31		139.89	86.92	0:54.44	3	143.67	89.27
9	33	B	Chris Phillips	+8	11:13.59	12	49.96		139.34	86.58	0:54.81	11	142.70	88.67
10	36	D	Martin Kurrein	+8	10:41.55	11	1 lap		134.11	83.33	0:56.99	2	137.24	85.28
11	28	B	Maurice Standish	+8	10:57.03	11	1 lap		130.95	81.37	0:57.35	2	136.38	84.74
12	13	D	Chris Acklam	+8	10:58.55	11	1 lap		130.64	81.18	0:57.81	2	135.30	84.07
13	35	D	Chris Springall	+8	11:03.85	11	1 lap		129.60	80.53	0:58.34	4	134.07	83.30
14	17	E	Jack Bellinger	+8	11:04.88	11	1 lap		129.40	80.41	0:58.52	5	133.65	83.05
15	27	C	Stephen Lockett	+4	11:05.19	11	1 lap		129.34	80.37	0:58.56	5	133.56	82.99
16	39	D	Simon Orebi Gann	+8	11:07.58	11	1 lap		128.88	80.08	0:58.35	2	134.04	83.29
17	34	D	Peter Sargeant	+8	10:26.11	10	2 laps		124.92	77.62	1:00.46	2	129.37	80.38
18	7	E	Mary Lindsay	+8	10:39.62	10	2 laps		122.28	75.98	1:01.78	2	126.60	78.67
19	21	D	James Paterson	+8	10:40.28	10	2 laps		122.16	75.90	1:00.90	8	128.43	79.80
20	11	E	David James	+4	10:42.59	10	2 laps		121.72	75.63	1:01.76	2	126.64	78.69
21	12	E	Jan Bulinski	+4	10:55.41	10	2 laps		119.34	74.15	1:02.37	10	125.40	77.92

### Not classified

99	A	Matthew Wurr	+8	7:51.85	9	dnf		149.18	92.70	0:50.36	4	155.31	96.51
18	E	John Clarke	+4	2:06.93	2	dnf		123.24	76.58	0:58.35	2	134.04	83.29

### Fastest laps

			(mins:secs)	on	kph	mph	
A	Matthew Wurr	+8	0:50.36	4	155.31	96.51	New lap record
B	Malcolm Paul	+8	0:52.11	4	150.09	93.26	New lap record
C	Stephen Lockett	+4	0:58.56	5	133.56	82.99	
D	Martin Kurrein	+8	0:56.99	2	137.24	85.28	
E	John Clarke	+4	0:58.35	2	134.04	83.29	

### Existing Lap Records

			(secs)	kph	mph
A	Matthew Wurr	+8	50.80	153.96	95.67
B	Patrick Lund	+8	52.51	148.95	92.55
C	Alan Wickenden	+4	54.81	142.70	88.67
D	Mark Longmore	+8	55.85	140.04	87.02
E	Rick Bourne	+4	57.84	135.22	84.02