

## The *Unofficial* Race Series Newsletter

### Garland spins, Wurr wins

If you weren't at Donington on June 2nd for the third round of the Morgan Motor Company Challenge, you missed one of the most exciting Morgan races for a long time which produced some epic battles during the ten laps.

The race was the last of the programme in the two-day Historic Superprix event and was scheduled to begin at 5.10pm. The actual start time was 5.45 after a pre '65 F1 car dumped oil on the racing line around 90 per cent of the 1.95 mile circuit.

It had been seven hours since Practice during which Peter Garland had taken pole with Matthew Wurr second fastest, despite a list of niggling problems with the car. Simon McDermott was forced to abandon the session and return to the paddock suffering from brake trouble and Mark Baldwin was also in the pits with a smoking car. A trouble-free time though for the two new drivers in Class B. David Rushton qualified 9th and Alan Biggar, who had made the trip from Scotland, was 16th on the grid of 23 cars.

Only minutes before the off the field was reduced to 22 as Mark Baldwin's ailing car was pushed from the grid at the end of a more than frustrating day for him.

The start was not good for Stephen Lockett either who found himself in neutral when the lights turned green. It was good though for Mary Lindsay and especially Peter Garland who led the field into Redgate for the first time. He was still in front at the end of lap one, but on the second lap he lost the car at the Old Hairpin and strayed well into the infield letting Matthew, Craig Jones, Simon McDermott, Graham Walker, and Malcolm Paul through before he was able to rejoin in 6th place. Martin Kurrein, Tony Howard and David Rushton occupied the next three places with Rob Wells in 10th followed by Chris Springall. Mary was leading John Clarke in the Class E battle with Chris Acklam, Peter Sargeant, Simon Orebi Gann and Peter Horsman behind them. Stephen was in 18th place with David James, Alan Biggar, Jim Deacon and Jan Bulinski completing the field.

With Matthew now in the lead it was Craig who was pushing him, while Peter could only

set about clawing his way back. This was to include passing what had become the fierce battle for Class B between Grahame and Malcolm in 4th and 5th places.

The Class E duel was being split by Chris Acklam who was soon joined in the sandwich by Stephen who had gained five places by the third lap. Rob had also progressed taking David but still to pass Martin and Tony in 7th and 8th places.

By the 4th lap Peter was back in the hunt in third place, but the unusually unpredictable handling of the car combined with a determination to regain the lead were to see him leave the track again in spectacular fashion, downhill, very fast at the notorious Craner Curves. There were sighs of relief when he was safely back on the track and, amazingly, still in third place!

Meanwhile Simon McDermott's race was ending with a recurrence of the brake problems and it was now Malcolm who was leading Grahame for Class B. Rob had safely negotiated the Martin/Tony dice and was now in 6th behind Grahame.

For Simon Orebi Gann it was a steep learning curve as he attempted to take the Class E battle in one go, finishing up spinning his way out of the chicane and losing several places!

Up at the front, Craig was giving Matthew a real fright looking poised to pass him at any moment and almost anywhere. Peter was secure in third and Grahame had fought his way back to lead Malcolm for the Class B honours he would deservedly win. On the 8th lap John - whose 'moments' during the race were too numerous to recall - finally got ahead of Mary to resolve the race long Class E duel in his favour.

In spite of a super effort from Craig, it was Matthew who hung on to cross the line first, just half a second ahead, and score his first win of the season on a day that was definitely not for the faint-hearted.

*Serena Aston, Race Series Coordinator*

Round 3, Donington, 2 June 1996

#### Championship standings after 3 rounds

##### Class A

Peter Garland	27
Matthew Wurr	20
Craig Jones	14
James Edgerton	8
Mike Fellows	8
Simon McDermott	4

##### Class B

Malcolm Paul	30
Grahame Walker	27
Mark Baldwin	12
Rob Wells	6
Tony Howard	4
Chris Phillips	4
David Rushton	2
Maurice Standish	2
Alan Biggar	1

##### Class C

Stephen Lockett	14
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##### Class D

Martin Kurrein	33
Chris Acklam	22
Chris Springall	18
Simon Orebi Gann	12
Peter Sargeant	6
James Paterson	3

##### Class E

Jack Bellinger	21
John Clarke	20
Mary Lindsay	20
Peter Horsman	12
David James	10
Jan Bulinski	6
Jim Deacon	1



## P J O'Rourke, shrub-cuddlers, eco-weenies and the Dodge Viper

"I did not close my eyes in the Viper. You have to pay attention when you drive the snake. The throttle steers, the bumps steer, the tires steer. You can even steer with the steering wheel. The cockpit has approximately the same creature comforts as a soap-box derby racer's. The pedals are offset so far to the left that you mistake your toes for oncoming traffic. Dodge brought the MG Midget convertible engineers out of retirement to design the canvas top, which blew loose at eighty and beaned Associate Editor Joe Lorio. And the sheet metal looks like a high school hot-rodder's study hall doodle. Who cares? The Viper is the original ugly date who's fabulous in the ... You know what I mean. The four-hundred-horsepower eight-liter V10 produces 450 foot-pounds of torque at fewer rpms than a Maytag spin cycle. So much force is available across such a range of the tachometer dial that the Viper, in effect, has an automatic transmission. There are six forward gears, but you can use any one you want to do anything you need.

And the reptile handles. For all its love of pavement hunting, it does go where it's put. You think you're launched off the high side. You think you're spinning out. You're holding on with all four paws and your tail. But you arrive alive and come through the curve on the perfect line at that. On I-95 outside Bangor I hit 150 miles an hour. With the top down. In fourth gear. It was better than catching Al Gore in flagrante delicto with Socks the cat.

There are people who don't want us to own these cars. They say we'll hurt the planet. They say we'll hurt ourselves. Do the eco-weenies really care that much about the whole earth, not to mention us? Or are they up to something else with all their caring?

The Green dweebs want a world where individuals don't count for much, where all the important decisions such as whether to shift the Viper into fifth are made in Washington. They want a world controlled by the political process. That's because the shrub cuddlers are, as individuals, so insignificant. They're losers, the three-bong-hit saviors of the earth, lava lamp luddites, global warming dolts, ozone bone-heads, peace creeps, tofu twinkis, Birkenstock buttinskis, and bed-wetting vegetarian bicyclists who bother whales on weekends. They have no money, sense, or skills. But they can make their mark on politics because the whole idea of politics is to achieve power without possessing merit.

I loved this car. I loved the other cars. I love all cars, if the truth be known. We're told cars are dangerous. It's safer to drive through South Central Los Angeles than to walk there. We're told cars are wasteful. Wasteful of what? Oil did a lot of good sitting in the ground for millions of years. We're told cars should be replaced with mass transportation. But it's hard to reach the drive-through window at McDonald's from a speeding train. And we're told cars cause pollution. A hundred years ago city streets were ankle deep in horse excrement. What kind of pollution do you want? Would you rather die of cancer at eighty or typhoid fever at nine? Cars have made us richer, freer, happier people. Life is better because of cars. Cars are good. If you don't think so, try making out in a country lane on Rollerblades, you eco-weenie."

© P J O'Rourke  
*Age and Guile  
beat Youth, Innocence  
and a Bad Haircut*

## From your Competition Secretary

### The Club Sprint

**Curborough – Sunday 30 June 1996**

**Your support at this event is very much requested.** We need people like you who have helmets and overalls that are legal and fit, that have a competition licence, a prepared car, and so on.

Please note that you'll need a timing strut for the front (ref. L.10.12.1). Also you will be able to use an aero screen, rather than a full windscreen, as classes are for Morgans only.

For those that are unfamiliar with Curborough - it's a purpose-built sprint circuit, approx 2.5 miles north east of Lichfield, off the A38 towards Burton. (Lichfield is in the Midlands, some 15 miles north of Birmingham.)

You'll note that the date neatly falls on a "lull in battle" in the Race Series. **Come along and support your Club's event** – show these "Speed" merchants how it's done!

If you weren't handed regs at Donington, then there should be a set with this newsletter. For further details, refer to May's Miscellany pages 9/10 or speak to me.

Hope to see you there.

### BDC Silverstone – Saturday 10 August

As in recent years, Lucas are very kindly allowing us to use their Courtesy Suite (Box 19), where we will be running a Cash Donations Bar (as at Donington).

Any offers to help behind the bar would be much appreciated. Please contact me if you can offer some assistance.

### Zandvoort, Holland

**Saturday 31 August/Sunday 1 September**

We have been invited to fill a grid for Morgans at the prestigious "British Sports Car Festival". Those that have been before and enjoyed this wonderful event will need little persuasion to go again.

The outline would appear to be practice on the Saturday with the race on the Sunday. And there is talk of some local festivity on the Saturday night.

'Koni', it would seem, are likely to part sponsor us and there is an unusual offer of assistance from a watch manufacturer! We can also expect to be able to negotiate reductions on the ferries. A National A race licence is the likely minimum requirement.

All in all it promises to be a superb weekend abroad – I recommend that you examine your diaries and mark down that date.

I will release further information as it becomes available.

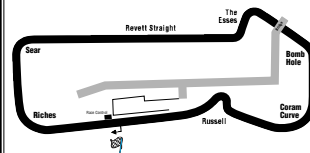
*Peter Sargeant on ☎ 01531 650760*

# Morgan Motor Company Challenge

Circuit		Donington Park		Length		1.9573 miles							
Date		02-Jun-96		Weather/track		Cloudy/dry							
<b>PRACTICE</b>													
Pos	No	Class	Driver	Car	Time (mins:secs)	Lap	Behind (secs)	kph	mph				
1	8	A	Peter Garland	+8	1:19.23			143.13	88.93				
2	99	A	Matthew Wurr	+8	1:20.24		1.01	141.32	87.82				
3	15	A	Craig Jones	+8	1:20.87		1.64	140.22	87.13				
4	20	A	Simon McDermott	+8	1:22.18		2.95	137.99	85.74				
5	16	B	Malcolm Paul	+8	1:22.34		3.11	137.72	85.58				
6	14	B	Grahame Walker	+8	1:22.63		3.40	137.24	85.28				
7	35	D	Chris Springall	+8	1:29.28		10.05	127.01	78.92				
8	36	D	Martin Kurrein	+8	1:30.02		10.79	125.97	78.27				
9	38	B	David Rushton	+8	1:30.16		10.93	125.78	78.15				
10	66	B	Tony Howard	+8	1:30.20		10.97	125.72	78.12				
11	88	B	Rob Wells	+8	1:30.68		11.45	125.05	77.70				
12	27	C	Stephen Lockett	+4	1:31.79		12.56	123.54	76.77				
13	18	E	John Clarke	+4 SS	1:33.17		13.94	121.71	75.63				
14	13	D	Chris Acklam	+8	1:33.53		14.30	121.24	75.34				
15	7	E	Mary Lindsay	+8	1:33.99		14.76	120.65	74.97				
16	30	B	Alan Biggar	+8	1:34.37		15.14	120.16	74.67				
17	5	E	Peter Horsman	+8	1:34.38		15.15	120.15	74.66				
18	34	D	Peter Sargeant	+8	1:35.40		16.17	118.87	73.86				
19	39	D	Simon Orebi Gann	+8	1:35.71		16.48	118.48	73.62				
20	50	B	Mark Balwin	+8	1:36.70		17.47	117.27	72.87				
21	11	E	David James	+4	1:37.36		18.13	116.47	72.37				
22	10	E	Jim Deacon	+4 SS	1:40.75		21.52	112.55	69.94				
23	12	E	Jan Bulinski	+4	1:41.05		21.82	112.22	69.73				
<b>RACE - PROVISIONAL RESULTS</b>													
Pos	No	Class	Driver	Car	Race time (mins:secs)	Laps	Behind (secs)	kph	mph	Best lap	on	kph	mph
1	99	A	Matthew Wurr	+8	13:47.14	10		137.10	85.19	1:21.50	9	139.14	86.46
2	15	A	Craig Jones	+8	13:47.71	10	00.57	137.00	85.13	1:21.29	10	139.50	86.68
3	8	A	Peter Garland	+8	14:05.75	10	18.61	134.08	83.31	1:19.35	8	142.91	88.80
4	14	B	Grahame Walker	+8	14:19.95	10	32.81	131.87	81.94	1:23.72	4	135.45	84.16
5	16	B	Malcolm Paul	+8	14:20.38	10	33.24	131.80	81.90	1:23.98	4	135.03	83.90
6	88	B	Rob Wells	+8	15:06.20	10	19.06	125.14	77.76	1:28.06	6	128.77	80.02
7	36	D	Martin Kurrein	+8	15:14.09	10	26.95	124.06	77.09	1:29.94	9	126.08	78.34
8	66	B	Tony Howard	+8	15:14.11	10	26.97	124.05	77.08	1:29.94	9	126.08	78.34
9	38	B	David Rushton	+8	15:16.18	10	29.04	123.77	76.91	1:29.94	7	126.08	78.34
10	35	D	Chris Springall	+8	14:00.78	9	1 lap	121.39	75.43	1:30.88	4	124.78	77.53
11	27	C	Stephen Lockett	+4	14:21.65	9	1 lap	118.45	73.60	1:32.33	5	122.82	76.32
12	13	D	Chris Acklam	+8	14:28.16	9	1 lap	117.56	73.05	1:33.58	7	121.18	75.30
13	18	E	John Clarke	+4 SS	14:29.88	9	1 lap	117.33	72.90	1:32.58	7	122.49	76.11
14	7	E	Mary Lindsay	+8	14:31.46	9	1 lap	117.11	72.77	1:33.97	9	120.68	74.98
15	5	E	Peter Horsman	+8	14:36.98	9	1 lap	116.38	72.31	1:34.10	3	120.51	74.88
16	34	D	Peter Sargeant	+8	14:43.26	9	1 lap	115.55	71.80	1:35.99	8	118.14	73.41
17	11	E	David James	+4	14:43.69	9	1 lap	115.49	71.76	1:35.43	4	118.83	73.84
18	39	D	Simon Orebi Gann	+8	14:44.83	9	1 lap	115.34	71.67	1:32.60	8	122.46	76.09
19	30	B	Alan Biggar	+8	15:07.77	9	1 lap	112.43	69.86	1:35.47	4	118.78	73.81
20	12	E	Jan Bulinski	+4	14:02.52	8	2 laps	107.68	66.91	1:40.71	6	112.60	69.97
21	10	E	Jim Deacon	+4 SS	14:03.41	8	2 laps	107.56	66.84	1:42.68	6	110.44	68.62
<b>Not classified</b>													
20	A	Simon McDermott	+8		5	dnf				1:22.42	5	137.59	85.49
50	B	Mark Balwin	+8		0	dnf							
<b>Fastest laps</b>													
					(mins:secs)	on	kph	mph					
A	Peter Garland	+8	1:19.35	8	142.91	88.80							
B	Grahame Walker	+8	1:23.72	4	135.45	84.16							
C	Stephen Lockett	+4	1:32.33	5	122.82	76.32							
D	Martin Kurrein	+8	1:29.94	9	126.08	78.34							
E	John Clarke	+4 SS	1:32.58	7	122.49	76.11							
<b>Existing Lap Records</b>													
					(mins:secs)	kph	mph						
A	Matthew Wurr	+8	1:19.34	142.93	88.81								
B	Chas Windridge	+8	1:20.73	140.47	87.28								
C	Alan Wickenden	+4	1:26.88	130.52	81.10								
D	Chris Phillips	+8	1:28.73	127.80	79.41								
E	Rick Bourne	+4	1:30.37	125.48	77.97								

## Qualifying & Race Results

**NEXT RACE**  
**Snetterton**  
**Saturday 20 July**



### Testing:

Testing available regularly - sometimes twice a week. Cost is **£140 full day, £80 half day**. Must book in advance - can pay on the day. Tel: 01953 887303.

If you're thinking of testing on the Friday before our race, get your provisional booking in early as there are 2 race meetings that weekend and it will almost certainly fill up soon.

### Petrol:

Available on race days.

### Circuit length

1.952 miles

### Lap records

**Outright:** 59.97

G Rees (Reynard 93D)

### Morgans

*Class A* 1:19.30

Klaus Nesbach

*Class B* 1:24.08

Alan Wickenden

*Class C* 1:28.10

Alan Wickenden

*Class D* 1:28.64

Chris Phillips

*Class E* 1:33.30

Jack Bellinger

### Programme

*Modified Production Saloon Car Championship, Classic Saloon Car Championship, Post Historic & Historic Touring Car Championships, Groups 1 & 2 Touring Car Championships, TR Register*