

The *Unofficial* Race Series Newsletter

Garland turns up the heat

Round 4 of the Morgan Motor Company Challenge took place at Snetterton on Saturday 20th July. Only 19 of the original 23 entrants were out for practice at 10.10am and unfortunately one of the cars missing was the Class E Series V 4/4 of Rick Bourne which had developed problems during testing the previous day. The eagerly anticipated appearance of this car will now have to wait until later in the season. Making a welcome return though was Colin Treble in his Class E +8.

By the end of the third lap of practice, Matthew Wurr was recording a time of 1:18.86 which was to place him securely on pole with Peter Garland alongside him. Clouds of smoke, resulting in the black and orange flag, indicated problems from a leaking rocker cover gasket for Grahame Walker. Meanwhile James Paterson was doing his bit for the local farmer by harvesting his sugar beet from a nearby field. The time between practice and the race was sufficient for most problems to be sorted out and much woodwork to take place creating spacers for bonnets to reduce the effects of the scorching heat.

The green lights signalled good starts for Peter Garland and Chris Springall but it was Matthew who led through the first bend. This remained the position at the end of lap one with Craig Jones in third, Malcolm Paul fourth followed by Grahame, Mark Baldwin and Chris Phillips. Chris Springall was first of the Class D runners with Martin Kurrein and James Paterson in 9th and 10th. Class E was being led by Jack Bellinger, followed by John Clarke and Peter Horsman. Chris Acklam was in front of Mary Lindsay with Simon Orebi Gann, Maurice Standish, Colin Treble and David James completing the field.

Lap two saw changes of positions for Chris Acklam, now ahead of Peter Horsman, and Martin who, in passing Chris Springall, set a new lap record for Class D. It was on this lap too that the Class B record was broken by the

fourth placed car of Malcolm Paul. As the leaders crossed the line for the third time, Peter was closing on Matthew while nothing separated the 5th, 6th and 7th cars of Grahame, Mark and Chris Phillips.

By the halfway stage, Chris Acklam had passed John and was close behind Jack who was at the front of what had become a six car battle which included the cars of Simon, Mary and Peter Horsman, who was by now sporting a very modified front bumper. So close was their racing that it was not immediately clear how this had happened, however there was damage to the rear of John's car and it was later rumoured that Mary's towbar had done its job!

Peter's assault on Matthew's lead forced Matthew to run wide and spin on the 6th lap and Peter crossed the line for the 7th time at the head of the field. In spite of an almost total lack of rear shock absorbers, Grahame was maintaining his 5th position but a mistake from Mark let Chris Phillips through to take 6th on the 8th lap. On the same lap Craig limped into the pits with an electrical problem but was able to return to the track losing only three places. Unfortunately he was missing by the following lap having ground to a halt out on the circuit. Also missing on this lap was Colin who had retired with a faulty petrol pump. Mark meanwhile had retaken Chris and Simon had successfully passed both Chris Acklam and Jack to finish 10th behind James.

Matthew had tried in vain to retake the lead but it was Peter who took the chequered flag and an excellent third win of the season. Malcolm was third overall and won Class B while Martin secured another 11 points to maintain his lead on the Championship. Class E went to Jack but fastest lap and a new lap record to John Clarke.

© *Serena Aston, Race Series Coordinator*
Round 4, Snetterton, 20 July 1996

Championship standings after 4 rounds

Class A

Peter Garland	38
Matthew Wurr	28
Craig Jones	14
James Edgerton	8
Mike Fellows	8
Simon McDermott	4

Class B

Malcolm Paul	41
Grahame Walker	35
Mark Baldwin	18
Chris Phillips	8
Rob Wells	6
Tony Howard	4
Maurice Standish	4
David Rushton	2
Alan Biggar	1

Class C

Stephen Lockett	14
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Class D

Martin Kurrein	44
Chris Springall	26
Chris Acklam	24
Simon Orebi Gann	16
James Paterson	9
Peter Sargeant	6

Class E

Jack Bellinger	31
John Clarke	29
Mary Lindsay	26
Peter Horsman	16
David James	12
Jan Bulinski	6
Jim Deacon	1

ing himself lapping cars (well done Malcolm!) ... and then it was all over!
The results were a class win for Peter and fastest lap, Malcolm winner Class B and a new class lap record, Martin ditto for Class D, and Jack Bellinger won Class E albeit John set the new Class E record.

My awards are:

Car of the day:

John Clarke's Plus 4

Best Silver Arrow replica:

David James' Plus 4

Biggest tent:

Rick Bourne

Most sophisticated under

30 year old: Rick Bourne

Most bent bumper

P**** H*****

Best driver quote:

Chris Phillips

"I thought I did rather well,

what do I need an excuse for?"

And ...

A delve into the Scoop 3 database reveals that 10 years ago the twenty year old Rick was 6th, Jack finished in 12th and David in 19th place – behind 'Dangerous Doolan'! The best lap was by Grahame Bryant of 1:20.3 but the track was slightly different then (ie. they had not introduced the worst corner of any racing

track anywhere).

Five years ago, and I hate to say this, I was last and Malcolm first, Matthew second, Colin 9th, Mary 13th and Chris Phillips 14th – David disappeared 'twixt practice and the race. Fastest lap 1:23.9 in the wet by Malcolm.

So there you have it!

© Scoop3, Chris Dady

THE END OF SEASON DINNER & AWARDS PRESENTATION

will take place on Sat 23 Nov 1996 at Foley Lodge Hotel, Stockcross, Newbury, Berks.

The cost will be the same as last year.

Dinner, bed and breakfast

double £118.00

single £69.00

The Drivers' Meeting will be held at the same place at 2.30pm.

Remember to keep this date free!

Further details to follow.

Circuit	Snetterton										
Date	20-Jul-96										
LAP CHART											
	Laps →										
Pos	1	2	3	4	5	6	7	8	9	10	Qual
1	99	99	99	99	99	99	8	8	8	8	2
2	8	8	8	8	8	8	99	99	99	99	1
3	15	15	15	15	15	15	15	16	16	16	3
4	16	16	16	16	16	16	16	14	14	14	5
5	14	14	14	14	14	14	14	33	50	50	6
6	50	50	50	50	50	50	50	50	33	33	8
7	33	33	33	33	33	33	33	15	36		7
8	35	36	36	36	36	36	36	36	35		10
9	36	35	35	35	35	35	35	35	21		9
10	21	21	21	21	21	21	21	21	39		13
11	17	17	17	17	17	17	17	17	17		16
12	18	18	18	18	13	13	13	13	13		12
13	54	13	13	13	18	39	39	39	18		11
14	13	54	54	39	39	18	18	18	7		17
15	7	7	39	7	7	7	7	7	54		14
16	39	39	7	54	54	54	54	54	28		15
17	28	28	28	28	28	28	28	28	11		19
18	25	25	25	25	25	25	25	11			
19	11	11	11	11	11	11	11				
	16	= Lap record					8	= Fastest lap			

"If you can't beat 'em,

GIRLS, you know all those hours you spend at race-circuits watching your men enjoying themselves whizzing round the tracks in their Morgans?

Ever thought of having a go yourself? Mary Lindsay, of course, has been taking the men on at their own game for many seasons very successfully, but if you don't fancy the hectic pace of the circuit what about hill-climbs and sprints?

I did my first sprint at Curborough at the club event in '92 in an attempt to understand what made Chris want to race, and despite pouring rain all day and intense nerves as it was my first solo "flight", let alone event, in a Morgan, I had such a kick from the surge of adrenaline I was instantly hooked.

Ever since, I have managed a handful of events each year at

some wonderful venues including Woton Park, Shelsley Walsh, and Harewood and have a great time trying to go a little faster each "run". A day at the Prescott hillclimb school was also extremely good value.

"Girls, ever thought of having a go yourself?"

All you need to get started is a speed licence (no course or medical required), a pair of basic overalls and a helmet and a timing strut for the car – oh yes, and a willing chap to give you support for a change! The annual club sprint is a good first event – all Morgans competing and lots of familiar faces to give welcome encouragement.

1996 Morgan Motor Company Challenge											
MALLORY PARK 28-Apr-96											
RACE 2 BRANDS HATCH 06-May-96											
RACE 3 DONINGTON 02-Jun-96											
No.	Class	Driver	Model	Position	Best lap	Points	Position	Best lap	Points	Position	Best lap
3	A	James Edgerton	+8	2	051.22	8					
2	A	Mike Fellows	+8	7	053.90	2	4	054.79	6		
8	A	Peter Garland	+8	1	050.64	10	1	051.50	10	3	1:19.35
15	A	Craig Jones	+8	3	052.54	6				2	1:21.19
20	A	Simon McDermott	+8	5	052.86	4				dnf	1:22.42
1	A	Klaus Nesbach	+8								
99	A	Matthew Wurr	+8	dnf	050.36	1	2	051.36	9	1	1:21.50
50	B	Mark Baldwin	+8	8	054.44	6	6	055.75	6	dnf	
30	B	Alan Bigger	+8							19	1:35.47
60	B	Christian Bock	+8								1
66	B	Tony Howard	+8							8	1:29.94
16	B	Malcolm Paul	+8	4	052.11	11	3	053.88	11	5	1:23.98
33	B	Chris Phillips	+8	9	054.81	4					8
38	B	David Rushton	+8							9	1:29.94
28	B	Maurice Standish	+8	11	057.35	2					2
14	B	Grahame Walker	+8	6	052.68	8	5	054.71	8	4	1:23.72
88	B	Rob Wells	+8							6	1:28.06
17	C	Jack Bellinger	+4								
27	C	Stephen Lockett	+4	15	058.56	7				11	1:32.33
13	D	Chris Acklam	+8	12	057.81	8	8	058.92	8	12	1:33.58
36	D	Martin Kurrein	+8	10	056.99	11	7	057.95	11	7	1:29.94
32	D	Kelvin Laidlaw	+8								
39	D	Simon Orebi Gann	+8	16	058.35	4	12	059.26	6	18	1:32.60
21	D	James Paterson	+8	19	1:00.90	1	15	1:03.11	2		2
34	D	Peter Sargeant	+8	17	1:00.46	2				16	1:35.99
35	D	Chris Springall	+8	13	058.34	6	14	059.96	4	10	1:30.88
17	E	Jack Bellinger	+8	14	058.52	10	9	058.74	11		
12	E	Jan Bulinski	+4	21	1:02.37	4				20	1:40.71
5	E	Rick Bourne	4/4								
18	E	John Clarke	+4SS	dnf	058.35	1	10	059.92	8	13	1:32.58
10	E	Jim Deacon	+4SS							21	1:42.68
54	E	Peter Horsman	+8							15	1:34.10
11	E	David James	+4	20	1:01.76	6	dnf	1:01.51	-	17	1:35.43
7	E	Mary Lindsay	+8	18	1:01.78	8	13	1:01.08	4	14	1:33.97
33	E	Chris Phillips	+4								
25	E	Colin Treble	+8								

eer - Part 2

most important, the team would not let me play in either car. Alesi wanted to finish a 200 mile run with some special modifications, to see if they would last a Grand Prix, and I couldn't reach Berger's pedals. Or rather, only by lying stretched out, with my head on the seat, in which case visibility is poor.

So I was reduced to watching, and being (constructively) critical. While I was there, I must have seen no more than 40 laps from all the drivers combined, and in that total at least 15 offs, including Villeneuve practising dramatically for his 150 mph accident the following week in France. You only know that you are driving on the edge if you fall off half the time! Now I understand where Peter Garland gets his passion for spinning into the surroundings (as anyone at Donington can attest).

The F1 teams are busy, but not so busy that they can't gossip. Some is unrepeatable, but Benetton obviously miss Schumacher. He had the gift for doing a run, and then discussing intelligently with the engineers in their own language the conclusions. Hill does that too, but some of the others will end a run with "the car's crap", and storm off, which doesn't give an awful lot of diagnostic information to their mechanics!

Next year, there is a new team on the block. Jackie Stewart hits the grid again, although people don't know much about the operation yet. He is also phenomenally detailed: when his transporters arrive at a meeting, the drivers immediately wash them. They then black paint the tyre walls, and mark out his sponsor's name "Bridgestone" in new white paint. Finally, they jack the vehicle and align all the names at the top of each wheel. People passing always notice, and ask with amazement how he does it. His reply? "Careful

driving". This is PR taken to the limit!

A fascinating and an intriguing day, but I regretted not driving the car. Even a rollover lottery win wouldn't buy a team, so does anyone know Frank Williams really well?

© Simon Orebi Gann
July 1996

Dates for next year's Grand Prix are fixed for 13 of the 16 races:

March 2	Australia
March 23	Brazil
April 6	Argentina
April 27	San Marino
May 11	Monaco
May 25	Spain
June 15	Canada
June 29	France
July 13	Britain
July 27	Germany
August 24	Belgium
September 7	Italy
October 19	Japan

Entry List for the Bentley Drivers' Challenge round

as at 23/7/96

13	Chris Acklam	+8
14	Grahame Walker	+8
15	Craig Jones	+8
16	Malcolm Paul	+8
22	Mike Fellowes	+8
27	Stephen Lockett	+4
28	Peter Garland	+8
29	James Edgerton	+8
33	Chris Phillips	+8
34	Peter Sargeant	+8
35	Chris Springall	+8
36	Martin Kurrein	+8
37	Mary Lindsay	+8
38	David Rushton	+8
39	Simon Orebi Gann	+8
42	Colin Treble	+8
50	Mark Baldwin	+8
60	Christian Bock	+8
65	Jim Deacon	+4
66	Tony Howard	+8
70	Manfred Klingler	+8
99	Matthew Wurr	+8
110	David James	+4
112	Jan Bulinski	+4
117	Jack Bellinger	+8
118	John Clarke	+4
120	Simon McDermott	+8
121	James Paterson	+8

From the Race Series Co-ordinator

I thought it might interest competitors in the Morgan Challenge to see the following letters I have received from the RACMSA.

As co-ordinator, I am required by July 1st each year to lodge a Notice of Intent with the RACMSA for the Championship to be held the following year. I must also submit the number of starters for each round of the previous year in order for an average number to be produced. For 1995 this number was 15. As you will see, in future an average of 12 will be required in order for the Championship Application to be accepted.

I am pleased to say that after 3 rounds in 1996, our number of starters is averaging 20-21. If this continues the Championship should be safe for 1998!

I continue to resist the offer of rounds at Lydden, Knockhill and Croft as I feel sure these would considerably reduce the average but it does indicate the importance of having good grids at the circuits we favour.

Best wishes,

Serena

Serena.

From the Competition Secretary

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, 31 August/1 Sep

Details are enclosed for registered drivers (unless you were given them at Snetterton) of the prestigious "British Sports Car Festival".

The outline is free practice on Friday, practice on Saturday and the race on Sunday. And there is talk of some local festivity on the Saturday night!

Sekonda and Koni, it would seem, are likely to part sponsor us and 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.

Peter Sargeant on ☎ 01531 650760

The RAC Motor Sports
Telephone: 01753 650760

PT/dh/116

7 June 1996

To all Race

Dear Colleagues

1997 Race C

Upon the receipt of the current Championship

The immediate motorsport world, tuning, essential content of the

Accompanying Todd, of the R 1996.

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Please speak to m

With best wishes,

[Signature]
JOHN R. QUENBY
CHIEF EXECUTIVE

The RAC Motor Sports
Motor Sports House,
Telephone: 01753 650760

PT/dh/11916

Ms S Aston
Morgan Sports
Terrible Cottage
Llangarron
Ross-on-Wye
HR9 6PN

Dear Serena,

Re: 1997 R

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Morgan Motor Company Challenge

Circuit **Snetterton** Length 1.952 miles
Date 20-Jul-96 Weather/track Bright/dry

Qualifying & Race Results

PRACTICE									
Pos	No	Class	Driver	Car	Time (mins:secs)	Lap	Behind (secs)	kph	mph
1	99	A	Matthew Wurr	+8	01:18.86	3		143.41	89.11
2	8	A	Peter Garland	+8	01:20.78	7	1.92	140.00	86.99
3	16	B	Malcolm Paul	+8	01:22.15	5	3.29	137.67	85.54
4	15	A	Craig Jones	+8	01:24.17	3	5.31	134.36	83.49
5	14	B	Grahame Walker	+8	01:24.55	5	5.69	133.76	83.11
6	50	B	Mark Baldwin	+8	01:27.48	12	8.62	129.28	80.33
7	36	D	Martin Kurrein	+8	01:28.82	3	9.96	127.33	79.12
8	33	B	Chris Phillips	+8	01:28.83	11	9.97	127.31	79.11
9	21	D	James Paterson	+8	01:30.39	12	11.53	125.12	77.74
10	35	D	Chris Springall	+8	01:30.64	11	11.78	124.77	77.53
11	18	E	John Clarke	+4	01:32.52	10	13.66	122.23	75.95
12	13	D	Chris Acklam	+8	01:32.60	5	13.74	122.13	75.89
13	39	D	Simon O'rebi Gann	+8	01:32.92	7	14.06	121.71	75.63
14	54	E	Peter Horsman	+8	01:33.40	7	14.54	121.08	75.24
15	28	B	Maurice Standish	+8	01:33.69	8	14.83	120.71	75.00
16	17	E	Jack Bellinger	+8	01:33.86	4	15.00	120.49	74.87
17	7	E	Mary Lindsay	+8	01:34.15	7	15.29	120.12	74.64
18	25	E	Colin Treble	+8	01:35.01	12	16.15	119.03	73.96
19	11	E	David James	+4	01:35.49	5	16.63	118.43	73.59

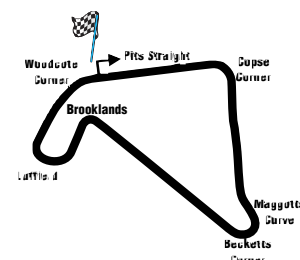
RACE - PROVISIONAL RESULTS									
Pos	No	Class	Driver	Car	Race time (mins:secs)	Laps	Behind (secs)	kph	mph
1	8	A	Peter Garland	+8	13:34.01	10		138.93	86.33
2	99	A	Matthew Wurr	+8	13:40.96	10	0:06.9	137.76	85.60
3	16	B	Malcolm Paul	+8	14:13.87	10	0:39.9	132.45	82.30
4	14	B	Grahame Walker	+8	15:01.31	10	1:27.3	125.47	77.97
5	50	B	Mark Baldwin	+8	15:02.28	10	1:28.3	125.34	77.88
6	33	B	Chris Phillips	+8	15:03.19	10	1:29.2	125.21	77.80
7	36	D	Martin Kurrein	+8	13:41.68	9	1 lap	123.87	76.97
8	35	D	Chris Springall	+8	14:00.71	9	1 lap	121.07	75.23
9	21	D	James Paterson	+8	14:01.86	9	1 lap	120.90	75.13
10	39	D	Simon O'rebi Gann	+8	14:10.62	9	1 lap	119.66	74.35
11	17	E	Jack Bellinger	+8	14:11.42	9	1 lap	119.54	74.28
12	13	D	Chris Acklam	+8	14:12.23	9	1 lap	119.43	74.21
13	18	E	John Clarke	+4	14:17.87	9	1 lap	118.65	73.72
14	7	E	Mary Lindsay	+8	14:19.75	9	1 lap	118.39	73.56
15	54	E	Peter Horsman	+8	14:31.56	9	1 lap	116.78	72.57
16	28	B	Maurice Standish	+8	14:35.19	9	1 lap	116.30	72.26
17	11	E	David James	+4	14:37.48	9	1 lap	115.99	72.08

Not classified									
15	A	Craig Jones	+8	12:06.83	8	dnf		124.48	77.35
25	D	Colin Treble	+8	11:24.08	7	dnf		115.72	71.91

Fastest laps									
					(mins:secs)	on	kph	mph	
A	Peter Garland	+8	01:19.80	7	141.72			88.06	
B	Malcolm Paul	+8	01:22.67	2	136.80			85.00	New lap record
C	n/a								
D	Martin Kurrein	+8	01:28.59	2	127.66			79.32	New lap record
E	John Clarke	+4	01:32.81	4	121.85			75.72	New lap record

Existing Lap Records									
					(mins:secs)	kph	mph		
03-Sep-95	A	Klaus Nesbach	+8	1:19.30	142.61	88.62			
03-Sep-95	B	Alan Wickenden	+8	1:24.80	133.36	82.87			
	C	Alan Wickenden	+4	1:28.10	128.37	79.76			
	D	Chris Phillips	+8	1:28.64	127.59	79.28			
03-Sep-95	E	Jack Bellinger	+4	1:33.30	121.21	75.32			

NEXT RACE
Bentley Drivers'
Silverstone
Saturday 10 August



Testing:

Testing available the day before on Friday 9 August. Cost is £90 for three one-hour sessions. Must book and pay in advance.

Petrol:

Available.

Circuit length

1.649 miles

Lap records

Outright: 53.41
T Worswick (Reynard 93D)

Morgans

Class A 1:05.6
Klaus Nesbach

Class B 1:10.8
Alan Wickenden

Class C 1:14.0
Alan Wickenden

Class D 1:14.7
Chris Phillips

Class E 1:17.1
Jack Bellinger

Programme

All Comers' Handicap (slower); Bentley Scratch; MG T Championship and ACOC Scratch; Bentley / Lagonda Handicap; MSCC Tony Morgan-Tipp memorial (MMCC Challenge race); Vintage and PVT Handicap; MSCC Scratch for Morris Stapleton Trophy; Vintage and PVT Scratch; All Comers' Handicap (faster); Bentley Handicap; All Comers' Scratch

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

Cadwell Park

Tom Rowe of the Jaguar Car Club will be away from July 24-August 15. So don't panic if your entry isn't acknowledged until after then!