

Pit lane reports

Class A

Keith Ahlers

+8, Rover 4.5

Car not previously in Challenge. Most recent mod is a new 4.5 engine.

Peter Garland

+8, Rover 4.5

Car still in the garage following last season. May have to grind the valves in – hasn't been done for 3 years!

Craig Jones

+8, Rover 4.5

Engine rebuild; new plug leads (now hoping to run on all eight cylinders); new three part spoiler; team manager plans improvements to driver trim.

Simon McDermott

+8, Rover 4.5

None to car, aerodynamics of driver greatly improved (looks in mirror and says "Ooh, 'er! Lean, mean racing machine..."). Sources close to the Team Boss are reportedly worried at the daily ritual chant of "Mirror, mirror, on the wall, who is the slimmest of them all?" but suggestions of a pre-season crisis are said to be unfounded.

Class B

Alan Biggar

+8, Rover 3.5

No changes to the car. Might compete in the HSCC.

Will definitely compete in the Scottish Hillclimb Championship in my 1957 +4 as it is its 40th birthday this year. Also just bought a restored 1961 Mk 1 MG Midget which will run in the Historic Ecosse Series for pre-1965 cars (3 rounds Knockhill, 1 East Fortune, 1 Croft and 1 Isle of Man). Hoping wife and daughter will use the MG in Sprints this year. [Ed: *Com-miserations about the rugby!*]

Christian Bock

+8, Rover 3.5

Engine change to 3500cc. Competing in German Triumph competition.

Looking for pre-1965 +4

Malcolm Paul

+8 Rover 3.9

Just going to wash the dust off! Hope also to race a Moss box +8 shared with Rob Wells outside the Series.

Matthias Te Neues

+8, Rover 3.5

Car totally rebuilt for racing (now weighs about 800kgs). Competing in German Triumph competition [Ed: *which includes some terrific circuits like Nurburgring, Zolder, Monza*].

Grahame Walker

+8 Rover 3.9 on SUs

Engine strip and rebuild; some mods to rear axle suspension; alteration of front end geometry; gearbox and axle rebuilds.

Class C

Chris Dady

4/4 4 str, 2000 Fiat

New engine.

Stehen Lockett

+4, Guy Croft twin cam

Bottom end rebuilt after Birkett 6 hour (45 mins in my case). Passenger seat out, spot lamps off.

Looking for good value +8 for Class D.

Class D

Chris Acklam

+8, Rover 3.9

New 3.9 engine, gearbox overhaul, swirl pot.

Martin Kurrein

+8, Rover 3.9

Fewer dents.

Simon Orebi Gann

+8, Rover 3.9

New 3.9 engine, gearbox overhaul.

James Paterson

+8, Rover 3.9

New 3.9 engine, R380 gearbox, BTR 3.45 back axle, swirl pot, twin pump fuel system.

Chris Springall

+8, Rover 3.9

New everything except engine and rear panel!

Class E

John Clarke

+4 Super Sports

New shocks all round. New tyres. Tightened up everything which had come loose (which was everything).

Peter Horsman

+8 Moss box, Rover 3.5

Front bumper hammered out. Not smoking quite so much! Doing HSCC as well as Challenge.

David James

+4, TR4 2288cc

No changes. Still not painted.

Mary Lindsay

+8, Rover 3.5

Paddock operated remote control to reduce driver error and ensure a class win every time.

Chris Phillips

+8, Rover 3.5

Engine rebuilt and detuned from last year to run Class E FIA spec – car otherwise the same but will run on her original rims as per class regs.

As well as Spa, doing races in the HSCC series, Coys, BPR support races in UK and possibly another series in a non-Morgan. Also MSCC sprint at Curborough and Beverley will do approximately 6 hill-climbs in NMJ. [Ed: *is that all?*]

Colin Treble

+8, Rover 3.5

Rebuilt front end.

AVON CR6ZZ

Anyone wanting a set of these tyres should contact Rick Bourne at Brands Hatch Morgans (tel: 01732 882017) as he is buying/has bought a batch of them.



John Clarke's pair – one to race Jack, one to race Barry Sumner?

Silverstone

Silverstone has been altered significantly following representations from the Formula 1 circus. Substantial changes to Copse and the Priory, Brooklands, Luffield sequence have been made.

In addition they have resurfaced almost the entire circuit and put back to grass several areas of redundant tarmac.

To quote Lord Hesketh, "For 1997, the grand prix circuit will feature increased speed with safety, thanks to the reshaping of Copse corner, and the complete rebuilding of the three-corner Priory, Brooklands and Luffield loop, much of which has been carried out in consultation with world champion Damon Hill and Martin Brundle."

Copse Corner

In order to give the corner a more gradual curve, without making it run wider at the exit, the corner has been made to turn in earlier by cutting off the apex. To incorporate the existing amount of run-off

area between the circuit and the stands on the outside of the corner, extensive work has had to be carried out on the inside of the corner.

The Complex

A dramatic difference to the shape of the Priory, Brooklands, Luffield complex. The modifications had two principal goals – to increase run-off area at the end of the Farm Straight after Bridge corner, and to make Luffield a smoother, more flowing corner. What used to be Luffield One and Luffield Two – a sharp right-hander / short straight / sharp right-hander – is now one continuous radius.

Brooklands has been moved further infield to give extra run-off area at Bridge, and Priory runs wider to join it: as a result, the Club Straight on the National Circuit runs straight into Brooklands now that the dog-leg has gone.

The diagram below gives some idea of the changes.



Snetterton

You'll be (very!) pleased to hear that Snetterton is currently undergoing a major redevelopment programme which will include the following:

New Pit complex

- 30 garages (8m x 4m) with electric and water supply (completion 27/3/97)
- Wider Pit Lane (12m instead of 9m)
- Concrete pit wall with timing facilities
- 2 Hospitality Suites above garages (completion 4/5/97)

Upgrade of Race Control Complex

- Designated Press Office, Stewards Room and

Clerks Office on 1st Floor

- Race Admin Offices on Ground Floor

Paddock

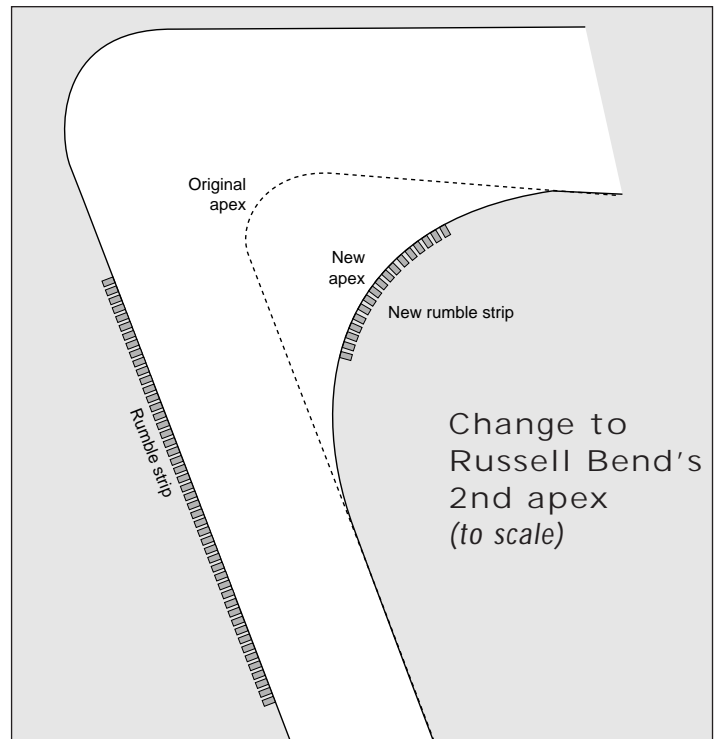
- New Paddock Main Entrance
- Tarmac covering of whole of lower Paddock
- Relocated Assemble Area

Track

- Realignment of Russell Bend (raising from 1st to 2nd gear corner)
- Resurfacing of all circuit (similar compound to Silverstone)

Bridge

- New double lane bridge at the bottom of the Revett Straight



Many thanks to Manfred Klingler, for sending me a copy of his 1997 calendar created from colour photographs taken on the Morgans across America trip, and to Machiel Kalf for a lovely Christmas card of a watercolour of (his?) Morgan.

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

Notes from the Club Dinner

First, congratulations to those in the Series that picked up awards and trophies not awarded at our race dinner.

Challenge Trophy (*best overall performance in the Club Championship in any Morgan*)
Craig Jones

Pickersleigh Cup (*best performance in the Club Championship in a +8*)
Peter Garland

Chairman's Cup (*best performance in the Club Championship in a TR +4*)
David James

Nil Desperandum (*best performance in the Club Championship not winning any previous awards*)
Grahame Walker

Morgan Sprint Trophy (*FTD by any sports car at the Annual Club Sprint*)
Craig Jones

Taylor Cup (*Fastest time of the year by a member driving a Morgan at Harewood Hillclimb, National or Invited event*)
Peter Garland

For those that didn't make it, it was (as usual apparently) unbearably hot.

Seen propping up the bar was **Jack Bellinger**, who was in confident form about the coming season – despite the imminent reappearance of **Barry Sumner** who will increase the +4 pressure on last year's Class winner. Adding 4/4 pressure will be **Rick Bourne** who promises to have ready for Brands the car that made a brief appearance in practice at Snetterton last year. **Colin Treble** will be running the rejuvenated

moss box +8 which should be capable of leading the class again, though with **Chris Phillips** having brought NMI up to Class E spec, he too should be up there at the front. **David James** was at the Dinner to collect the Chairman's Cup for the best performance in a +4 (eat your heart out John Clarke!). And the **Rob Wells / Malcolm Paul** car was on display outside to confuse the opposition by appearing to be set up for both left and right hand drive. Yet another name from the past, **Barry Taylor**, was also apparently contemplating joining the fray.

At this rate, we can expect all races to last 10 laps for everyone – because no one will be able to get past so many Class E cars!

Martin Kurrein was setting new records for the number of bottles of champagne that could be bought in one evening and **Mark Longmore** was keen to discuss his next Morgan which will be ready for build 'soon' [which in Morgan terms means ...?].

The table containing a clutch /a gaggle /a rabble (? the proper collective noun on a post-card please) of Class A and B names was noticeably lively with **James Edgerton, Craig Jones, Chas Windridge, Grahame Walker** and **Peter Garland** not being among the quieter diners. Seen later wearing a Land Rover basketball cap atop his black tie ensemble, Garland offended modern day convention by wearing it *the right way round!* **Matthew Wurr** was less cheerful than usual having mislaid a large sponsor for his Tuscan – and sad to report that he will not be able to get to all the Morgan races this year (though he expects to do a few at least).

Generally though the mood was upbeat and confident and expectations for the coming season are high.

The GT Driving Club

They describe themselves as “a private membership club for performance car owners. Members enjoy circuit driving at all major UK circuits with like minded enthusiasts in a convivial social atmosphere. The club is run by professionals with combined experience of over 30 years organising circuit driving and corporate client entertainment days.”

A track day (as opposed to testing) can be great fun. It gives you the opportunity to test (though no overt timing is allowed) as well as take passengers round (it can become a “promotional day” for tax purposes). And for those like me who still have to learn which way to drive round, there are ARDS instructors available.

For Morgan Challenge drivers there is a special price of £130 per day, which compares favourably with the normal guest fee of £175. There are various levels of membership offering lower drive fees.

1997 Schedule is:
 March 15th, Saturday
Snetterton
 April 9th, Wednesday
Silverstone International
 April 16th, Wednesday
Donington Park Nat.
 May 6th, Tuesday
Castle Combe
 May 23rd, Friday
Brands Hatch Indy
 June 2nd, Monday
Thruxton
 July 4th, Friday
Croft
 July 23rd, Wednesday
Brands Hatch GP
 July 25th, Friday
Donington Park Nat.
 August 5th, Tuesday
Goodwood
 September 11th, Thursday
Oulton Park
 October 1st, Wednesday
Donington Park Nat.
 October 17th, Friday
Mallory Park
 October 30th, Thursday
Silverstone Grand Prix
 Contact them at
 Gold Track Driving Club
 Little Preston House, Little Preston, Northamptonshire, NN11 3TF
 Tel 01327 361361
 Fax 01327 361371
 e mail gtcd@cix.compulink.co.uk
<http://www.autolinkuk.co.uk/gtcd>

Registrations

received at 25/2/97

Class A:		cc	Year	No
Mike Fellows	+8	4500	1969	2
Craig Jones	+8	4442	1983	15
Simon McDermott	+8	4500	1981	20
Class B:				
Mark Baldwin	+8	3500	1968	50
Alan Biggar	+8	3528	1971	30
Matthias Te Neues	+8	3514	1972	40
Grahame Walker	+8	3900	1981	14
Class C:				
Stephen Lockett	+4	1995	1986	27
Class D:				
Chris Acklam	+8	3900	1986	13
Martin Kurrein	+8	3950	1981	1
Simon Orebi Gann	+8	3900	1989	39
James Paterson	+8	3950	1982	21
Class E:				
John Clarke	+4SS	2200	1967	18
Peter Horsman	+8mb	3528	1970	54
David James	+4	2288	1961	11
Mary Lindsay	+8	3528	1968	7
Chris Phillips	+8	3500	1970	33
Barry Sumner	+4	2238	1953	22
Colin Treble	+8	3528	1972	25

Literary/motoring interlude No 2.

There are certain idiosyncratic notions that you quietly come to accept when you live for a long time in Britain. One is that British summers used to be longer and sunnier. Another is that the England football team shouldn't have any trouble with Norway. A third is the idea that Britain is a big place. This last is easily the most intractable.

If you mention in the pub that you intend to drive from, say, Surrey to Cornwall, a distance that most Americans would happily go to get a taco, your companions will puff their cheeks, look knowingly at each other, and blow out air as if to say, 'Well, now *that's* a bit of a tall order,' and then they'll launch into a lively and protracted discussion of whether it's better to take the A30 to Stockbridge and then the A303 to Ilchester or the A361 to Glastonbury via Shepton Mallet. Within minutes the conversation will plunge off into a level of detail that leaves you, as a foreigner, swivelling your head in quiet wonderment.

'You know that layby outside Warminster, the one with the grit box with the broken handle?' one of them will say. 'You know, just past the turnoff for Little Puking but before the B6029 mini-roundabout. By the dead sycamore.'

At this point, you find you are the only person in the group not nodding vigorously.

'Well, about a quarter of a mile past there, not the first left turning, but the second one, there's a lane between two hedgerows - they're mostly hawthorn but with a little hazel mixed in. Well, if you follow that road past the reservoir and under the railway bridge, and take a sharp right at the Buggered Ploughman -'

'Nice little pub,' somebody will interject - usually, for

some reason, a guy in a bulky cardigan. 'They do a decent pint of Old Toejam.'

'- and follow the dirt track through the army firing range and round the back of the cement works, it drops down on to the B3689 Ram's Dropping bypass. It saves a good three or four minutes and cuts out the rail crossing at Great Shagging.'

'Unless, of course, you're coming from Crewkerne,' someone else will add eagerly. 'Now, if you're coming from Crewkerne ...'

Give two or more men in a pub the names of any two places in Britain and they can happily fill hours. Wherever it is you want to go, the consensus is generally that it's just about possible as long as you scrupulously avoid Okehampton, the Hanger Lane gyratory system, central Oxford and the Severn Bridge westbound between the hours of 3pm on Friday and 10am on Mondays, except bank holidays when you shouldn't go anywhere at all. 'Me, I don't even walk to the corner shop on bank holidays,' some little guy on the margins will chirp up proudly, as if by staying at home in Staines he has for years cannily avoided a notorious bottleneck at Scotch Corner.

Eventually, when the intricacies of B-roads, contra-flow blackspots and good places to get a bacon sandwich have been discussed so thoroughly that your ears have begun to seep blood, one member of the party will turn and idly ask over a sip of beer when you were thinking of setting off. When this happens, you must never answer truthfully and say, in that kind of dopey way of yours, 'Oh, I don't know, about ten, I suppose,' because they'll all be off again.

'Ten o'clock?' one of them will say and try to back his

head off his shoulders. 'As in ten o'clock a.m.?' He'll make a face like someone who's taken a cricket ball in the scrotum but doesn't want to appear wimpy because his girlfriend is watching. 'Well, it's entirely up to you, *of course*, but personally if I was planning to be in Cornwall by three o'clock tomorrow, I'd have left yesterday.'

'Yesterday?' someone else will say, chortling softly at misplaced optimism. 'I think you're forgetting, that it's half-term in North Wiltshire and West Somerset this week. It'll be murder between Swindon Warminster. No, you want to have left a week last Tuesday.'

'And there's the Great West Steam Rally at Little Dribbling this weekend,' somebody from across the room will add, strolling over to join you because it's always pleasant to bring bad motoring news. 'There'll be 375,000 cars all converging on the Little Chef roundabout at Upton Dupton. We once spent eleven days in a tailback there, and that was just to get out of the car park. No, you want to have left when you were still in your mother's womb, or preferably while you were spermatozoa, and even then you won't find a parking space beyond Bodmin.'

© Bill Bryson 1995
"Notes from a Small Island"

Morgan - A Year of Motor Sport -1997

I'd like to thank all those people who have completed and returned the questionnaire I sent out in early February. I am very much looking forward to receiving and reading the few questionnaires still to come.

Your marvellous response has given me plenty of ideas for the project, filming for which started last night at the annual Club dinner and will end at the race dinner in November. The final cut should be available in early December at a price that is, as yet, impossible to calculate.

I look forward to filming you all.

Drive the Nurburgring - April 24/25

Steve Lockett has sent me details of the Wheeltorque trip to the Nurburgring, which he has been on for the last two years. Basically you get two days exclusive use of the 14+ mile circuit. An amazing experience and a wonderful circuit to drive. Cost is around the £350/380 mark.

Steve is organising a group of drivers (he has 10 so far) and arranging accommodation in a local guest house - which is near the track, cheap and has good food and atmosphere. Anyone interested, contact Steve on 01732 848603 (home tel.).

I KYD you not

Did you know that David James' +4 and John Clarke's +4SS were both originally owned by the same person - one Alan Bridgland?

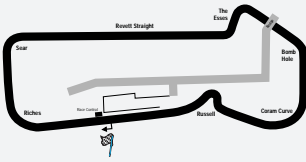
Mr Bridgland registered David's Morgan 4 KYD and then later registered John's Morgan 4 KYD.

So what has happened to 4 KYD? Well, Mr Bridgland then bought a Moss box +8 and guess what - yes, he registered it 4 KYD as well.

So, who cares? Nobody really, except David, John and a certain Mr Bridgland. (*Top Numbers registrations are selling 4 SYD for £9,000 - so perhaps when you win the lottery lads?*)

Jonathan Suffolk 23 Feb 1997.

NEXT RACE Snetterton Sunday 30 March



Changes for 1997

See page 2

Date for last entries

19 March 1997

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.

Petrol:

Available on race days.

Circuit length

1.952 miles

Lap records

Morgans

Class A	1:19.30
Klaus Nesbach	
Class B	1:22.67
Malcolm Paul	
Class C	1:28.10
Alan Wickenden	
Class D	1:28.59
Martin Kurrein	
Class E	1:32.81
John Clarke	

Programme

Jaguar XK Saloon Challenge (A & B); Cox & Buckles TR Championship, Sports Racing & GT Championship; Moss Europe MG BCV8 Championship; Jaguar Challenge; Sportscar Race; Centurion Challenge (100 mile race)

Spare Tickets

Any spare tickets that you don't want please send to Chris Dady.

Class E - tittle tattle

So what's new for Class E in 1997?

Peter Horsman has had his engine rebuilt to the exact spec when it left the factory (ie P6 engine and all). He's had a super duper exhaust fitted (you can hear him for miles) and is looking to go on Avon ZZs if the price is right.

John Clarke is hoping that his engine will last another season without major work - his attention is focussed on the car's handling, trying to curb the excessive understeer, but as yet he hasn't quite worked out what to do. Again ZZs on the shopping list.

Colin Treble's drive is near completion after disaster at Thruxton. On stripping the engine not all the camshaft was there - so even more power is expected for 1997!

Rick Bourne is being worked on to bring out the super lightweight early 4/4 but seems doubtful [*Ed: less doubtful now*].

Peter Sargeant has purchased a +4 and is threatening to sideline his +8 in favour of the little car. It's rumoured to be the ex-Bob Pomeroy car and is ready to race.

The **Rob Wells/Malcolm Paul** Moss box +8 is well underway. This car came from Germany in poor condition and is being rebuilt from the chassis up. Spies let it be known that the car is now panelled and will soon be off to the paint shop - any colour you like as long as it's black, eh?

Jack Bellinger now has two moss box +8s so expect WAR to become more and more a race car. Canny Jack is not letting on what he's doing to the car but he's got telescopic ready to fit if the competition should try it on.

Do not expect any great changes to **Mary Lindsay's** Moss box +8 as JEK has had many years of racing experience already built into her. Perhaps some slight strengthening of the angle iron on the back end to keep the white cars at bay?

The silver arrow of **David James** is also expected to remain in virtually the same trim as the 1996 season. David is another understeer man with many trips to the gravel so again his attention could be focussed on the handling department.

Jan Bulinski was rumoured to be looking at new engines and sorting out tyres ready for a Class E (or is it Class C?) entry. 'Choc Ices' really came on song at the Birkett 6 hour relay and virtually completed the race single handed.

The Welsh hills have been quiet for some time but expect **Brian Jenkins** to appear in his +4. This car was imported from the States and has been the subject of a major rebuild for the last 18 months.

Jim Deacon has had further work to do to his well campaigned +4SS. Unfortunately at the end of last year his head gasket blew - lower that compression!

Finally **Chris Dady** should be well underway in slotting a later +4 engine (Fiat) into his 4/4. Without in depth knowledge of the rules (who has?) will it turn out in Class C or E? Looking forward to seeing the car - hopefully in new colours too.

Well that's all for now folks - looking forward to a battle royal in Class E.

I-Spy

Ed: Add Barry Sumner into that list and we should see the biggest and most competitive turnout ever for Class E.

Spare tickets

Chris Dady has made the good point that when we are at meetings well away from home we may well have unused tickets that could be put to good use by being passed on to local enthusiasts.

So, if you have any spare for Snetterton on 30 March please send them to

Chris Dady, Willow Bank,
Mill Road, Salhouse,
Norfolk, NR13 6PR.

Any spares for Brands Hatch send them to me and I will be more than happy to distribute them.

And if anyone would like to do this for Castle Combe, Donington, Mallory, Pembrey or Silverstone, please let me know and I will post your name and address here.

Scandal

The Sunday Sport we are not. Damn all scandal from you lot - here I was hoping for the Morgan equivalent of the News of the Screws and all I got was circumspaction! [*Ed: check spelling*] I was even holding a space free on page 3 but the only picture I got was a full frontal of John Clarke's flat rad (very flat it was too - personally I think the only silicone implants are likely to be found in the oversized entries in Class A).

Comments were:

Windridge has been working like a Trojan all winter - watch out Matthew!

John Clarke not willing to reveal his [Ed: Sorry Peter, the next word was illegible] to Serena.

*In spite of approaches by Frank Williams, I am pleased to report that Jack Bellinger will still be driving for Equipe B*ll**** in 1997.*

And no scandal but great news:

Chris and Sue's impending marriage is set for 12th July. [*Ed: this'll make the rebuild seem cheap...*]