



The *Unofficial* Race Series Newsletter

Notes from the Club Dinner and the pit wall

This year the dinner was said to be much less well attended than in previous years when large numbers of people had to eat upstairs in the dining room. After suffering the repeated elbowing of harassed waiters and waitresses clearly running to a schedule while serving the meal, I'm not sure that this would have been an unacceptable alternative this year.

The Abbey is, apparently, under new management and rose to the occasion by handing out free champagne with the speeches. It's still possibly the last hotel in England to be modernised and has its thermostats stuck at around 90 degrees, so the red faces weren't solely due to the amount of alcohol imbibed.

Several Race Series competitors were there to pick up Club cups and trophies in addition to Rick Lloyd and Simon McDermott having the Peter Collins Tray and TMT Trophy re-presented. They were:

Challenge Trophy (*Best overall performance in the Club Championship in any Morgan*)

Rick Lloyd

Pickersleigh Cup (*Best performance in the Club Championship in a +8*)

Chris Acklam

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

Peter Sargeant

Right Turn Trophy (*Best performance in the Club Championship by a lady member*)

Beverley Phillips

Nil Desperandum (*Best performance in the Club Championship not winning any of the previous awards*)

Doug Taylerson

Vice President's Cup

(*Awarded by the Vice President to the competitor who has performed with great merit in a Pushrod 4 Cylinder*)

John Clarke

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

Craig Jones

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

Craig Jones

Quarter Century Cup (*Best performance in the Club Championship in a Morgan over 25 years old at the start of the season*)

Peter Sargeant

Many congratulations to Beverley for winning the Right Turn Trophy – a little more success like that and she'd just have to move onwards and upwards into the Race Series ...

Peter Sargeant was one of the first in the bar in the afternoon as he was attending the AGM. **John Clarke** and I wished him well, and then rushed off to watch the rugby where the infighting was perhaps less rough.

John's car, allegedly, has had little new done to it over the winter (that's what they all say!) and his main fear now is that all the +4s and 4/4s will desert him in the new Class E.

Doug Taylerson is as keen as ever but the combination of him currently restoring an Aston and moving 'oop North on a job until June, means that he may not be racing until the middle of the season.

Peter Sargeant was also making excuses about missing the first few races, but is a definite for Spa and the good liv-

ing that accompanies that outing. **Barry Sumner** was to be seen smiling enigmatically and promising to be out once his car has been tested (well, driven up and down the road at least). Aiming for Castle Combe, he expects to be at Snetterton and the remaining races.

Leigh Sebba was the only representative of the new Class D at the Dinner, but was booking his place at the Yokohama test at Snetterton. Not much has been heard of the rest of the Class [Ed: though **Peter Horsman** has been seen circulating around Snetterton at a very quick rate].

Paul Burry who is competing in Class C this year with his new John Eales 3.9, was there to pick up the Sprint Championship cup for the third year running. He is planning on doing the whole Sprint and Hillclimb season (with Liz his wife also competing) and all of the race meetings except Donington (which clashes with the Prescott hillclimb) – so he has a busy year ahead. **James Paterson** has been in the wars after trying to ski through a mountain wall, which left him with a broken arm/shoulder and concussion. He seems to be on the mend but still can't change gear in his E type – mind you ...

Rick Lloyd was out testing his new Class B car at Mallory in January where he slid off the track before the session even started – the track to the paddock from the hairpin was still icy (so he says) and car and trailer went straight on ... The newly improved car looks impressive and he is sure to perform well enough to be up

with the leaders in the Challenge Series and the 750MC Roadsports Series, which he is also contesting. **Philip McKelvey** is a new entrant to Class B with his lightweight Plus 8 and a new engine, who is planning to do all the rounds – as is **Grahame Walker**, with his completely rebuilt car which he is working hard to get finished in time for Castle Combe.

But most of the news centres around the many Class A cars being built, rebuilt and just improved. **Simon 'Orange' McDermott** has enlisted Pete Mulberry to prepare his car so I think we can predict with confidence that he will finish rather more races than previously. With virtually everything being changed, apart from the colour, look out for much quicker times this year. And both **Malcolm Paul** and **Keith Ahlers** have essentially new cars rising phoenix-like out of the ashes of their old ones. These will be at Castle Combe by all accounts, but probably fresh out of the box... **Peter Garland** has indicated that he will be doing all the rounds and **Matthew Wurr** will be out for at least four. And then there's **Chris Springall**, who's car proved very quick last year and which is still being worked on, and **Chas Windridge**, who seems to be ordering MG parts for his ...

Rumours also suggest that there will be a new runner in Class A in a unexpectedly quick and unusual car, but these are unconfirmed [Ed: Ha!].

Chris Acklam

New Graham Hill Bend will improve racing on Brands Hatch circuits

I had my first look at Brands Hatch's new Graham Hill Bend on Monday. It will certainly improve the racing across the board, whether it was changed to make the corner safer or, as someone closer to the plot suggested, to bring the Grand Prix circuit up to the minimum length for World Superbike races.

When I first heard about the plan, I was dismayed. Dyed-in-the-wool enthusiasts are all resistant to change, and I'd grown accustomed to the plunge into Bottom Bend, as it was known back in the 1960s.

However, the old dished sweeper is gone — and, with it, that enchanting puddle which grew on its apex and snatched so many cars into the unrelenting barrier. It is replaced by a longer flattening dive into a tighter left. This is a real corner, which will tempt the bold to outbrake rivals and will surely lead to overtaking, with thrills and spills.

By the time the season is in full swing, two- and four-wheeled racers will doubtless have worked it out, although in the height of competition, no definitive line will emerge. I can't wait for the Formula Ford Festival, when the follow-your-leader regime will be forgotten!

Marcus Pye

Theoretical power to weight figures

Putting data down on paper often produces some unexpected results and I was certainly surprised when I decided to table my estimates of maximum power achievable from the various Class engines to the minimum weights allowed currently in the Regs.

Giving a crude power to weight it shows that there is little difference between Classes C, D and E — which range from 214 to 268 bhp/ton and which show the low weight of the +4s and 4/4s giving some impressive potential figures.

Class B gives some increase to 300 but the really dramatic jump is that of Class A to a possible 440bhp/ton — a 32% increase over Class B or an extra 140bhp.

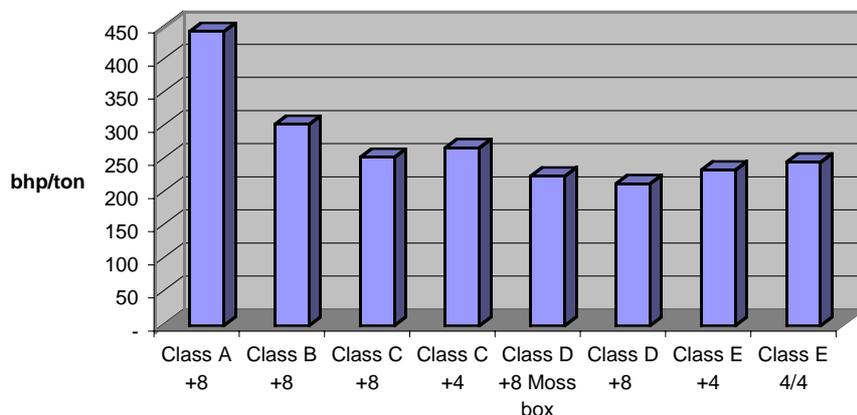
One wonders if this is too great a differential or if it is just a theoretical figure that means little in practice. After all, looking at the lap records the reality is that the old Class D lap records were within 5 or 6% of the Class A times (when on race tyres) so, extrapolating very crudely, we can probably expect the new Class B to be within 2 or 3%.

If this is so, then we can achieve the ideal of having a good balance on the ground with close racing through the field and avoiding the long and boring gaps that bore both the drivers and the spectators. But if this is so, WHY is it so, given the massive jump in power between A and B? Answers on a postcard please or on the back of blank cheques

Power to weight

	bhp/ton	bhp	kgs	
Class A +8	443.77	380	870	100%
Class B +8	303.63	260	870	68%
Class C +8	254.00	225	900	57%
Class C +4	268.51	185	700	61%
Class D +8 Moss box	225.78	190	855	51%
Class D +8	214.49	190	900	48%
Class E +4	234.95	185	800	53%
Class E 4/4	246.74	170	700	56%

Race Series: power to weight



The Gold Track 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.”

For Morgan Challenge drivers there is a special price of £160 per day (more for Silverstone), which compares very favourably with the normal guest fee of £220. There are various levels of membership offering lower drive fees.

1999 Schedule is:

Thu 29-Apr Silverstone GP
Wed 5-May Castle Combe
Thu 27-May Silverstone GP
Tue 1-Jun Thruxton
Mon 5-Jul Cadwell Park
Tue 13-Jul Donington Nat
Thu 5-Aug Goodwood
Tue 10-Aug Donington Nat
Mon 16-Aug Pembrey
Wed 1-Sep Snetterton
Thu 14-Sep Oulton Park
Thu 30-Sep Silverstone GP
Fri 15-Oct Mallory Park
Wed 20-Oct Donington Nat

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>

What you intend to do this season ...

Intentions 1999	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	RACE 8
	CASTLE COMBE	SNETTERTON	BRANDS HATCH	DONINGTON	MALLORY PARK	SILVERSTONE NAT	OULTON PARK	BRANDS HATCH
	BRSCC	Jag CC	AMOC	AMOC	AMOC	Bentley DC	Jag CC	MG CC
	5-Apr-99	25-Apr-99	3-May-99	5-Jun-99	4-Jul-99	7-Aug-99	4-Sep-99	2-Oct-99
Chris Acklam	✓	✓	✓	✓	✓	✓	✓	✓
Keith Ahlers	✓	✓	✓	✓	✓	✓	✓	✓
Jack Bellinger								
Christian Bock						✓		
Rick Bourne								
Phil Brown								
Grahame Bryant								
Jan Bulinski								
Paul Burry	✓	✓	✓		✓	✓	✓	✓
John Clarke		✓	✓	✓	✓	✓	✓	✓
Chris Dady		✓						
Jim Deacon								
Tony Dillon								
James Egerton								
Peter Garland	✓	✓	✓	✓	✓	✓	✓	✓
Jeremy Holden	✓	✓		✓		✓		✓
Peter Horsman	✓	✓	✓	✓	✓	✓		✓
Tony Howard								
David James	✓	✓	✓	✓	✓	✓	✓	✓
Andrew Jenkins								
Brian Jenkins	✓			✓		✓		
Craig Jones								
Adrian van der Kroft	✓	✓		✓	✓	✓	✓	✓
Martin Kurrein	✓	✓	✓	✓	✓	✓	✓	✓
Kelvin Laidlaw	✓			✓	✓	✓	✓	
Mary Lindsay	✓	✓	✓	✓	✓	✓	✓	✓
Rick Lloyd	✓	✓	✓	✓	✓	✓	✓	✓
Stephen Lockett	✓	✓	✓	✓	✓	✓	✓	✓
Mark Longmore								
Simon McDermott	✓	✓	✓	✓	✓	✓	✓	✓
Philip McKelvey	✓	✓	✓	✓	✓	✓	✓	✓
Simon Orebi Gann	✓	✓	✓	✓	✓	✓	✓	✓
James Paterson								
Malcolm Paul	✓	✓	✓	✓	✓	✓	✓	✓
Peter Sargeant		✓		✓	✓	✓	✓	✓
Leigh Sebba	✓	✓	✓		✓	✓	✓	✓
David Sherman								
Chris Springall	✓	✓	✓	✓	✓	✓	✓	✓
Barry Sumner		✓	✓	✓	✓	✓	✓	✓
Doug Taylerson								
Reiner Vierling				✓		✓		
Grahame Walker	✓	✓	✓	✓	✓	✓	✓	✓
Daniel Ward			✓	✓	✓	✓	✓	✓
Rob Wells								
Stephen Wheatley			✓		✓	✓		✓
Graham White								
Chas Windridge								
Matthew Wurr			✓		✓	✓		✓
TOTAL	21	23	22	24	25	29	22	25

Commiserations

... to Simon Orebi Gann, who went to test at Castle Combe to lay the ghost of his last outing there. But sadly the car succumbed to the lure of the tyre wall at Quarry. Hope you're back on track again soon, Simon.

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: chris@acklam.co.uk

FIRST RACE
Castle Combe
Easter Monday
5 April



Date for last entries

was 14 March

Testing:

Testing available regularly but there are strict noise controls. Cost is **£200 full day, £120 half day (108dBA) or £140 full day, £85 half day (105dBA)**. Must book and pay in advance. Tel: 01249 782929

Changes

Two new chicanes before Old Paddock and Westway.

Petrol:

Available from Circuit Motors adjoining the paddock.

Circuit length

1.864 miles

Lap records

Morgans

Track change so all to be set afresh.

Spare Tickets

Any spare tickets that you don't want, please send to Chris Acklam who will try to distribute them to poor and needy race fans in the south west.

Race Entry Forms

We have only received and sent out entry forms for Castle Combe so far.

Please note that forms are sent out to **registered drivers only**.

If you want to race, please send in your Registration Form to Serena as soon as possible.

SPA

Francorchamps

May 14/15/16 1999

Don't miss a wonderful weekend's racing at what has been described as the most epic circuit left in racing.

A 4 mile circuit and a grid of 64 sports cars makes it an unforgettable experience.

Entry forms have been sent out to those who have expressed an interest but if you haven't got one (and have a Race National A licence or better), please contact Chrs Acklam as soon as possible as the grid fills up very quickly.



Testing at Snetterton – Friday 19 March

An immensely useful (and dry) day's testing at Snetterton was made extremely worthwhile for those who went because of the attendance of the Yokohama Motorsports team.

In addition to individual advice for those out on track, they gave us a general run down of the A032Rs characteristics.

Which are:

- a) hot pressure should be no more than 2.5 bar or 37 psi.
- b) the tyres are quickest for the first 5 or 6 laps from new. Then there is a drop-off in performance but they settle down to a stable level thereafter.
- c) For cars weighing over 900kgs, it is advisable to buff the tyres to 3 to 3.5mm.
- d) The performance is good in both the wet and the dry but not when there is standing water.

e) They were designed to take over from the A008R which is a dry tyre. Although the A032R is an all-weather tyre, its times have been found to better those of the A008R in the dry.

f) The hard compound will probably suit us better but they are currently only available for 16 inch wheels. They will become available for 15 inch wheels in due course.

During the day they measured the tyres for temperature and pressure as we came off the track and adjusted them to even up the temperature across all 4 wheels.

However, tyre temperatures/pressures will differ depending on

- a) the wear on the tyre (new tyres work harder/generate more heat in the centre)
- b) the circuit (shorter, twistier circuits like Brands would work the tyres more than, say, Thruxton)
- c) the weather/track temperature

So there's an answer there somewhere ... Anyone got a cheap pyrometer?

Chris Acklam

Registrations

for the Morgan Motor Challenge

received at 25-Mar-99

Class A:	Class	Model	cc	Year	No
Keith Ahlers	A	+8	4599	1993	29
Peter Garland	A	+8	4595	1974	8
Simon McDermott	A	+8	4500	1981	20
Malcolm Paul	A	+8	4600	1986	16
Chris Springall	A	+8	4500	1980	35
Chas Windridge	A	+8	4500	1973	6
Matthew Wurr	A	+8	4595	1984	99
Class B:					
Christian Bock	B	+8	3500	1976	60
Rick Lloyd	B	+8	3999	1986	1
Mark Longmore	B	+8	4500	1997	9
Philip McKelvey	B	+8	3946	1976	55
Adrian van der Kroft	B	+8	3528	1971	41
Grahame Walker	B	+8	3900	1981	14
Class C:					
Chris Acklam	C	+8	3946	1986	13
Jack Bellinger	C	4/4	1700	1971	17
Paul Burry	C	+8	3900	1981	44
Martin Kurrein	C	+8	3950	1981	36
Stephen Lockett	C	+8	3900	1978	27
Simon Orebi Gann	C	+8	3900	1989	39
James Paterson	C	+8	3950	1982	21
Daniel Ward	C	+8	3900	1982	25
Class D:					
Jack Bellinger	D	+8	3528	1970	17
Jeremy Holden	D	+8	3528	1970	42
Peter Horsman	D	+8	3528	1970	54
Kelvin Laidlaw	D	+8	3528	1977	71
Mary Lindsay	D	+8	3528	1968	7
Leigh Sebba	D	+8	3528	1977	31
Reiner Vierling	D	+8	3532	1976	62
Class E:					
John Clarke	E	+4SS	2200	1967	18
Chris Dady	E	4/4	1995	1975	19
David James	E	+4	2288	1961	11
Brian Jenkins	E	+4	2138	1963	26
Peter Sargeant	E	+4	2000	1964	34
Barry Sumner	E	+4		1953	22
Stephen Wheatley	E	4/4 4str	1650	1970	44