



The *Unofficial* Race Series Newsletter

Race, what race?

Round 5 of the Morgan Motor Company Challenge was at Mallory Park on Sunday 4th July and following the meeting at Donington, where several cars were damaged, it was a credit to the series that 23 cars were out for practice on the dry and sunny morning. Stephen Wheatley was enjoying his first outing in the Championship and making a welcome return were Malcolm Paul and Rob Wells.

However the day was to belong to Keith Ahlers who, in the space of a few short hours, would experience both the highs and lows of Club Racing. After a terrific practice session he found himself taking his first ever pole position just .24 of a second faster than Peter Garland.

Our race was the third of the

ten race programme at the Aston Martin Owners meeting and the good weather had attracted a large number of spectators. Unfortunately, just two laps into the Morgan race Keith, who had been passed by Peter at the hairpin, was attempting to regain his position when he got a wheel on

the grass at the Devils Elbow and the car was catapulted across the track, over the gravel trap and into the barrier. To the great relief of everyone he emerged from the car unscathed.

The barrier regrettably did not get away so lightly. What appeared, from the outside of

the track, to be a messy tyre wall concealed the real damage to three supporting wooden pillars which had split on impact.

After considerable discussion amongst officials it was decided that the repair work was substantial and could not be completed in time. It was unsafe to continue racing with the barrier in that condition and the decision was taken to abandon the meeting.

As insufficient laps were completed, no results were issued and no points awarded. The Championship Standings therefore remain as they were following the 4th round at Donington.

Serena Aston



Photo by Mark Aston

Pole position ...

AMOC meeting halted by crash

The Aston Martin Owners' Club has come to loggerheads with Mallory Park after its meeting was abandoned last weekend. Racing was called off after a metal barrier was irreparably damaged in an accident, and it was deemed unsafe to continue.

Keith Ahlers' Morgan Plus 8 came off the track at the exit of the Devil's Elbow corner and hit the tyre wall during the Morgan Challenge race.

He was unhurt, but the lower two tiers of metal barrier behind the tyres gave way when their oak supports shattered.

The incident occurred just one week after a Eurocar V8 crashed and injured eight marshals at the circuit.

The accidents were not connected, but the sports governing body, the Motor Sport Association, will investigate both this week.

AMOC competitions chairman Roger Bailey said: "It was a good thing the barrier broke - that's what it's supposed to do to absorb the impact. What we felt was bad was that Mallory had no provision to remedy the situation.

"We discussed various temporary measures, but there was nothing available. It was disappointing, but

safety has to come first."

Mallory's circuit director David Overend hit back, saying: "We disagree with the decision and will be taking it up with the MSA. We could have repaired the barrier satisfactorily. The AMOC also broke its contract with us by not consulting me before cancelling racing."

An MSA spokesman said: "If their contract says the AMOC should have consulted the circuit first, then fine, but we should still support the clerk's decision. Safety is always paramount."



The crash knocked out the lower barrier



Keith Ahlers' Morgan Plus 8 recently shone's hairpin at Mallory Park last weekend just yards before flying off the circuit at the Devil's Elbow, causing the AMOC meeting to be stopped

The 24 Hours Nürburgring „Nordschleife” 1999

Since 1993 Christian and Michael Bock have been racing Morgan +8s in the TR Challenge, a German Sprint race Championship for amateurs with English sports cars.

The big dream has always been to join the 24 Hours Nürburgring race, which is held on the old Nordschleife incorporating the actual Grand Prix circuit. One lap totals 25.5 kilometres. The Nordschleife history goes back to 1927 and is also known by Jackie Stewart's expression „The Green Hell”.

In 1998 Christian and Michael raced R8110 at a 500 Km support race to the 24 Hours race and realised that it could be possible to go for the big one but that it would be quite a challenge on the fast, but bumpy, extremely demanding and unforgiving Nordschleife.

In 1999 we took the challenge and engaged R8110 to the 24 Hour race. To eliminate weight penalties, keeping 890kg minimum weight for the car, we had to accept a 60 litre max. fuel tank capacity and the use of street tyres forcing the team to pit more often and reducing the possible cornering speeds. This meant that a top placement would be out of question, but the target was to get into the race and through.

Mathias te Neues joined the team as a third driver. Also racing a Morgan +8 in the TR Challenge and being approx. the same size as Christian and Michael he was the ideal partner for the race.

Thursday 03.06. We passed the scrutinising and accommodated ourselves into Box 3, which we had to share with six other teams. On Friday we went into the training with some fear, as we had to qualify R8110 within 130% of the pole time. Klaus Ludwig set pole, the 'Nürburgring King' driving a 600hp Chrysler Viper GTS-R prepared by Zakspeed Racing.

On his second lap Michael recorded 11.19 min. which meant that we had qualified well and could concentrate for the remaining training on getting accustomed to the track and the traffic of the 195 participants. After facing nightly rain showers during the week, Saturday proved to be cloudy but dry and around 20°C.

Knowing that we would need 6 to 7 litres for one lap, our strategy was to go for 7 lap turns to be on the safe side, then refuel and change driver. The target was to stay out of any fights and troubles, to get

through the race and to give a good show for the fans.

The race started at 16:00. Michael was out first and he immediately ran into a fight with a Cobra 427. Instead of the decided strategy to keep out of fights, this was a question of honour and after three laps the Cobra run out of sight – but in R8110's rear mirror. And she never came back.

We then settled our pace and ran our turns. After 28 laps we changed the front brake pads, as they were completely

<i>Car:</i>	Morgan +8
<i>Chassis no.</i>	R 8110
<i>Engine:</i>	3.9 standard (blueprinted) SU carburettors
<i>Tyres:</i>	Bridgestone RE 520 S
<i>Gearbox:</i>	Standard 1998
<i>Rear axle:</i>	BTR 3.73
<i>Brakes:</i>	Standard <i>Front:</i> 4 pot callipers <i>Rear:</i> drums, Mintex pads
<i>Car owner:</i>	Christian Bock
<i>Drivers.</i>	Christian Bock Michael Bock Mathias te Neues
<i>Team:</i>	Morgan Club Deutschland e.V.
<i>Supported by:</i>	Bridgestone (Tyres) Merz & Papst (Morgan importer Germany) Sandtler (Race equipment) Fisherman's Friend Daddy Bock (paid the Fuel bill) Sling (Ties)

down. R8110 ran smoothly and obviously enjoyed the trip through the Green Hell. The race went on - at the top a fierce battle between the Viper and a different Porsche electrified the public apart from several accidents during the night. Passing the Marshalls with their yellow flags while rescue eliminated the different debris, reminded us always to stay calm in our driving as we were running R8110 without a hardtop and just a rollbar.

Weather was still dry during the night with a temperature of approx. 7°C. But the fresh air helped us to get over the dangerous time period between midnight and 06:00 in the morning when some of the competitors had to pit and repair their damage.

At Sunday morning 09:00 we were still running without any problems, just refuelling and regularly changing the front brake pads after three turns. At that time we notified that we were moving up in the placement as with 195 starters the time monitors could not take them all and showed only the first 118. As we started in 143rd place we notified that we were on the right way with our strategy and having Car No. 88 with Bock / Bock / te Neues moving up on the monitor motivated the Morgan pit crew as until then the race was quite jobless for them.

Sunday morning proved to be a beauty as the sun came out, R8110 running smoother and smoother and driving was an ultimate pleasure. After noon we were quite confident to get through and we changed the system of our turns to get Christian into the car to get him driving the finish. At 14:30 the rain came down in one part of the circuit, so that we changed the front tyres to newer ones to get more grip and paced a little bit slower.

60 minutes to go, Christian took over, gained another two places and at 16:00 Sunday 07.06.1999 he drove R8110 over the finish line totalling 107 laps which means 2,729 km in 24 hours on the Nordschleife.

A big moment for everybody on place.

It should be mentioned that we were extremely careful in the preparation of the car mainly securing bolts etc.. We were driving with a self-made oil sump as the standard would have been cracked on the bumpy track.

At the end we used
7 front brake pads
1 rear brake pad
1 set of Bridgestone RE 520 S,
size 205/55 R 15
761 litres Super Plus
(incl. training laps.
no oil

R8110 ran with 90°C oil temperature, 95°C water temperature and 2.1 bar tyre pressure (tyre temperature 80°C).

Thanks to the Team: Büb, Frank, Kai, Stefan, Wilfried, Sandra, Pieter, Ernst, Felix, Manuel, Christian, Mathias, Michael and all the others.

Christian Bock

Happy 30th birthday!



How it all started

Motor racing is a bit like malaria – once you've been bitten and it's in your blood you never shake it off

I bought my first Morgan in March 1970, a 1937 Series 1. I was persuaded by John Lindsay that I should race it at BDC Silverstone in the August of that year. It seemed like a good idea although I had never been to a motor race and had no idea what was involved.

The combined efforts of myself and insanely loyal family and friends burning much midnight oil resulted in the car being MOT'd on the day before the race, thus allowing us to give it its first test drive on the road. Apart from standard Morgan eccentricities like a chronic vibration at 54mph (wheel imbalance) and a tendency to lurch to the right under braking (brake cable tension imbalance) she seemed biddable enough.

Having worked all night finishing the car, we arrived at Silverstone early one very foggy morning in late August. When the fog cleared a bit we discovered to our relief that we were not alone in a wilderness but surrounded by bleary-eyed people just like us. When the marshals posts around the circuit were declared to be visible to each other through the gloom the novice drivers were led round the circuit in spirited fashion by a huge Bentley. We scrabbled desperately to keep up in case we got lost.

The BDC wisely reasoned that the combination of novice female driver in a previously unknown car was best placed in the All Corners handicap with an astoundingly generous handicap of 5 laps! This was reduced to 3 laps after practice but nevertheless resulted in a 2nd place. This might even have been a first place had I realised in my innocence that you are allowed to overtake on the right as well as on the left. It didn't matter though, I had been bitten by the racing bug!

I campaigned the Series One for several years, interspersing it with races in my brother's 1953 Plus 4. Then the Plus 8 came along in 1975 and has been thrashed mercilessly ever since by me and John (until he turned to the aviator's version of the Series One Morgan and took up flying Tiger Moths).

The Series One has had one careful lady owner since 1970 but is now looking for another home (and a complete rebuild).

Mary Lindsay

The Cropped Trousers On Show At The Birkett

Heh you lot, the 49th airing of the Birkett 6 hour race takes place on Saturday 23 October. This year, the +4s have gone all trendy and will be updating their plus fours to cropped trousers (oh dear, oh dear....can someone trash his typewriter). To avoid being caught with our trousers down, we have already registered our interest with the 750 Motor Club and we should be receiving entry forms at the beginning of August.

We are currently interviewing to fill the vacant post of manager (well actually, I'm installed down the boozer buying loads of beer) and many thanks to Brian Gateson at Techniques who has again offered to provide technical support during the day.

If you wish to register your interest in joining this happy band of trend setters in any capacity (driver, manager, assistant manager, galley slave, seamstress or what have you), please give me a bell on:

Tel: 01494 837 605;

Fax: 01494 837 005;

Email: JohnClarke@
morgan-egal.freemove.co.uk

This really is going to be our year. Cropped Trousers RA RA RA; Cropped Trousers RA RA RA, Cropped Trousers ra ra ra (I'm not too sure this sounds right – anyone got a better suggestion..... PLEASE!)

John Clarke

Ed: So what are these 'cropped trouser' thingies then? Hipsters? Those rather odd trousers with no backside worn by chaps with moustaches and white T-shirts in San Francisco? Are all +4 drivers exhibitionists? I think we should be told.

Morgan +4 wins class at Le Mans

A couple of weekends ago (yes, no time-warp here) that well-known Morgan +4, XOV 555, took a class win and finished a remarkable 10th overall in the 12 Heures Historiques race.

An amazing result considering that the evening before the race it looked as though XOV would be a non-starter. With engine problems apparent during qualifying, the team of Richard Walbioff, Brett Sindercombe, Jack Bellinger and Ron Bourne had the engine out and discovered that the pistons were rather second hand and unuseable. But, taking the necessary parts from an engine that was driven down from Holland overnight, by 9am the next morning they had it all back together again and had put it together so well that it ran a fantastic race - one which saw all sorts of expensive machinery dropping by the wayside.

Drivers were Adrian van der Kroft, Bill Wykeham and Rick Bourne and their times were among the quickest of the sports cars competing (mainly Porsche 911s).

The fastest cars on track were a Lola T70 (the overall winner), Chevrons B8 and B16 and some Mk7 and 8 Elvas.

A wonderful race with a very well-deserved result for all who put so much into it.

Chris Acklam

Races oversubscribed at BDC Meeting

All races for which Morgans are eligible are oversubscribed at the Bentley Drivers' Club meeting this year.

The Morgan Challenge race has 4 reserves and a maximum grid of 34. The fast handicap and the All-Comers scratch are also on a maximum grid with the latter having an entry in excess of 50!

Looking forward to seeing the following out for the first time this year: Grahame Bryant, Colin Treble, Daniel Ward, James Edgerton, Mark Baldwin, Simon Orebi Gann, David Sherman, Christian Bock and Reiner Vierling.

Get your entries off early in future to be sure of a race ...

Championship standings

Class A

Peter Garland	32
Matthew Wurr	18
Simon McDermott	16
Chris Springall	12
Malcolm Paul	8
Keith Ahlers	6

Class B

Rick Lloyd	44
Philip McKelvey	24
Adrian van der Kroft	22
Grahame Walker	8

Class C

Chris Acklam	30
Graham White	23
James Paterson	16
Paul Burry	12
Chris Springall	11
Martin Kurrein	8
Stephen Lockett	2

Class D

Peter Horsman	43
Jack Bellinger	33
Leigh Sebba	18
Mary Lindsay	14
Kelvin Laidlaw	10
Jeremy Holden	2

Class E

David James	22
Peter Sargeant	19
Brian Jenkins	14

Mallory snapshots from John Clarke



Take your hat off to the Sarge - he blagged the only pair of ally wings left at the factory.



Yer average Class A Flat Rad



An unusual rear

Twitchers Delight (Round 5 Mallory Park; Class E)

Every time I attend a Morgan race, I hunt around the paddock for a little 4/4. It's like looking for truffles, you get a faint whiff of something small and exciting, but often it turns out to be the knurled root of an old +4. Back in 1997, there was a fabulous 4/4 campaigned by Rick Bourne who saw off four +4s at Brands Hatch and two +4s and a +8 (notably one Jack Bellinger lest he should forget) at Donington.

Those with even longer memories might also recall that Jack himself has a little blue 4/4... little it may be but it's huge on performance. Who can forget his drive at Cadwell Park in 1996 when Jack posted 4th fastest time and came an incredible 6th overall after giving Malcolm Paul's class B car the shock of his life.

And so to the rarest 4/4 of them all. A 4/4 four seater. Now, there was a sighting of a pair of 4/4 four seaters as recently as 1998. The cock was deep red in colour whilst the hen was resplendent in a bright yellow. Try as he might, the hen could not be caught and twitchers remained down beat to ever spotting a brood.

Yet low and behold, glistening in the sunlight at Mallory Park, was a perfectly formed, bright red, fledgling. You knew this was something special, as crowds quickly formed to admire its exquisite tail and well proportioned wings. A short glance down its gizzard proved beyond doubt, that this was a magnificent example of the species. With a bright blue heart and a fine set of aortic tubes this was a beast ready to fly.



Photo by John Clarke

There's an engine in there somewhere ...

Practice at Mallory is never easy and with buzzards circling in the thermals, it's no place to earn your wings. But a mighty performance by the resplendent 4/4 saw a time similar to the inaugural laps of a certain John Clarke and Chris Acklam at Mallory back in 1995 (and remember, they were piloting a Supersports and 3.5 litre +8 then). A very creditable performance.

As for the race, well there wasn't a race, and we will have to wait and see whether this fine young bird can stay with the flock.

Many thanks to Stephen Wheatley for shepherding this rare breed to the friendly circuit. I expect this young fledgling will soon be in full flight and looking for a mate! Come on, you 4/4 pilots, don't be shy!!

I-Spy

What's His Number?

Just back from holiday to hear the terrible news from Donington – 6 damaged cars – that's nearly a third of the field. This comes on the back of the carnage at Snetterton, collisions at Castle Combe and Simon OB's pre-series excursion. Come on you guys, carefully does it.

Loitered up to Mallory and it gets worse. Thankfully I turned away and avoided witnessing Keith hit the armco hard... real hard. Thank god Keith was OK. Wandered around the paddock later to see Peter Horsman's rear staved in and Graham White's front all wonky. Guys..... what are we doing?

With 3 races to go, this is already the worst season in living memory. To say the grids are still reasonably full, is a miracle. Anyway, enough of this doom and gloom.

Just a few words on the excellent battle developing between Chris Acklam and the white car carrying Number 35 or is it 53? At Castle Combe, Chris had a titanic battle with Chris Springall in Number 35 only to lose it on the last lap when Chris S performed the mother of all braking manoeuvres to win by 0.26 of a second. At Snetterton, Chris A got his own back but not before Graham White in white Number 53 had posted a new lap record.

At Brands Hatch, Graham took the reigns of white No 53 to pip Chris A by less than a second, but not before Chris A had posted a new lap record. At Donington, more of the same with the time between the two cars down to 0.24 seconds at the finish. Again Graham had pipped Chris A to the line but another lap record to Chris.

And so to Mallory. Practice had Graham a row ahead of Chris with just 0.13 seconds between them. Chris had an excellent start and took to the inside at Gerrards. Graham was snapping at his heels but with the corner becoming faster by the second, it would take a brave (or foolish) man to pass around the outside. Down to the hairpin with Chris in front by a neck, it was building up in to another epic battle.... But, as you have read previously, it was not to be as the red flag brought the racing to an abrupt end.

Can Chris beat the white No 53 or is it 35? He's having a damn good try. Watch out for the continuation of the battle at Silverstone.... and guys.... no more bumping.. PLEASE.

Boost

Would you please pass on my sincere thanks to all those involved with the Morgan Challenge Race at Mallory Park on 4th July.

As a 'first time racer' it was especially reassuring to receive the good wishes of the more seasoned 'Racers'. Their advice and generous support enabled me to thoroughly enjoy my introduction to racing.

All we have to do now is to work out how we can get the cross flow to produce 190 BHP with a similar amount of torque!

I look forward to seeing you at Silverstone.

Stephen Wheatley

Bar Stewards wanted

Many thanks to Ruth, Nicky & Jan (and their helpers) for running the bar so effectively at Donington.

I'd like to remind everyone that Lucas is kindly making their box facilities available at Silverstone again this year.

Once more it would be greatly appreciated if some kind people were to volunteer to run the bar during the day. Please let me know if you are able to lend a hand.

Peter Sargeant

Qualifying & Race Results: Race 5

Circuit **Mallory Park** Length 1.35 miles
Date 4-Jul-99 Weather/track Sunny/ dry

PRACTICE

Pos	No	Class	Driver	Car	Time (mins: secs)	Lap	Behind (secs)	kph	mph
1	29	A	Keith Ahlers	+8	50.64	12		154.45	95.97
2	8	A	Peter Garland	+8	50.88	9	0.24	153.72	95.52
3	6	A	Chas Windridge	+8	52.38	11	1.74	149.32	92.78
4	1	B	Rick Lloyd	+8	52.46	13	1.82	149.09	92.64
5	16	A	Malcolm Paul	+8	52.61	11	1.97	148.67	92.38
6	88	B	Rob Wells	+8	53.08	4	2.44	147.35	91.56
7	35	A	Chris Springall	+8	53.17	14	2.53	147.10	91.40
8	53	C	Graham White	+8	54.21	4	3.57	144.28	89.65
9	13	C	Chris Acklam	+8	54.34	11	3.70	143.93	89.44
10	22	A	Barry Sumner	+8	54.51	4	3.87	143.49	89.16
11	21	C	James Paterson	+8	54.55	11	3.91	143.38	89.09
12	50	C	Paul Burry	+8	54.89	11	4.25	142.49	88.54
13	41	B	Adrian van der Kroft	+8	55.31	14	4.67	141.41	87.87
14	54	D	Peter Horsman	+8	55.83	8	5.19	140.09	87.05
15	17	D	Jack Bellinger	+8	56.29	8	5.65	138.95	86.34
16	42	A	Jeremy Holden	+4	56.79	12	6.15	137.73	85.58
17	55	B	Philip McKelvey	+4	58.16	12	7.52	134.48	83.56
18	31	D	Leigh Sebba	+4	58.45	12	7.81	133.81	83.15
19	71	D	Kelvin Laidlaw	+4	58.48	6	7.84	133.75	83.11
20	7	D	Mary Lindsay	+4	58.80	6	8.16	133.02	82.65
21	11	E	David James	+4	1:00.03	9	9.39	130.29	80.96
22	34	E	Peter Sargeant	+4	1:01.02	8	10.38	128.18	79.65
23	44	E	Stephen Wheatley	+4	1:04.25	11	13.61	121.73	75.64

RACE

Pos	No	Class	Driver	Car	Race time (mins: secs)	Laps	Behind (secs)	kph	mph	Best lap	on
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Race abandoned on Lap 2 when Keith Ahlers went off at Devil's Elbow and hit the tyre wall, breaking the armco supports behind. Scrutineers deemed it too unsafe for the meeting to continue.

Not classified

Fastest laps

			(mins: secs)	on	kph	mph
A	n/a				0.00	0.00
B	n/a				0.00	0.00
C	n/a				0.00	0.00
D	n/a				0.00	0.00
E	n/a				0.00	0.00

Previous Class Lap Records

				(secs)	kph	mph
18/5/97	A	Peter Garland	+8	50.01	156.40	97.18
28/4/96	B	Malcolm Paul	+8	52.11	150.09	93.26
	C	Alan Wickenden	+4	54.81	142.70	88.67
18/5/97	D	Chris Springall	+8	55.49	140.95	87.58
18/5/97	E	Peter Horsman	+8	56.43	138.60	86.12

NEXT RACE Bentley Drivers' Silverstone Saturday 7 August



Testing:

Testing available the day before. Cost is £120 for three 50 minute sessions (at 10.00-10.50, 12.00-13.00, 15.10-16.00). Garage £25 (though we have been asked to vacate them on race day). Must book and pay in advance. Tel: Nanette Houston 01327-320216.

Petrol:

Available.

Circuit length

1.649 miles

Previous class lap records

Class A	1:04.48
Peter Garland	
Class B	1:07.15
Malcolm Paul	
Class C	1:15.63
Peter Sargeant	
Class D	1:08.12
Graham White	
Class E	1:12.31
Adrian van der Kroft	

Advertising

Don't forget you'll have to cover up all those Yokohama stickers that you've just put on the car as the BDC doesn't allow advertising on the cars.

Programme

All Comers' Handicap (slower); Bentley Scratch; MG T Championship and AC Scratch; Bentley Lagonda Handicap; **MSCC Tony Morgan-Tipp memorial (MMCC Challenge race)**; Formula Libre Invitation race; Vintage and PVT Handicap; Bentley, Vintage and PVT Scratch; All Comers' Handicap (faster); Bentley Handicap; **All Comers' Scratch incl. Morris Stapleton Trophy**

Any information, stories, photos or anything remotely interesting to participants in the race series, please send or email 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

+8 wanted

A friend of Rick Lloyd's is looking for a +8 that he can bring out racing in Class C (possibly B). Anyone knowing of a car that might be suitable for racing or conversion, please call Stuart Tizzard on tel: 01425 403251 or mobile: 0802 388122 mentioning *MogSport*.

Entry Forms included

Entry forms are included for registered drivers for the **Jaguar Car Club, Oulton Park meeting on Saturday 4th September.**

If yours are not included and you are registered please let me know. If you are not registered and you want to enter, contact Serena. *Chris Acklam*