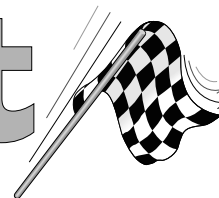




MogSport



No 3
May 2000

The *Unofficial* Race Series Newsletter

Wurr's whizzy win

April 23rd dawned bright and clear following days of rain, so the mood at the track for the first race of the season was optimistic. Our farmer in the know muttered darkly about a 60% chance of rain, but as farmers haven't had much to be joyful about lately everyone else just carried on with their tyre pressures and other last minute adjustments to their cars ready for qualifying.

Of the 26 cars expected, 22 made it to the assembly area. Cars 18 and 11 were much better prepared than their drivers (which is no mean achievement in the case of number 11) for they passed scrutineering but the drivers didn't. John and David were to be seen running around the pits begging spare overalls to replace their failed ones. Whether the scrutineers failed them because they were out of date or overly soiled is a matter of speculation but one suspects that Andy Green had better be careful with the Brands' scrutineer if he manages to trouble them at all. Everyone else tried to drive as quietly as possible through noise testing on their way to the track except David James who showed us a glimpse of the true Spirit of Morgan Racing which enabled him to win so convincingly the Tony Morgan Trip Award by ever-so-generously offering Mr Noise Man two fingers, when one would have done nicely, whilst speeding past on to the track. Sadly, Team Orange had to watch from the pit lane as their car had managed to break an axle testing the pre-

vious day, but Rick Lloyd managed to overcome gearbox selection problems to join the fun.

Out on the track, Matthew showed familiar speed to clinch pole, very closely followed by Keith Ahlers. The track was generally reckoned on being about one or two seconds slower than on previous testing occasions. After a few laps, the dramas began to start. One of our newcomers, Andy Green, enjoyed four laps of his new-found sport, but then lost it (and sadly the car too) at the Bomb Hole. The undamaged bodywork hid a disfigured frame as the car hit a mound of earth sideways. Keith lost his alternator around the track but was happy to find another one later on in the paddock. Mark Aston was less happy to find out that he had found it on his (i.e., Mark's) car. Chris "Orange red blue pink black purple" Acklam was disappointed not to have taken advantage of some free sand-blasting opportunities in recording his inaugural Class B time, which was slightly slower than he was hoping to post, but he had had some pre-season problems with his afterburner kit which had been returned to the factory for some final tweaking.

Further down the classes, whilst most drivers were fumbling in their gloveboxes for their Blue Book to see what a black flag with an orange disc meant, David James was ignoring it. Many theories have been advanced as to why

it might have been thus. Maybe David (he of car 11) was suffering from a bout of dyslexia or thought that the "11" proudly displayed by the Flagman meant that he was especially exempt from whatever the flag might have meant. Sources close to David suggested that he thought that he could safely ignore the flag because he was wearing the overalls of number 29 and it was therefore nothing to do with him. But as the flag turned from black with orange to a deathly black, it became clear that the Clerk of the Course was not wholly in tune with David's thinking, no matter how sound it may have seemed at the time. The reason for the flag was that Mr Noise man more-than-my-jobsworth, having no respect for the Spirit of Morgan Racers, decided to call in the whispering car to locate its exhaust pipe.

Whilst Jack Bellinger was grateful not to have to wheel out excuses/complaints etc about being beaten by Peter Horsman who was now in class B, he was not totally out of the woods having been comprehensively turned over by former Champion and returnee Alan Wickenden in a measly class E car. Paul Chauveau, our other intrepid newcomer, managed to complete practice in fine style and intact.

And so to the race. As the lights turned green Chris Sporangial sprung forward two places into the lead whilst Matthew tussled with a new

Championship after Round 1

Class A

Matthew Wurr	11
Keith Ahlers	8
Rick Lloyd	6
Chris Springall	4

Class B

Chris Acklam	10
Grahame Walker	9
Philip McKelvey	6
Peter Horsman	4

Class C

James Paterson	10
Paul Burry	9
Simon Orebi Gann	6
Daniel Ward	4

Class D

Jack Bellinger	11
Kelvin Laidlaw	8
Mary Lindsay	6
Paul Chauveau	4
Leigh Sebba	2

Class E

Alan Wickenden	11
John Clarke	8
David James	6
Stephen Wheatley	4

clutch and too much wheel spin. James Paterson and Peter Horsman also had good starts blocking Chris Acklam back into 6th place. Maybe Chris was not expecting the lights to go green quite so quickly. Paul Burry was disappointed with his poor start which he attributed to the wrong ECU chip (limiting his

continued on page 2

revs and giving him engine and brake problems). Daniel Ward and David James also started well taking a number of places by the start of the second lap. Chris Springall went wide at Sears allowing Matthew through and then, after a short tussle, Keith, who had a lonely race following in Matthew's wake. Rick Lloyd, who voluntarily started from the back of the grid because he only had a few gears (one of which was 4th), spent the race storming up the pack. At the end of the first lap he was in 10th place, achieving 4th by the 4th lap and then finishing an impressive 3rd. Despite their best efforts, no-one in Class A could catch Matthew who drove a faultless race to the finish, returning to the pits with a garland and the fastest lap time. Talking of Garland, he still holds the circuit record, despite his absence due to new baby and other supportive duties (many congratulations, Gillian and Peter) so we await future races with anticipation; babies, axles, gearboxes, alternators and sheer over-excitement allowing.

Chris Acklam overtook Peter H on the 2nd lap and James P on the 5th holding James at bay until the line to take his first class win in the MMCC. Grahame Walker had a generally uneventful race despite handling problems to finish

2nd in class B, taking fastest lap, while Peter H found the 60% bit of the track awash with rain and promptly spun at Sear which gave Philip McKelvey the chance to slip past and relinquish his last in class place. Peter blamed his poor performance on bad brakes but discovered a detached spark plug lead after the race. Your scribe can attest to a vast array of excuses for his poor performances on various occasions but these were ones which had hitherto been untried.

James P finished 6th to win class C ahead of Paul Burry, who took his first fastest lap having recovered from a slow start, stylishly regaining his place from Simon OG at the Esses. Daniel W, also in class C, drove a good race starting 16th and finishing 12th.

Class D was won by Jack, who also took fastest lap, this time showing Class E winner Alan Wickenden a clean pair of heels at the start and staying ahead until lap 9 when Kelvin Laidlaw broke up the two-some passing Alan as he slid in the Bomb Hole. Mary Lindsay led John Clarke out of Esses on the first lap and the two fought for position until John overtook her on the 4th lap staying ahead until the finish.

John also won the mysterious class F, which wasn't too difficult as he was the sole con-

tender. This netted him an MG Car Club trophy but, alas, not a real one. Leigh Sebba was motoring gently around when he decided to entertain the crowd at Riches with a double sulko from nowhere into the unsuspecting gravel when he selected 2nd in error. In error from what, one idly wonders? However, in true gentlemanly style reminiscent of the absent Serge at his most charming, he waited for the rest of the pack to creep past before escaping from the bunker to a huge wave of applause from the spectators. Paul Chauveau's first experience of a start woke him up and in that state he finished the race safely moving over for the leaders and overtaking where appropriate using his mirrors and signals before manoeuvring past the stranded Leigh. Methinks that there will be more to come from Paul as his licence gets filled up with signatures. David J, spurred on by the excitement of the morning and Keith's overalls, made up three places, whilst Stephen Wheatley held onto the track despite the unexpected roar from Rick's Class

A car penetrating his helmet at the start.

Later in the day, Simon OG represented the Morgans in the Centurion Challenge having firstly overcome a sense of guilt and filled up with Esso petrol (he started a new job with BP not four weeks ago). But it certainly appeared to be the right stuff as he saw off at least three air-cooled German machines to chalk up yet another win for the allied forces, by recording a fastest lap time of 1:22:7 on his way to his first ever class win.

The final controversy of the day came as Serena "Mad Max" Aston exercised her executive powers over the Morgan Race Series and overruled the Clerk of the Course to disqualify Simon as Class E victor and award this most coveted of prizes to Alan Wickenden.

And so to Brands Hatch where outright power will count for less and handling and experience for more. What odds am I offered for a Class E overall winner?

*Ruth Horsman,
but occasionally embellished
by Peter Horsman*



Alan Wickenden and 4/4 returning to the Morgan fray

Circuit	Snetterton										
Date	23-Apr-00										
LAP CHART											
Pos	1	2	3	4	5	6	7	8	9	10	Qual
1	99	99	99	99	99	99	99	99	99	99	5
2	29	29	29	29	29	29	29	29	29	29	7
3	35	35	35	35	35	37	37	35	35	37	6
4	21	21	21	37	37	35	35	37	37	35	8
5	1	13	13	21	13	13	13	13	13	13	10
6	13	1	37	13	21	21	21	21	21	21	9
7	14	14	1	1	14	50	50	50	50	50	11
8	39	37	14	14	1	14	14	14	14	39	13
9	50	39	50	50	50	1	39	39	39	14	15
10	37	50	39	39	39	39	1	1	55	55	12
11	55	55	55	55	55	55	55	55	1	1	14
12	25	25	25	25	25	25	25	25	25	25	18
13	17	17	17	17	17	17	17	17	17		19
14	71	71	71	51	51	51	51	51	71		16
15	31	51	51	71	71	71	71	71	51		17
16	51	7	7	18	18	18	18	18	18		22
17	7	18	18	7	7	7	7	7	7		
18	18	11	11	11	11	11	11	11	11		
19	11	49	49	49	49	49	49	49	49		
20	49	44	44	44	44	44	44	44	44		
21	44	31	31	31	31	31	31	31			

(supplied by Jan Jones)

(supplied by Jan Jones)

Fire !

I don't often go to the shops after work but, as I'd not long had my car back from its winter rebuild (new engine, gearbox, brakes, etc) and I'd just had my new wheels and tyres fitted that day, I thought a trip down to Folkestone on a mild evening would be rather pleasant. The shopping was as mind-numbingly boring as ever but the drive was good.

As I pulled in to the garage I saw a puff of smoke come from under the bonnet louvres. I got out and looked under the bonnet. Nothing. Looked back ... and there were flames about 2 feet high come from out of the centre of the spare wheel. I pushed the car out of the garage. By then the flames were coming out from under the petrol tank and the sides, through the rear wheel centres.

I emptied my fire extinguisher with no effect at all. I turned on the hose but couldn't get at the source - which we now think was the fuel pump located behind the driver's seat, forward of the back axle.

Before it burnt through the board behind the seats (which had the hood, race belts, umbrella, etc) the tyres exploded and



standing there with a hose in my hands I wondered how long the petrol tank would last. But then the Fire Brigade arrived and they emptied several hundred gallons of water on to it. The whole of the rear of the car - from the dash back - was destroyed.

And this was 4 days before my first race of the season - a Roadsports round at Mallory.

Brands Hatch Morgans picked it up the next day and there were very long faces all round. It needed a complete new body, axle, brakes and all the other expensive peripherals that had only recently been fitted. Getting a useable car back midway through the summer seemed the most likely possibility.

Gareth Thomas at Gott & Wynne was very helpful in galvanising the insurers into action (although the assessors seemed to take ages) and we got the go-ahead some 3 weeks later.

Mark Aston found a body for an '86 +8 - and organised a BTR axle and a whole trailer load of other parts. Rick Bourne called in favours from everyone and, suddenly, things were moving faster than anyone could reasonably expect. From a charred mess one day to a bare (rear) chassis the next, then, not long after, the body, axle, brakes gave it a shape that looked almost recognisable.

A week to go before the first race at Easter and just the electrics and the fuel lines to go. Then Brett road tested it on Wednesday and I picked it up on Thursday. No paint (blue front, bare aluminium body covered in bright blue film and red GRP wings gave it an unmistakable appearance) and no trim, but going.



An amazing achievement and one for which I am very, very grateful. Thanks everyone and particularly Brett at Brands Hatch Morgans who worked non-stop to get it ready.

Thanks also to the marvellous generosity of James Paterson, Simon Orebi Gann, Chris Springall and Peter Sargeant, all of whom offered me cars to drive

Chris Acklam

PS We discovered that +8s of that vintage do not have a fuse for the fuel pump and also that one or two of you have also had fuel pumps catch fire while moving. Worth checking.

Those Meddlesome +8s

Round 1 Snetterton Class E

The opening race of the season heralded the triumphant return of Alan Wickenden who dominated practice and the race with a well polished performance.

The turn out for Class E was less than expected with just four cars assembling for practice. David James and John Clarke in their trusty +4s, were joined by Stephen Wheatley in his beautifully prepared 4/4 and the equally shiny 4/4 of returnee, Alan Wickenden.

The 4/4s had the upper hand even before entering the track, winning the unofficial beauty stakes by a country mile. Both 4/4s were spectacularly well presented, resplendent in red and positively gleaming in the Easter sun. The beauty was not just skin deep, as both 4/4s were hiding sexy new power plants under their shiny red exteriors.

Stephen had stuck with the Ford cross flow engine but had it extensively modified during the close season. Alan's car is the early pre cross flow car that Rick Bourne campaigned from time to time. It now sports a very modern Zetec lump producing a veritable cavalry of horses.

Practice was sunny and dry and uneventful.... if you can call smashing the lap record by 7 seconds a minor event!! Alan had the Zetec pulling magnificently and delivered a stunning 1:27secs to take pole. John lagged someway behind with a 1:31 with David and Stephen forming the rear guard.

The weather remained kind for the start with Alan, John, David and Stephen positioned on successive rows close to the pit wall. After a very short red light, the race was on with Alan getting away well. John had too much wheel spin and baulked poor David. David is a demon starter (having had lessons from Mary) but he could do nothing to pass John as there was simply not enough room to get past. By the time the cars reached Riches, they were tightly bunched but maintaining their qualifying order.

Down the back straight, the Zetec showed its worth and pulled away from John. Alan soon got tangled up with a white +8 who followed closely right to the finish. John was having his own troubles with a certain red lady taking 3 laps to get past after giving a demonstration in slip streaming. David soon put space between him and Stephen and continued to run in qualifying order right to the finish.

With 2 laps to go, rain started to fall and Alan had a nasty scare as he nearly lost it at Riches and to add insult to injury, the white +8 nipped past at the Bomb Hole and went on to pip him to the chequered flag.

The rain gave John new hope and allowed him to noticeably close the gap on Alan in the closing laps. The flag however, fell too soon to make any difference, with Alan crossing the line some 5 seconds ahead.

So an excellent win by Alan and in doing so setting a new lap record of 1:29. All the other competitors improved their lap times over practice, with John also getting below 1:30 and David just missing out on the cut.

So it's off to Brands Hatch when more competitors are expected. Can the +4s get one over the 4/4s? Only time will tell.

I-Spy

Circuit	Snetterton	Length	1.952 miles
Date	23-Apr-00	Weather/track	Sunny/dry (wet in parts)

Qualifying & Race Results: Race 1

QUALIFYING				Time	Behind				
Pos	No	Class	Driver	Car	(mins: secs)	Lap	(secs)	kph	mph
1	99	A	Matthew Wurr	+8	1:18.86	6		143.41	89.11
2	29	A	Keith Ahlers	+8	1:19.53	5	0.67	142.20	88.36
3	37	A	Rick Lloyd	+8	1:21.65	7	2.79	138.51	86.06
4	35	A	Chris Springall	+8	1:21.81	9	2.95	138.24	85.90
5	13	B	Chris Acklam	+8	1:22.98	7	4.12	136.29	84.69
6	21	C	James Paterson	+8	1:23.39	9	4.53	135.62	84.27
7	1	B	Peter Horsman	+8	1:23.57	6	4.71	135.33	84.09
8	50	C	Paul Burry	+8	1:24.16	6	5.30	134.38	83.50
9	14	B	Grahame Walker	+8	1:24.37	6	5.51	134.04	83.29
10	39	E	Simon Orebi Gann	+8	1:25.49	8	6.63	132.29	82.20
11	55	B	Philip McKelvey	+8	1:26.57	9	7.71	130.64	81.17
12	45	C	Andy Green	+8	1:27.31	3	8.45	129.53	80.49
13	51	E	Alan Wickenden	4/4	1:27.53	8	8.67	129.20	80.28
14	17	D	Jack Bellinger	+8mb	1:28.50	8	9.64	127.79	79.40
15	71	D	Kelvin Laidlaw	+8	1:30.63	3	11.77	124.78	77.54
16	25	C	Daniel Ward	+8	1:30.79	6	11.93	124.56	77.40
17	18	E	John Clarke	+4SS	1:31.03	8	12.17	124.24	77.20
18	31	D	Leigh Sebba	+8	1:31.24	8	12.38	123.95	77.02
19	7	D	Mary Lindsay	+8mb	1:31.85	3	12.99	123.13	76.51
20	49	D	Paul Chauveau	+8	1:33.96	5	15.10	120.36	74.79
21	11	E	David James	+4	1:36.99	3	18.13	116.60	72.45
22	44	E	Stephen Wheatley	4/4	1:37.82	5	18.96	115.61	71.84

RACE				Race time		Behind			Best				
Pos	No	Class	Driver	Car	(mins: secs)	Laps	(secs)	kph	mph	lap	on	kph	mph
1	99	A	Matthew Wurr	+8	13:37.67	10		138.31	85.94	1:18.97	5	143.21	88.99
2	29	A	Keth Ahlers	+8	13:45.65	10	7.98	136.97	85.11	1:20.05	5	141.28	87.79
3	37	A	Rick Lloyd	+8	14:03.16	10	25.49	134.13	83.34	1:20.59	7	140.33	87.20
4	35	A	Chris Springall	+8	14:15.49	10	37.82	132.20	82.14	1:19.97	8	141.42	87.87
5	13	B	Chris Acklam	+8	14:16.53	10	38.86	132.03	82.04	1:23.18	6	135.96	84.48
6	21	C	James Paterson	+8	14:16.97	10	39.30	131.97	82.00	1:23.56	6	135.34	84.10
7	50	C	Paul Burry	+8	14:17.82	10	40.15	131.84	81.92	1:23.18	7	135.96	84.48
8	39	C	Simon Orebi Gann	+8	14:26.73	10	49.06	130.48	81.08	1:23.82	5	134.92	83.84
9	14	B	Grahame Walker	+8	14:28.21	10	50.54	130.26	80.94	1:23.17	8	135.98	84.49
10	55	B	Philip McKelvey	+8	14:54.08	10	1:16.41	126.49	78.60	1:27.42	4	129.37	80.38
11	1	B	Peter Horsman	+8	14:55.40	10	1:17.73	126.30	78.48	1:24.46	4	133.90	83.20
12	25	C	Daniel Ward	+8	15:03.81	10	1:26.14	125.13	77.75	1:27.87	2	128.70	79.97
13	17	D	Jack Bellinger	+8mb	13:40.81	9	1 lap	124.00	77.05	1:28.92	2	127.18	79.03
14	71	D	Kelvin Laidlaw	+8	13:47.31	9	1 lap	123.03	76.45	1:29.30	6	126.64	78.69
15	51	E	Alan Wickenden	4/4	13:48.61	9	1 lap	122.84	76.33	1:29.09	6	126.94	78.88
16	18	E	John Clarke	+4SS	13:53.41	9	1 lap	122.13	75.89	1:29.72	5	126.05	78.32
17	7	D	Mary Lindsay	+8	14:02.72	9	1 lap	120.78	75.05	1:30.52	6	124.94	77.63
18	11	E	David James	+4	14:21.02	9	1 lap	118.21	73.45	1:32.85	2	121.80	75.68
19	49	D	Paul Chauveau	+8	14:49.55	9	1 lap	114.42	71.10	1:35.54	2	118.37	73.55
20	44	E	Stephen Wheatley	4/4	15:06.83	9	1 lap	112.24	69.74	1:37.39	7	116.12	72.16
21	31	D	Leigh Sebba	+8	14:05.73	8	2 laps	106.98	66.47	1:37.23	3	116.31	72.27

Not classified

Fastest laps			(mins: secs)	on	kph	mph
A	Matthew Wurr	+8	1:18.97	5	143.21	88.99
B	Grahame Walker	+8	1:23.17	8	135.98	84.49
C	Paul Burry	+8	1:23.18	7	135.96	84.48
D	Jack Bellinger	+8	1:28.92	2	127.18	79.03
E	Alan Wickenden	4/4	1:29.09	6	126.94	78.88

New lap record

Old Lap Records				(mins: secs)	kph	mph
30-Mar-97	A	Peter Garland	+8	1:17.69	145.57	90.45
25-Apr-99	B	Rick Lloyd	+8	1:20.54	140.42	87.25
25-Apr-99	C	Graham White	+8	1:22.83	136.53	84.84
25-Apr-99	D	Peter Horsman	+8	1:25.75	131.89	81.95
25-Apr-99	E	Peter Sargeant	+4	1:35.08	118.94	73.91

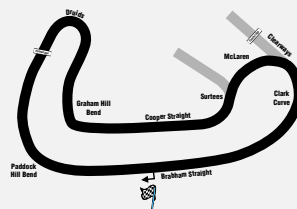
Morgan Motor Company Challenge

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

Saturday 25th November - Drivers' meeting & dinner

To be held at the same place as last year, The Millhouse Hotel, Kingham, on Saturday 25th November.

NEXT RACE Brands Hatch Sunday 7 May



Testing:

Testing available on the Saturday before. Cost was £190 full day, £125 half day.

Petrol:

Available 0900-1100 and 1300 to 1400.

Old lap records

Morgans

Class A 52.72

Matthew Wurr

Class B 53.76

Rick Lloyd

Class C 55.71

Chris Acklam

Class D 57.55

Peter Horsman

Class E 1:00.89

Matt Taylerson

Programme

(Times for qualifying)

Ethyl BCV8 (10:00);
Drayton Park Metros (10:20); Anglia Phoenix (MGs) (10:45); **Morgan Challenge** (11:05);
Cockshoot Cup (MGs and Sprites) (10:00); Millers Thoroughbreds (11:50);
MGF & T types (12:15); Pit Stop race (2 driver 12 laps) (12:35).

First race at 14:00

Morgans - Race 4

Team Challenge - Race 8
(held by Morgan team)