

Drivers' Meeting - Minutes.

24 Nov 2001. Mill House Hotel, Kingham.

MINUTES OF THE ABOVE MEETING

1. SPORTING REGULATIONS

A: Dates and circuits

A list of dates were tabled by Serena, with 9 confirmed dates and 1 open. Serena explained that she had the possibility of a race at Thruxton. This was a meeting, which made up part of the Austin Healey Club celebration week and we would need to have a good grid. There would be other races for the older cars. It was still not confirmed and could not be counted on. If this did not happen the alternative would be Snetterton later in August. If this was not available then we may need to run 9 rounds. In the pole, those who had answered, voted for 10 rounds, 8 counting.

2 Weeks after the Drivers Meeting, the date for Bentley Drivers Club was moved to the 31st August

It was agreed that Thruxton would be popular as we had not been able to race there for some time, but Snetterton would be an acceptable alternative.

B: Driver of the day

It was agreed this was a good idea and Andy Green and Andy Downes were thanked for suggesting it. Some of the Drivers had donated bottles for the award and the Series had also provided one.

It was agreed that a sponsor should be sought to provide a bottle for each round. Champagne manufacturers would be approached and other sources investigated.

Rick Bourne, kindly volunteered Libra Motive and Techniques in their absence! He offered to supply some and Chas Windridge agreed to do so, they were confident that Rob Wells and Brian Gateson would also join in. Rick and Chas were thanked for their offer.

Proposals from Andy Green and Adrian Van Der Kroft for changes to the sporting regulations were put forward, but it was agreed to leave the Class and winning system as it was.

2 ENTERTAINMENT

Keith Ahlers raised the problems he had experienced with the accommodation for this year's dinner, due to the other hotel failing to honour the agreement made after it had changed hands.

It was agreed that an alternative would be investigated and any ideas would be welcomed. Everyone agreed that the current venue would be hard to match and that if an alternative could not be found soon, the Mill House should be rebooked to avoid losing it. Rick Lloyd and others agreed that they would be willing to be placed in other accommodation, if it would enable us to stay at Mill House. A rota could be agreed.

Keith was thanked for his efforts and agreed to continue organising the event. He also agreed to take in suggestions of other venues.

It was pointed out that he might need help with visits to alternatives. Mandy McDermott had already been making inquiries.

Serena mentioned that it may be appropriate to change the format of the dinner or include other activities.

Those present agreed that the current arrangements were satisfactory and that any changes should be made well in advance.

3. SPONSORSHIP AND FUNDS

A: Confirm Sponsorship for 2002

Mark confirmed that Peter Morgan had offered to continue the sponsorship for 2002.

This was gratefully accepted and a vote of thanks was offered for Peter Morgan's continued support.

B: Current Funds see attached

The balance at the end of the year was estimated allowing for the dinner expenses. This showed a reduced level of funds. It was pointed out that the increase in the number of rounds and the trophies for these, along with the reduced registrations had resulted in part of the additional expenditure. There had been some unusual payments this year, including the TMT

fund payment and a contribution to the memorial fund for the driver killed at the 750MC event. As these were not lightly to be repeated, it was felt that the current funds and registration fee would be sufficient for next season.

Possible sponsorship of rounds or hospitality would be investigated.

Serena raised the problem of those wishing to register for one event having to pay the full amount. This had caused problems again this year. It was proposed that, to help maintain grids, Drivers would be able to register for the season @ £75 or for £35 per race. This was agreed.

4. TECHNICAL REGULATIONS

Safety Regulations

The changes to the regulations to bring them in line with the Production and Modified Sports Car rules in the Blue Book were detailed. These being agreed with the MSA would mean that Morgans of all capacities could run with the Q1.5.2 roll bar as a minimum standard.

Serena was thanked for her efforts in obtaining this agreement with the MSA

Consider proposed changes:

A: Limit Class B to 205 width tyres

After some discussion regarding the suitability of 225 tyres on 7" rims and the advantages of one size of tyre or larger rims, it was agreed to leave the current regulations in place. 225 tyres would be the maximum and 7" rims.

B: Limit Class A to 255 width tyres

A similar discussion to the Class B regarding the suitability, the extra grip or not and the availability of the larger tyre, ended with the agreement that the regulation would be unchanged.

C: Include an average driver weight in the minimum weight for car

This had been raised last year as a way to reduce the advantage of smaller

driver and help with the weighing process at races. Alan Kennedy supported this idea to help with scrutineering checks. It was discussed at some length and a vote agreed to leave the current system of weights.

D: Add a weight penalty to 4/4 cars with 1800 engines

This was proposed as a way of equalising the performance of the apparently faster and less expensive Zetc 4/4. After a discussion about the relative weights of the competing cars in Class E and its affect on performance, it was agreed to review this during 2002.

It was also discussed, as last year, that the SLR would be allowed to run in Class E. The concerns about the performance of these cars and their eligibility under the Class E rules were raised and it was agreed to retain the current arrangements. It was noted that Tony Howard planned to be out in his Plus 8 in Class D next season. This was warmly welcomed by Class D, as would be Keith s appearance in the Class!

5. TECHNICAL COMMITTEE

A: Confirm if make up of Committee is agreed

The make up of the technical committee was discussed and it was proposed that Brian Gateson should be included, so that all the main people involved in preparing were involved, but it was noted that this must be balanced by competitors. This was agreed unanimously.

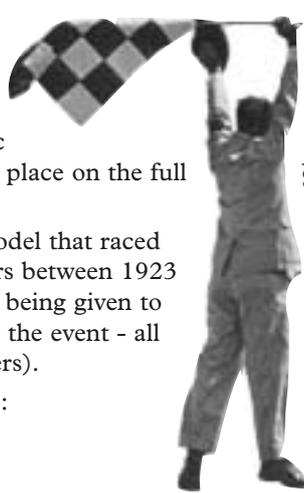
Rob Wells, Rick Bourne, James Paterson, Jack Bellinger, Matthew Wurr, Peter Sargeant, Chas Windridge, Mike Duncan, Brian Gateson.

It was pointed out that due to the limited nature of the changes to the regulations, which all agreed was a good thing, the technical committee had not had a meeting this year. Rick Bourne proposed that a meeting to discuss the development of Class A cars should be held. This should not be seen as changing the cars as they are now, but to confirm to everyone specific limits of further developments. It was agreed this should take place in the New Year.

6. ANY OTHER BUSINESS

Votes of thanks were offered to Chris Acklam, Ruth Horsman and all of those who had helped throughout 2001.

Le Mans Classic, 21/22 September 2002



This should be a terrific meeting which is taking place on the full Le Mans circuit.

It s open to cars of a model that raced in the Le Mans 24 hours between 1923 and 1975 (with priority being given to cars which competed in the event - all cars requiring FIA papers).

There will be five grids :

- 1) 1923 - 1930
- 2) 1931 - 1939
- 3) 1949 - 1958
- 4) 1959 - 1966
- 5) 1967 - 1975

(though this may be modified depending upon the number of entries for each grid.)

They are hoping for grids of 61 cars and may transfer cars to another grid depending upon performance.

Friday 20 Sep:

0900-1700 Scrutineering
2000 Gala Dinner

Saturday 21 Sep:

Each grid will compete 4 races of 35 minutes. Only one driver per car per round, though different drivers can drive in different cars and in different rounds. No driver can drive more than three successive rounds.

Timetable is expected to be:

0900-1300: Qualifying
1600: 1st round of Grid 1
1700: 1st round of Grid 2
1800: 1st round of Grid 3
1900: 1st round of Grid 4
2000: 1st round of Grid 5
Approx 2200: 2nd round of Grid 1, etc and so on until 1600 hrs on Sunday



Left: 1962. Chris Lawrence takes the chequered flag, finishing first in the 2 litre Grand Touring Car class at an average speed of 94mph. Below: XOV 555 Bottom: The 1939 Le Mans car - photo from the Lancelot Prideaux-Brune collection, courtesy of Morgan Sports Cars, The Early Years by Alderson & Chapman.

Entrants

Accepted to date is **TOK 258** (1956) owned by Rick Bourne and being co-driven with Christopher Lawrence - little more needs to be added about the significance and sentiment that this combination back at le Mans will engender.

Also, Adrian van der Kroft s **XOV 555** (1959) which he has campaigned both in the Morgan Race Series and the Gentleman Drivers Series in the last two years (and at the Le Mans 12 hours, though on the Bugatti circuit, three years ago).

A third car, John Clarke s recreation of the 1939 Le Mans car is under consideration by the ACO and we hope to have a decision on that shortly.



MSSC Awards 2001

Challenge Trophy	Paul Burry	Eric Wilson Memorial Trophy
Pickersleigh Cup	Chris Acklam	Keith Ahlers
Right Turn Trophy	Mary Lindsay	Morgan Challenge Cup
Nil Desperandum	Simon Orebi Gann	Keith Ahlers
TMT Memorial Trophy	Kelvin Laidlaw	SGT Racing Trophy
Peter Collins Tray	James Paterson	Keith Ahlers
		Success d Estime
		Morgans for Fun Birkett team
		Quarter Century Cup
		Jack Bellinger

Morgan returns to Le Mans with Race Sports Salisbury

The legend continues...

Morgan's Aero 8 GT(N) heads for Le Mans Exactly 40 years after Morgan's last competitive entry at Le Mans, when Christopher Lawrence, now Chief Development Engineer at Morgan Motor Company, drove a Morgan Plus 4 through the chequered flag to win the 2.0-litre class, a Morgan is set to return to the world's most prestigious race.

The recently launched Morgan Aero 8 GT(N) race car will compete at this year's Le Mans 24-hour race and the British GT Series as a private team entry by Race Sports Salisbury (RSS). The team, headed by Richard Stanton and Denis Leach, has secured major sponsorship from DEWALT and Barclays. Morgan Motor Company will provide additional technical support.

Powered by a 4-litre, Mader-tuned BMW M62 engine, the aluminium-chassis Aero GT(N) will line up alongside Porsche 911s and Ferrari 360s in the LM-GT category.

I am absolutely delighted Richard and his team have chosen to run a Morgan after looking carefully at the advanced technology the Aero 8 offers comments Charles Morgan, Managing Director.



The RSS team is a young, committed and very enthusiastic one. If the car lives up to its impressive theoretical performance, they have a good chance of putting down some markers this year, and I believe the outlook for the future is very promising indeed.

The 2002 GT racing development continues a process that began in 1962 with Chris Lawrence's Le Mans Class win. His long association with Morgan continued through the following decades through his own business, Lawrence Tune. In 1996 he joined the Morgan Motor Company full time to lead the engineering team developing the car that was to evolve, via the race track, into the revolutionary Aero 8 road car.

Richard Stanton comments

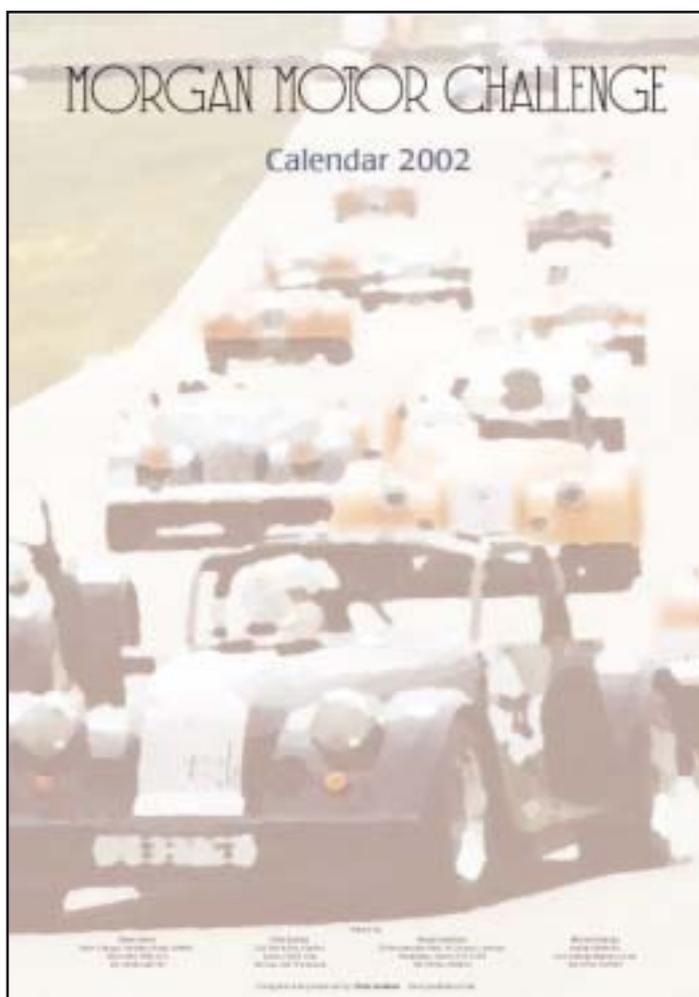
I was immediately struck by the Aero 8 GTN, which is a superb piece of engineering. We think the combination of its advanced chassis and suspension technology with the fantastic BMW engine is a winning one. The chance to drive one of the



world's most famous marques and to work with Chris Lawrence and the technical team at Morgan was simply too good to miss.

Richard's recent record includes a successful outing in the 2001 British GT Series, driving a TVR along with his co-driver Steve Hyde. The season's results included 7 podium appearances, 1 class win, 2 fastest laps, and 1 pole position.

Morgan Motor Company



Race Series Calendar

As many of you know a 2002 calendar is available, containing photos taken of the cars and drivers last year. It's available for £15 plus postage and packing (some may be available at the track at the Morgan rounds). Just email, mail (details on page 4) or see me at one of the meetings near blue No 13 with some of the folding stuff.

Chris Acklam

Class D Tyres:

After the Championship Regulations were approved by the MSA, Yokohama discontinued the A520 specification. This has been replaced by the A539.

In view of this, we would suggest that the required tyres for 5-speed Class D cars should be Yokohama A520 or A539.

If anyone has questions regarding these, please contact Mark Aston.

Tyre Prices 2002:

Listed below are the prices for tyres in 2002. Please contact Mark Aston or Carol Spence at the Morgan Factory, to obtain tyres at these prices.

Yoko A032R

195/55 15 £63.00
205/60 15 £63.00
205/55 15 £69.00
225/50 15 £91.00
205/55 16 £79.00
205/50 16 £82.00
225/50 16 £98.00
245/45 16 £107.00
275/40 17 £148.00

Yoko A539

195/60 15 £42.00
205/60 15 £48.00

Avon CR6 ZZ

175/70 15 £82.00
185/70 15 £86.00

All prices are subject to VAT. Postage charges from the factory will be added if not collected. Tyres are only available at these prices to registered competitors of the Challenge Series.

Championship Regulations:

All competitors are expected to conform to ALL the Championship Regulations! During the season checks will be carried out on, weight, wheel sizes, tyre specifications, engine and chassis regulations. Competitors found to have vehicles outside the regulations, during practice or the race, will be excluded. You have been warned.

Mark Aston

Non championship races

SPA, Belgium - Fri/Sat/Sun 3-5 May

One hour British Sports Car Challenge for one or two driver entrants, featuring a one minute splash and dash pit stop.

10 lap/30 minute British Classic and Sports Challenge

SPA - Fri/Sat/Sun 13-15 September

The famous 6 hour Spa FIA pre 1965 GT and Saloons race weekend.

10 lap British Sports Car / Saloon Car Challenge (slicks permitted)

One hour endurance race for one or two driver entrants.

Chimay

British Sports Car Challenge for FIA and FIA type sports cars.

Zandvoort

No details received to date.

Ferries

Contact :
Simon Adams, MST
6 South Bar, Banbury,
Oxon OX16 9AA

Tel: 01295 278748
Fax: 01295 271753
email:
info@ferriesdirect.com
www.ferriesdirect.com

Please advise Peter Sargeant if you are considering entering any of these events and have any accommodation requests for the May Spa meeting. He can be contacted on 01531 650760 (fax) or 01531 650206 (tel). (see also www.MogSport.net for the latest information)

DATES FOR 2002*

(See www.MogSport.net for up-to-date information and contacts throughout the year)

Challenge series (10 rounds)

17 Mar Donington Park
14 Apr Snetterton
27/28 Apr Brands Hatch
25/26 May Rockingham
9 Jun Pembrey
14 Jul Mallory Park
24/25 Aug Snetterton
31 Aug Silverstone
21/22 Sep Brands Hatch
5 Oct Silverstone (BDC)

Others

3/5 May Spa
14/16 June Le Mans 24H
17/18 Aug MOG2002
7 Sep Goodwood Revival
13-15 Sep Spa
20-22 Sep Le Mans Classic
26 Oct Birkett 6 hour relay
24 Nov Drivers meeting & dinner

Drivers' contact details

Contact details are available to view and print from the Morgan Challenge forum of www.brakehorsepower.net

Please check your details and email me if you wish to make any amendments. If you are a registered driver and can't connect to the internet, let me know and I will print out a copy and mail it to you with the next issue of *MogSport*.

Chris Acklam

FIRST RACE Donington Park Sunday 17 March



Testing:

Cost is £390 full day or £250 half day. Must book and pay in advance. Tel: Jane on 01332 819503 or email jane.franks@clearchannel.co.uk

Petrol:

Unleaded only available at the circuit.

Circuit length

1.9573 miles

Lap records

Morgans

Class A 1:19.15
Matthew Wurr

Class B 1:22.71
Rick Lloyd

Class C 1:23.821
James Paterson

Class D 1:28.09
Jack Bellinger

Class E 1:29.964
Alan Wickenden

Programme

Morgans

Sign-On 09:25,
Scrut 09:40,
Practice 10:40
Race 5 15:10
(racing starts 13:30)

Morgan Motor Company Challenge,
Stock hatch, 750
Formula, Locost,
Formula Vee, RGB, Hot
Hatch, Kit Cars

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
See www.brakehorsepower.net for the latest opinions
and www.mogsport.net for Challenge info