

# The Morgan Challenge Race Series

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The Morgan Challenge Race Series is open to all road-going 4-wheeled Morgans and the championship is divided into five classes encompassing both standard and modified cars. Points are awarded to Class winners, second, third and so on, with an extra point being awarded for the fastest lap in each class. This enables a quick and consistent driver from any class to become overall champion and win the coveted Peter Collins Tray at the end of the season. It also ensures that, although the race winner is likely to come from the highly modified and very quick cars in Class A, the battles for Class honours throughout the field should be just as hotly contested.

## From the beginning

The Morgan Challenge race series was founded in 1985 by a group of Morgan enthusiasts and racers (Rick Bourne, Richard Casswell, Jack Bellinger and Andy Downes) who saw the need for a one-make series. Until that time Morgans were raced at a variety of events and the only all-Morgan race available was at the annual Bentley Drivers' Club race meeting at Silverstone. The BDC have hosted a Morgan race since the 1960s and it is still one of the highlights of our racing calendar.

In its early years the championship was based on a complex handicapping system known as the "Spencer Formula" named after its creator Steve Spencer, a Morgan man and mathematical whizz-kid.

From 1989 the system of awarding points based on scratch position in classes was introduced. This system is still used today although the classes have changed over the years to accommodate newer models and varying numbers of competing cars eligible for each class.



Mallory Park 1985, the first year of the Morgan Challenge

## The Events

Morgan races are usually at events organised by clubs such as the 750 Motor Club, MG Car Club, Bentley Drivers Club, Morgan Sports Car Club and the Classic Sports Car Club, among others. The Morgan is very competitive against other marques and there are often other races at these meetings in which Morgans can enter. Popular demand from competitors has seen the length of our races extended and races are usually between 20 and 30 minutes long. Grids vary in size from 18 to 35 cars with all classes well represented. There are 10 championship rounds with the best 8 to count towards the Championship positions.

## The Classes

In view of the long history of the 4-wheeled Morgan, introduced in 1936, it would be difficult to run a race series which caters for the many diverse specifications, within one race, without a class system. The primary objective is to run a championship in which a driver in any class can win the series.

To allow for the variations the classes are based around the capacity and performance of the relevant cars. The four main models of Morgan competing in the series are: the 4/4 ranging from 998cc to 1800cc; the Plus 4 with capacities between 1992cc and 2200cc; the Plus 8 which started in 1968 at 3.5 litres and 150 bhp and peaked at 4.6 litres and the 3 litre V6 Roadster which first featured in the series in 2005 and has fared very well in the championship with Roadster drivers winning overall in both 2005 and 2006. The Aero 8 is eligible in classes A and B although currently there are no registered competitors driving one in the series.

### Class A

Plus 8s with a capacity of up to 4.6 litres for modified Rover V8s producing up to 400bhp. Modifications to the brakes and suspension are allowed to handle the performance. In the same class are late standard Aero 8s with unmodified engines, chassis and brakes.

### Class B

Standard 4.6 and modified 3.9 litre V8 engines, along with the modified 3 litre Roadster V6. These cars are allowed limited modification to brakes and chassis, but run much nearer to standard production cars. 4 cylinder cars modified to Class A specifications are also in this Class with engines up to 2.4 litres as their performance should be similar to the Plus 8s in the class. Also early standard Aero 8s with unmodified engines, chassis and brakes.

### Class C6

Standard Morgan Roadsters with 3 litre V6 engine.

### Class C8

Standard Plus 8s up to 4.0 litres, mostly running standard fuel injection. This is a good entry level for existing Morgan owners of injection cars as the modification costs are reasonable for first time competitors.

### Class D

This class is for the earlier Plus 8 car with 3.5 litre engines running to standard production specifications. A very good starting point for new competitors, with cars available at realistic prices and limited modification costs. Also the 4 cylinder class for production chassis 4/4 and Plus 4s. These cars are allowed a reasonable level of engine modifications to give realistic performance alongside the class D Plus 8s.



Zandvoort 2006, two of our lady drivers in Class D follow a Class B car

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## The Drivers

Currently there are 45 registered competitors in the series. Some of these have been racing in the Challenge since it began in 1985, which shows what a great series it is. Each year we are pleased to welcome new drivers, some are novices to the sport and some who have migrated from other forms of motor sport, either from speed events or other race series. The Morgan racing fraternity (and sorority!) is like an extended family and we have been described as one of the most friendly race series around. The variety of competitors is wide, both in age and occupations we have young whipper-snappers and old crusties; barristers and plumbers and, of course, men and women. The only qualifications you will need are to be enthusiastic and have a well developed sense of humour. Commitment ranges from fiercely competitive to laid-back involvement and the atmosphere in the paddock around the Morgans is



The motorhomes of some competitors provide a focal point

always friendly and helpful. Some of our drivers bring motorhomes to the circuits which provide a sort of

headquarters for the Morgan contingent. There are some competitors who for reasons variously of expedience, personal preference or budget choose to adopt a more modest approach to their motor sport. Some erect a tent in the paddock, some find a local B&B and some drive to the circuit in their race cars on the day of the event. For these racers, factors such as oversleeping, heavy holiday traffic and a puncture on the journey all add to the heady cocktail of excitement. But fear not, because the great thing about our race series is the sense of community and friendship and there is always someone on hand in the paddock to help latecomers fix and prepare their cars for scrutineering. Those with transporters and

motor homes are always generous in sharing the benefits of canopies and shelter on days when the weather is bad.

## Race Dates 2007

Our provisional calendar for 2007 is set out below but you are advised to contact the series co-ordinator before setting off to make sure that there have been no last-minute changes.

Saturday 7th April	Snetterton	30 minute race	750MC
Sunday 6th May	Brands Hatch	20 minute race	CSCC
Saturday 19th May	Oulton Park	30 minute race	MGCC
Sunday 24th June	Silverstone Int	20 minute race	MGCC
Sunday 8th July	Cadwell	30 minute race	CSCC
Sunday 22nd July	Knockhill	20 minute race	SMRC
Saturday 4th August	Silverstone Nat	20 minute race	BDC
Sunday 19th August	Mallory	x2 20 minute races	MSCC
Non Championship Round			
Fri 7th/Sat 8th/Sun 9th Sept	Zandvoort (Holland)	25 minute race (approx)	HARC
Saturday 15th September	Castle Combe	30 minute race	CCRC

## Our Sponsors

The Morgan Race Series is sponsored by Power Torque ([www.powertorque.co.uk](http://www.powertorque.co.uk)) and the Morgan Motor Company and we are grateful for their continuing involvement.

## Would you like to join us?

Most new competitors in our race series come into the paddock after their first race and say: "I haven't had that much fun in years, I wish I had started racing my Morgan sooner!"

If you are excited by the idea of racing, but have not been on a track before, you could have a taster by taking part in a track day. The Morgan Sports Car Club track day at Mallory Park provides a good opportunity to try your car out on the track in an informal way; it is on Saturday 14th April this year. The event is usually over-subscribed so if you are a member of the club you are advised to get your name down early. Details are on the club web site [www.mscc.uk.com](http://www.mscc.uk.com). Track days offer you the chance to explore your car's potential in a controlled environment and an internet search will provide plenty of ideas and opportunities.

If you would like more information about any aspect of the race series or you are interested in joining us please don't hesitate to ask. Our Series Co-ordinator, Technical Committee and Information and Publicity Group members will be pleased to advise. Also, all of the drivers and their friends, relations and pit crews are always ready to help with any queries. Usually one of the drivers' motor homes will act as a communications centre and will sport a flag or Morgan banner - so look out for this in the paddock.

To register for the Morgan Race Series you will need a 4-wheeler Morgan (of whatever model or vintage) which complies with the regulations, a National B licence (minimum) and you will need to join the Morgan Sports Car Club ([www.mscc.uk.com](http://www.mscc.uk.com)). If you need guidance on applying for a race licence, preparing your car for racing and what is involved there are plenty of people in our race series who can advise you.



Different camping styles in the paddock at Zandvoort



Help is always at hand with a knotty problem in the paddock



The sun doesn't always shine!

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**Series Co-ordinator:** Kate Orebi Gann Tel: 01273 842969, Mobile: 07770 630627, Email: [Kate@orebigann.com](mailto:Kate@orebigann.com)

**Information and publicity:** Chris Acklam, Mary Lindsay, Katy Thompson, Andy Green and Richard Thorne.

**Technical Committee:** Andy Downes, Keith Ahlers, Mark Aston, Jack Bellinger, Paul Burry, Brian Gateson, Russell Paterson, Peter Sargeant, Chas Windridge, Matthew Wurr.

If you wish to make telephone or email contact with any of our Series representatives please approach our Series Co-ordinator Kate Orebi Gann in the first instance.