August • September 2009

Continuing the Centenary Celebrations

The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

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The Morgan Sports Car Club of Northern California (MSCCNC) exists to support and further the appreciation of Morgan motoring and the related activities of its members and friends. Our common interests start with enthusiastic support of the Morgan sports car experience and extend to the friendship and camaraderie amongst all like-minded persons.

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http://morgancars.us/msccnc.html

The Morgazette

is the newsletter of the MSCCNC. It is published 6 times a year and is mailed free to members in good standing.

We welcome any and all original or reprint articles and/or photos labeled with the following information:
1) event; 2) date of the event;
3) names of all persons appearing in photos;
4) name of publication (in the case of a reprint);
5) names of authors and photographers.

The DEADLINES for receiving ads, photos and articles:
Oct 23 for Oct-Nov issue;

Dec 14 for Dec-Jan issue.
Classified ads placed by members will run one time.
Please notify the editor if you wish to place the ad again.

The **Morgazette** is now available in an on-line format as a web PDF. It can be downloaded at the club website or contact the editor.

Welcome *NEW MEMBERS*

John Decker
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F2 SuperSport

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'65 champane/sage +4 prototype

Cover Photos: *The Fishers' 1999 4/4 at Madresfield, England by Elaine Fisher • Rare Morgans in a Row at Pebble Beach: SLR, +4+, 4-passenger DHC by Larry Ayers*

*** MSCCNC Club Sponsored Event**

Other events are listed for information only

Please let Kathy Tollworthy (Activities Chair) know if you would like to host an event so it can be listed on the Calendar and flyers can be coordinated. (925) 462-6378 or E-mail: trikenut@comcast.net

September

[Some Club members are taking Morgan race cars back to participate in the following two races.]

4TH thru 7TH FRIDAY-MONDAY • Lime Rock, CN Morgan the featured Marque

11TH thru 13TH FRIDAY-SUNDAY • Watkins Glen, NY. Morgan is the featured Marque + Peter Morgan Memorial Race. Special Morgan events concurrent. *[see page ??]*

October

*1ST thru 4TH THURSDAY-SUNDAY • **Flog Mog**. Barclay Shaw & John Burks *[see page ????]*

Flyer

*9TH thru 11TH FRIDAY-SUNDAY • **Oktoberfest**. Audrey & David Haines

*31ST SATURDAY • **Halloween Party.** Elaine Fisher

November

*14TH SATURDAY • **Turkey Trot.** Bill & Theresa Wilson, Gordon & Maggi Craig

December

***12TH** SATURDAY • **Morgan Christmas Dinner.** Coordinator: Kathy Tollworthy

***26th** SATURDAY • Combined North Bay/South Bay **Boxing Day Run**. Jerry Gurley & Wendell Bain

Enjoy the challenge and camaraderie! Lead a day trip – weekend or weekday. Doesn't have to be fancy or complicated. Do it Solo or Team-up. Contact Activity Chair, Kathy Tollworthy for details.

A Message from Our President

Morgans are everywhere and that is a great sign that we well might have them around for the next 100 years. The last few weeks have been a whirlwind adventure with the trip to England for the Morgan Centenary. Many of our California members were present from both the MSCCNC & +4 Clubs as well as from the Midwest and East Coast. Articles and photos from the celebrations appear in this Morgazette issue for your enjoyment.

Returning from England, preparations began for the Monterey Historics and Pebble Beach where Morgan hospitality continued courtesy of Charles Morgan and the Morgan Factory representatives. It was very special seeing eight Morgans on display and so many of our club members enjoying themselves. On the racing front, two Morgan trikes raced in the prewar group and three four wheelers raced. Congratulations to Doug Sallen and Brian Howlett for eating "Porches for lunch": Doug won while Brian finished in a strongly contested fourth place. Damian Friary did well in the middle of the class. Unfortunately, Greg Solow had to withdraw because of back pain.

The Stecks threw another outstanding party on Friday night with special appearances by Charles Morgan featuring the new Morgan Super Sports model. It was an overflow group of Morgan enthusiasts enjoying themselves and appropriately celebrating the Morgan Centenary.

With the Morgan racing spirit in our hearts, Donna and I are off to the East Coast for Lime Rock Park and Watkins Glen to race "Red" next month and should have a report on these events for the next newsletter. Morgan is the featured marque at the Glen and we are looking forward to some spirited celebrating, renewing old friendships and making some new Morgan friends. Meanwhile, have fun with your Morgan. Looking forward to seeing you and your Morgan soon,

Larry Threewayers

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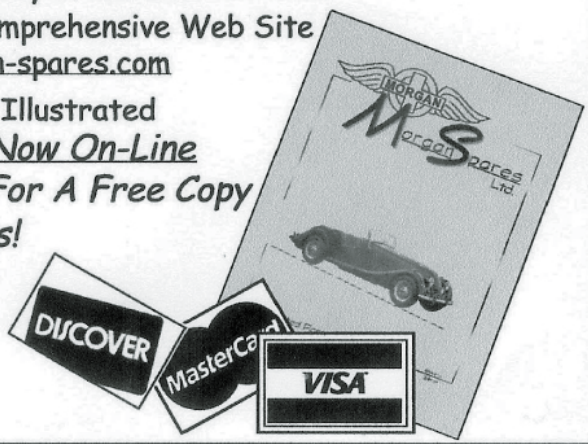

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Accordin' to Gordon

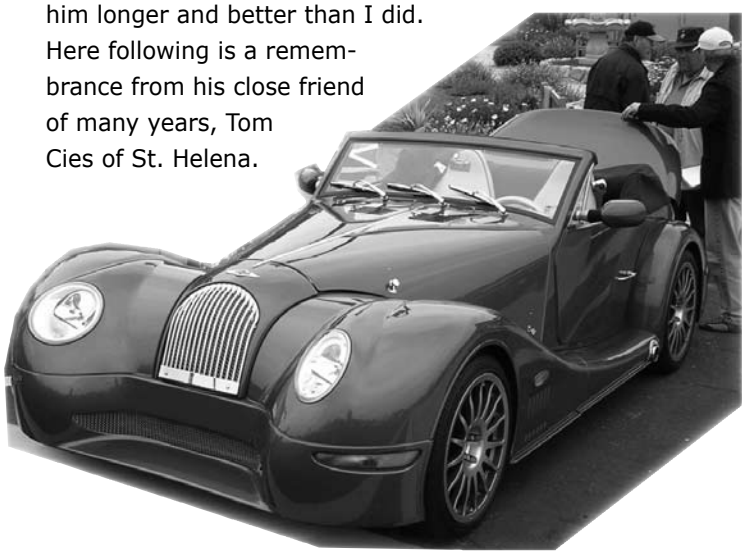
I'm afraid I have to begin this column on a very sad note amid our year-long Centenary celebrations. Ira Wolk, Morgan Club member, enthusiast, photographer, Fine Arts gallery owner, agent and supporter for many a wine country artist died quite suddenly and unexpectedly from a serious brain injury and subsequent coma due to a solo bicycle accident Sunday, July 16.

He was not a "regular" to Morgan Club events, since he often was attending to his gallery or one of many philanthropic activities on weekends that prevented him from mogging with us, but he loved the cars as performance, mechanical and engineering objects d' art. To those of us who were fortunate to know him for even a short while, he was a wonderful and uplifting spirit.

He did bring his Aero 8 to MogWest in mid-June. This was the same car for which he was awarded the Hard Luck Award of last year when, upon delivery to his home in Napa, the car somehow fell off the transporter, landed on its side and had to be taken back to Dennis in L.A. for repairs. But this year he arrived with the car all fresh and undented and took top honors in his class at the Concours.

I only got to know Ira during that weekend and one other chance meeting a few weeks later that unhappily turned out to be 3-4 days before the fateful accident. I felt like I had known him my whole life – it turned out we had many interests in common, and past events, too. From these short encounters I knew and felt from him a wonderful grace and manner that engaged you, that touched you, that sincerely sought to enlarge and open the world as you both talked. He was encouraging and always bright with hope and possibility. I will always have this memory of him, of his goodness and depth and will carry with me as I live my time.

He affected and influenced many, many others who knew him longer and better than I did. Here following is a remembrance from his close friend of many years, Tom Cies of St. Helena.



IRA WOLK EULOGIZED

Wednesday, August 12, 2009 • Tom Cies, St. Helena • Reprinted from the St. Helena Star

Editor: Doing business at the I. Wolk Gallery over the years, Ira and I became pals. I called him Chumlioni. He called me Cimabue. He was my "Italian" chum and patron. I was his court painter.

We went off like two cabbie philosophers as we chowed our bag lunches on the bench behind the gallery discussing art, politics, money, life, women, happiness, schmucks, my Christian faith, his Jewish faith and whether God is fair.

Then the road bike that that kept him young took his life.

"What's with that?" he'd say.

A week before the accident, he told me that getting out early for his ride, he could feel the summer's morning light come slanting into the valley. I think the light got him.

When he was young he raced bikes, then cars. He wanted to be a painter but found his creative expression was in finding and nurturing the art of others.

Ira was not just a friend and cool guy. He was a great man. No show. No glitz. No big accomplishments, but a quiet knight who fought silent battles beautifully and gracefully. Honest, sincere, and very sensitive. He listened to others intently, especially to their loss or need, often helping them without realizing it.

If he owed you, he paid you, and fast. If he thought he might have offended you, he apologized, and from the heart. If he was wounded or betrayed, he took the hit quietly but you could see it in his eyes. If he felt blue, it was dark blue.

But he always kept going, kept smiling, blinding you with his white teeth, joking, helping and loving his friends, his employees, and most of all, his wife. He had depth, humor and humility and taught me you can't have one without the other two. He raised the bar of dignity while he brought us joy.

What a great guy. We who knew him well, miss him greatly.

A public memorial is in the planning.... details will be announced by the family at a later date.

Centenary Celebrators

Story & Photos by Elaine Fisher

Philip and Elaine Fisher are celebrating 2009 by possibly attending more Morgan Centenary events than anyone else. Although it is unlikely that there is any prize for "the winner", we have had a great deal of fun attempting to win. Linda Cannon joined us at most events.

In preparation for the Centenary ,as well as for attending LeMans Historic races, UK MOG events and Morgans Over Ireland, we purchased a 1999 Morgan 4/4 4 seater (Tallulah) from Morgans Over America participants Pauline and Peter Camm. We keep her at Morgan Dealer Richard Thorne's in Reading, England.

Our celebrations started in UK in February 2009 with attendance at the MSCC Annual General Meeting (AGM) and Dinner Dance at the Abbey Hotel in Malvern. Our plans to retrieve and exercise Tallulah for her winter break were foiled when the UK was shut down by a few inches of snow. Not wishing to subject her to grit (salt), last minute plans found us in a hired 4X4 for the long weekend. The events for the AGM weekend at the Abbey include Friday night dinner, Saturday afternoon Annual General Meeting , Saturday evening formal dinner dance, Sunday spares and other goodies faire, Sunday lunch at the Swan Hotel, and Sunday evening dinner.

Elaine, George and Moira Norwood in February

Centenary week started with a Champagne Welcome to Malvern reception in the new factory Visitor Centre. While factory tours now cost L10 (worth it), a guide is provided and the Museum is also interesting and included.

Larry, Philip, Charles, Elaine and Linda

The weekend was spent at the Prescott Hill Climb where participants (Fisher's included) drove their Morgans up a windy hill as rapidly as possible. Although not timed, it still provided an exciting event. The BBC joined us and will be presenting a 5 minute documentary on Morgans, including the Prescott Hill climb.

Prescott Hill Climb

A wonderful Pig Roast for more than 60 Morganeers was hosted by MOAers Arthur and Patricia Edge at their Ledbury home for Morgan's Over America Participants and 3 Wheeler Club members.

MOA party at Edges

Steve Roake and Larry Ayers joined us at the Auto Test at Madresfield where Arthur Edge competed in gymkhana-like events. Following the Auto Test we were treated to a tour of Madresfield house.

Larry, Phil,Elaine, Linda, Steve Roake

The final weekend began with a Welcome to Cheltenham Reception. 100 Morgans were driven from Malvern to Cheltenham Race Course to the Pump Room, where Larry Ayers and Steve Kellerman were joyfully "handcuffed" by the Polizei woman who arrived in a factory prepared Polizei Morgan.

Polizie Morgan and Larry and Steve Kellerman are welcomed to Cheltenham

The Final event was the weekend at Cheltenham where 3,200 Morgans from 28 countries attended. There were vendors, a Concours, food, friends, Morgans of all shapes and sizes, entertainment and lots of fun. Elaine participated in the Women's Ladies Challenge (Gymkhana) and Philip and Dennis Glavis participated in the Auto Solo (slaloms).

Saturday evening was the Gala Dinner where we all dressed up, the food was delicious, Morgans hung from

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A Morgan Centenary to Remember

Story & Photos by Larry Ayers

Would I travel to England for the Morgan Centenary? After thinking about the possibilities and deciding that it was just too long to wait until the Bi-Centenary, the decision to go seemed easy. The idea of celebrating with both 3-wheeler and 4-wheeler club members promised excitement.

I flew from San Francisco to Manchester on 19 July and spent several days visiting with my good golfing friend, Roger Wood, and his lovely wife, Joan. We attempted golf one afternoon but were rained out. So much for the anticipated U.K. "BBQ Summer" weather the forecasters had promised. Focus turned to vintage cars and Roger had a friend who offered us a ride in his pristine '32 Alvis boat tailed Speedster.

Leaving Manchester on 23 July, I took British Rail to Great Malvern, checking into the Abbey Hotel. A trip to the Morgan Factory, just 3 miles down the

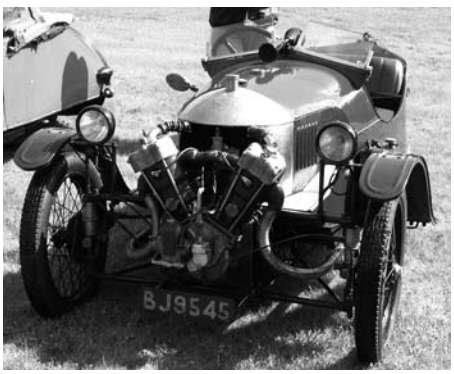
road, was one of my first goals. The factory tour and the new Visitor's Center & Museum should not be missed by any Morgan enthusiast.

My next stop was the Morgan Three Wheeler Club (MTWC) Centenary Weekend at Bransford from 25-26 July, where the MTWC members had planned a tour on Saturday to Witley Court, Shelsley Walsh, and Stoke Lacy. I was very pleased to passenger for David Harman in his very nice **'36 MX2 SS red barrelback** for these events. We were one of 77 Morgan trikes to do the tour of 15 miles to Witley Court, then onward for another 6 miles to Shelsley Walsh. His trike didn't miss a beat in somewhat damp weather, and our only disappointment was that the gate to the Shelsey Walsh hill was padlocked. We enjoyed a special Morgan buffet lunch before continuing our journey another 16 miles to Stoke Lacey.

We heard later that the gatekeeper at Shelsley Walsh had shown up around 4 P.M. and unlocked the gate so some trikers could make the ascent up this most historic of hill climb venues. We were sorry to have missed that opportunity. It was on the road again for 14 more glorious miles from Stoke Lacy to Bransford allowing time to relax at the bar before freshening up for the celebration dinner that evening at the Bank House Hotel. The celebratory dinner was well supported by around 150 three wheeler owners and enthusiasts. Most didn't burn the midnight oil as the following day was anticipated to be another one filled with excitement – a planned tour to the famous **Prescott Hill Climb** location.

For the journey to Prescott, I was fortunate to be a passenger in the wonderful **'24 Blackburne Aero owned and restored by Tom Cowley**, the group organizer for the York-Notts-Derby (YND) MTWC section. Only a few sprinkles dampened our journey of 28 miles from Bransford to Prescott, arriving with around 50 other trikes in time to observe many four wheelers already attacking the hill.

This was scheduled to be a demon-



WITLEY COURT • One of England's great country houses 100 years ago, and site for many extravagant parties. Because of a disastrous fire in 1937, it is now a spectacular ruin. Next door to it is Great Witley Church featuring a remarkable baroque interior.

SHELSLEY WALSH • The world's oldest motorsport venue still in use. At the base of the hill, buildings are being renovated for use by competitors and spectators. The Shelsley Walsh Water Mill sits in the Courtyard.

STOKE LACY • The Church and Old Rectory all have ties to the Morgan Family in nearby Morton Jefferies. Stoke House is the former home of Dorothy Morgan.

PRESCOTT HILL CLIMB • One of the world's most prestigious motor racing spots is set in 60 acres of wonderful Cotswold countryside and hosts many meetings for vintage cars and bikes. It is also the home of the Bugatti Owner's Club and a visit to the Bugatti Trust (auto museum) is certainly worth a visit.

stration run, not timed, and no helmets were required. Four seater Morgans were observed with excited kiddies holding on, ascending the hill. Many registered drivers ran the course several times and three wheeler **racer, Tony Quinn, offered me a ride in his J.A.P. racing trike** that quickly made the ascent. What fun!!

Chris Booth took his 1909 Morgan Replica Runabout up the hill several times to the amusement of all specta-

tors who were busy clicking cameras. No one seemed to mind the intermittent showers too much as the excitement of the day overshadowed the damp elements.

The MTWC Centenary Weekend seemed to be a big success and fun for three wheeler owners while providing enjoyment for those who only dream of driving three wheelers. It was a great weekend in which to renew old friendships and meet some new MTWC members as well as collect several spares for ongoing projects from fabricators, Alf Gapper and Pat Babstock.

The days seemed to speed by now, and the Fishers had invited me to attend the "Morgans Over America" party on 27 July hosted by most gracious Arthur and Patricia Edges, at their lovely home at Hollymount in Bosbury, Ledbury. A roasted pig, wine table, and live band greeted Morgan owners as they assembled and parked their beautiful machines in a spacious grounds. Fortunately the rain held off and many friendships were renewed with plans discussed for the MOA event in 2010. Their trip will conclude in Cambria next July so they can participate in Mog West.

On Thursday, 30 July, the **driving tests at Madresfield** took place. Steve Roake and I attended as specta-

tors sans-Morgan. Six various events were staged on a narrow strip of tarmac. Both three and four wheelers participated and tests were conducted in two sessions, morning and afternoon. Dennis Glavis took a third place in this contest. The magnificent moat-surrounded country mansion on the grounds was open to ticket holders – not us – so we walked the grounds instead. Magestic trees, pathways, a maze, and seasonal flowers greeted us.

The **Cheltenham Morgan Centenary** weekend soon arrived and Morgans were seen everywhere. Over 3,200 Morgan cars with drivers from 18 countries arrived to celebrate Morgans. When Elaine and Phil Fisher and Linda Cannon and I arrived at the Cheltenham Race Course, Elaine began prepping as a participant in the Lady's Driving Competition and Phil was anticipating his entry in the Men's Slalom Speed Event. Both events went well, however no awards were taken by either entrant. However, Dennis Glavis took a first place in the Aero 8 class. I wandered over to the three wheeler corral to visit owners and viewed some unusual three wheeler that one wouldn't see at a Concours.

The umbrellas came out again! How are the Royal Artillery Parachute Display Team going to enjoy their performance? Never mind. The rain stopped for them. Ditto for The **Royal Signals Motorcycle Display Team** whose precision demonstrations and balancing acts were not to be missed. While all

this was going on, the midway vendors were seeing a brisk business and those not entertained by this could opt for a helicopter ride. I met Sotaru Araki, my Morgan friend from Japan attired in his green flight coverall that had his name across the seat. He was seeking autographs all over his outfit and I obliged with mine so he wouldn't be upset.

The main event, on Saturday night, 1 August, was the Gala Dinner for 1,000. A huge indoor area was decorated with everyone enjoying a champagne toast before finding their seating assignments beneath the Morgans. Four Morgan cars were suspended from the ceiling (with their headlights shining) at a 45-degree angle at each corner of the ballroom. Two large video screens sat above the stage and gave diners views of Morgan history and racing before Charles Morgan arrived on stage in his orange Aero 8 at the conclusion of a video showing him on the road.

What was the menu? …succulent, delicious starters, entrees and great dessert! Red and white wines were presented. A special gift coaster 4-3/4"

continued on page 10

A Centenary Journey In 72 Hours

Story & Photos by Jochem Kentgens, Amsterdam

Friday 6.00 am

The alarm clock goes but I was already awake … checking the "don't forget lists" in my head. Some tools for road side repair, sunglasses, sun cream, clothes for normal summer use … but also clothes for English summers, credit cards, ferry documents, etc. I am going to the centenary alone, since my wife and I couldn't figure out how to get there with the Morgan and our 7 months old son, and have a relaxed few days out. That would mean going with two cars, stopping every hour and a half to feed, change diapers etc. So I decided I would not want to miss 100 years of Morgan, and made a plan. I was leaving Amsterdam on Friday morning, planning to arrive in Cheltenham, UK, that same evening. Going to the meeting on Saturday, and leaving again on Sunday morning, in bed before midnight, and working on Monday again … . Quite ambitious, but worth it I thought … Amsterdam to Cheltenham is a 10 hours trip in the plus eight, with a cruising speed of 85 to 90 Mph, only stopping for fuel or something to drink every two or three hours ... The trip includes an hour and a half ferry crossing from Calais in France to Dover, UK.

Friday 7.00 am

Walking into the garage where the 1973 Plus eight is awaiting the trip. I picked it up from the garage the day before, to have the cooling system checked. An overflow hose with catch tank was installed and the bonnets were set open at the rear, to improve air flow. That, in combination with Kenlow fans and a big core radiator should do the job.

Friday, 7.30 am

Leaving Amsterdam and setting off to Calais. A three and a half hours trip. In 15 minutes the car ran hot again, and I decided to just ignore it for the time being, and knowing that it never cooks, but only runs very hot, I just kept the electric fans on all the time and pushed on. I remember a story about Maurice Owen at the factory, who got a lot of complaints from early +8 owners in the early seventies, that their cars tended to run hot. They came to him, asking what they could do about it … Maurice Owen would then respond … "ah, take a piece of sticky tape and put that on the temp gauge, that will help". Apparently they do run hot, and nowadays alloy radiators might improve it slightly, but the engines will survive. When coming off the throttle, it cools down immediately, so nothing wrong with the cooling system I guess … ..?

I found my way through Holland, Belgium, France and England without troubles, and I arrived in Cheltenham around 6 pm. I had only seen two Morgans underway, but when entering Cheltenham, they literally came from all directions. The parking lot of each and every hotel was packed with Morgans and everywhere you looked you saw people wearing Morgan caps and jackets. Cheltenham was taken over by thousands of Morgans from over 25 countries. Just a wonderful feeling of arriving at your destination.

I quickly went to the B&B where my father and his girlfriend had already arrived a few days before in their 4/4. We went out for dinner with long time English Morgan friends, and after 10 hours in a hot +8, with the inevitable cockpit heat, that first Beer before dinner just tasted heavenly … ! Just as the second … and third … ehh whatever. After a full meal and too much alcohol off to bed.

Saturday 8.00 am

Off to the Cheltenham race course where the centenary gathering would take place. On the parking lot thousands of Morgans, on the premises were displays of morgan factory cars, the concourse cars, all kinds of booths with parts and accessories, on the inner terrain an autocross, etc. The weather was not too good, but the seeing of all these Morgan friends from all over the world was just fantastic. USA, New Zealand, Australia, Japan, and from all over Europe they came to experience this once in a lifetime gathering. On my way back I realized one day just had not been enough to meet everybody I wanted to meet. Dennis Glavis, I know you were there, but I missed you, Neil Miller, whose book I kindly got from Gordon Craig, I looked out for you but missed you, and many more.

All the special Morgans ever built were present; **TOK 258**, a line up of Supersports, many three wheel-

Centenary 72 Hours *continued froom page 9*

ers, Dropheads, plus 4 plus, flat rads, le mans +8's, and one off's such as the **Adrian Van der Kroft (ex Willburns) plus four saloon, and his EB Morgan**. I have added a few of these to my list of "what to buy if I ever win the lottery". The **Jake Williamson high line +4 Supersports** is on there. It was the first ever factory built supersport. Jake brought the car all the way from New Zealand and drove it around the UK without problems. I just loved that car!

We spent the whole day walking around and sitting on the terrace, having Centenary beers and meeting all these people sharing that same interest; Morgan cars and their different purposes; competition, concourse, driving, polishing. Fellow Dutchman and good friend **Machiel Kalf won the concourse délegance best of show** prize. Well deserved!

I unfortunately did not go to the gala dinner, which I heard was an experience in itself. But we did go into Cheltenham and had a lovely time with UK Morgan friends.

Sunday, 8.00 am

The next day, beautiful weather again, I said goodbye to all our friends and set for Amsterdam again. 10 more hours in an incredibly hot +8, but just such a wonderful feeling to drive the car through England. The big V8 roar through two very minimal mufflers, and just putting the pedal to the metal on the motorways. It really was a boy's weekend out. I brought some bottles of specially brewed centenary beers back to Amsterdam so I will relive the experience shortly at the kitchen table!

Well done Morgan Factory and here is to another 100 years!

Centenary to Remember *continued from page 8*

in diameter of fine bone china in red, gold, and white imprinted with the Morgan wings and 1909-2009 was laid at each place setting in a presentation box. Toasts and celebrating went on for some time at the conclusion of the meal and many old friendships were renewed and new ones introduced.

The festivities continued at the track on Sunday with a concert that evening featuring the Gotherington Singers, the Churchdown Male Voice Choir, the English Symphony Orchestra, and a huge fireworks display. If you had ordered one of the Concert Hampers, your picnic was all set for the evening festivities.

What a fitting celebration for the Morgan Centenary Weekend. I felt privileged to have been part of it and can hardly wait until the Bi-Centenary to resume more celebrating. Meanwhile, I'll be content to drive my Morgan(s) as much as possible and continue the tradition of Morgan ownership. I hope you will too.

Centenary Celebrators

continued from page 8

Elaine tries the Challenge

Dennis Glavis slalomed to "1st in Class" in a borrowed Aero

the ceiling, Charles and Kira Morgan arrived in a Morgan on the stage, and a grand time was enjoyed by all.

We missed the final concert and fireworks, which we hear was fantastic, because we were just "partied out".

Other club attendees not previously mentioned were Ron Robin, Ed Abramson, Ken and Pat Miles, Bob and Barbara Stinson, Katherine Bard, Phil Eisenberg and son, Pamela Glavis, Gerry and Barbara Wilburn, and John and Lynn Wilburn (apologies to anyone I missed).

We encourage more members to join with us in Morgan events and travel around the world. Morgans Over America 2010- Over the West has a few places remaining.

Pat & Ken Miles at Morgan Factory

Morgans on the Lawn Spectacular!

Story by Gordon • Photos by Tom Smith, John Kerridge & Mark Miller

Right off, Loren, Annette and Jonathon Steck must be congratulated and thanked so heartily by us all for their continuing hospitality in hosting "Morgans on the Lawn". Like the Cowleys at the northern end of our club sphere in Sonoma County, they open their hearts and Carmel Valley home every year to all of us Mogs who journey to the Monterey area for the Historics and Concours weekend in mid-August. It is a lot of work preparing the food and rear deck area for all of us and it is greatly appreciated.

But this year, the Morgan Centenary Year, was something special indeed. Let's start with the lawn. The "lawn" is the back yard of their home, and every year they remove the front street fence section and let all Mogs great and small into the welcoming little grove. The usual number is 15 to 18 all sandwiched in. This year, more than 25 roadsters and a trike filed in, and if that weren't enough, Charles Morgan, the MMC factory team and the long awaited Aero SS (piloted by its designer, Matthew Broderick) came as well, air freighted over especially for the Concours weekend. Outside, Meadows Lane was choked with tintops a quarter mile out, as over 200 Mogs zeroed in that evening, a record number of northern and southern California, and Mogs from other areas.

Among them, Tom Smith, a Mog +4 enthusiast (he has two, a four seater and a DHC) hails from upstate New York visiting for the weekend. He met Loren the day before at the Ocean Ave. (Carmel) street concours, he writes,

> " On Thursday, many of the show cars participate in a tour which ends in Carmel for a lunch for the participants. They leave their cars on the street for review by the likes of us plain folk, including a +4 belonging to our host on Friday evening, Loren Steck. While not formally in the parade of contestants, he was waved in by the marshalls and enjoyed the scrutiny of the assembled masses. His car was a big hit. "Now, that looks like a proper Morgan!"
>
> At his house on Friday, I was introduced to dozens of Morgan owners from the West coast, a group that clearly enjoys their cars and each other. I thank them all for their hospitality." – Tom Smith.

"Now, that looks like a proper Morgan!"

Steck's Lawn at 6 pm.

Steck's Lawn at 8 pm.

Patrick listens while Betty had Charles' full attention.

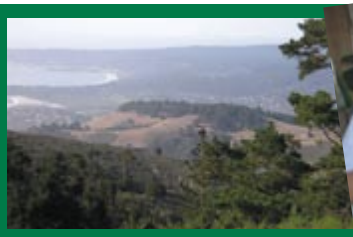
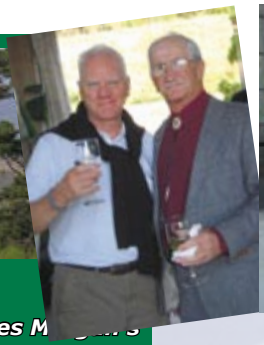
Aero SS steals the show.

The Aero SS is a beauty of a road chariot. This latest iteration of Aero lineage is quite simply the cleanest design to come down the road. The superb proportions of its elements (front end, bonnet, channeled wings and body, chopped roof, sculpted ground effects rear deck and tail end) all merge the sum of its parts going away, and this is with the car parked! Matthew Broderick, CM and the whole production/design team of MMC are to be congratulated for making this car a reality, and yes, finally, finally, this car will be coming to our shores in numbers. I don't think it is in the cards for me, but should I win the lottery, I would buy one. I reckon this bit of fantasy was shared by most of us that evening, and seriously there ought to be a market for this car. It deserves to be on these roads and driven, after all.

And let's not forget Bill Fink, he brought his second Isis Eco Tec conversion +4 roadster and it looked great, ran like a top and is to be seriously considered if you want your old Mog modernized. That evening, decades of Morgans became a feast for the eyes, decades of style, innovation and engineering tradition.

The crowd mingled well, bonhomie and conviviality abounded all evening, smiling faces, laughter and good will all around. If you weren't there, you should have. Hope this article suffices. Many, many thanks to CM and the Factory team for coming all this way and bringing the Aero SS, the '09 Runabout and the LifeCar, an extraordinary effort. All best wishes to the Stecks, thank you so much, and see you next year.

2009 Pebble Beach

Top row L-R:
Monterey view from Charles M[illegible]s Cocktail Reception Friday night.

Malcolm & Pierre

Janine, Katherine, Annette, Pamela

Charles & Kira Morgan

Pebble Beach Morgan hospitality patio, Sunday

Exhibitors, Dennis Glavis & Michael Hattem

The Schmidts, Peter, Paloma and Bob with Pamela Glavis

Dennis with Janine Hattem

Spectators, Larry & Donna, Lynn & Jerry with exhibitors, Sue & Keith Ahlers

2nd Row L-R:
Dennis, and prize-winning DHC

Awardees: 2nd • Heidi & Machiel Kalf; 3rd • Dennis & Pamela

1st • Brian Pollock

Bottom Row L-R:
Morgan Trike & Life Car

Judging Brian Pollock's Trike

Michael & F-Super Trike

Larry Ayers in 1909 replica

1965 Morgan +4 Super Sports, Machiel Kalf

Judging the SLR

The Aero Super Sports with Designer, Matthew Humpheries & Pamela in the Manufacturer's Circle

Hydrogen cel LIFE Car

The Morgans on Exhibit ranged from the repli
the 2010 Aero SS, and the 2009 Mo

The Morgans in Concours co

1937 Sports 2-seater barrelback • Brian & Randy Poll

1965 +4 Super Sport • Machiel Kalf, Oudendijk

1952 +4 HFS DHC • Dennis & Pamela Glavi

1965 SLR Morgan race car • Keith &

1963 +4+ • Bob & Ellen Cole

1947 F-Super • Michael & Janine Hat

Concours d'Elegance

ica 1909 Morgan 7 hp Runabout,
rgan LIFECar Concept.

mpetition were:

lock, Mercer Island, WA (Best in Class)
, The Netherlands (2nd in Class)
s, Valencia, CA (3rd in Class)
Sue Ahlers, Jersey, UK
, Woodside, CA
ttem, Los Angeles, CA.

Dennis Glavis, Concours winner:

The Pebble Beach Concours was spectacular! The Morgan Class had all superb cars that defined the marque through the decades. Charles Morgan and the MMC staff brought over the LifeCar, Aero SS, and '09 HFS Runabout Replica (built by Chris Booth) and set up a Centenary Pavillon. We in the concours took the field at 6 am and there was no fog, none, bright and clear, which meant no wet cars, no wipe-downs, just drive on the field and set up the viewing line. I had been there before in '99 with Peter Morgan and I remember all of us scrambling to dry out the cars and make them presentable that year.

As the day wore on, thousands of Morgan fans and vintage enthusiasts came through the line, luminaries, everyone just loved the show. The '09 Runabout came over, and I got a chance to ride in it as it was pushed across the Ramp of Distinction, it is surprisingly comfortable and the steering tiller falls to hand like a glove and the car, even at this low speed, steers smoothly and easily.

What with this show, and the Centenary, the past five weeks have been sheer euphoria for Pamela and myself … second only to our marriage and life together, this is the happiest time of our lives!

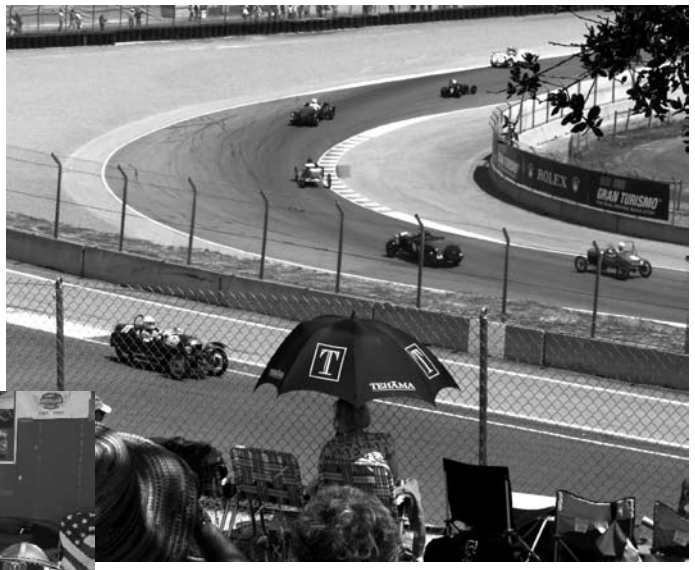
Larry Ayers, MSSC President: The MMC Centenary Pavillon was very nice and the hospitality provided was an extraordinary effort by Charles Morgan and the MMC Staff, and no less the costs and logistics involved air lifting the Runabout, the Aero SS and the LifeCar over here for us all to enjoy. Beautiful weather, beautiful cars everywhere you looked, huge crowds – each of the Morgans gleamed in the sun, they really held their own in a field of outstanding automotive art.

Photos: Dennis Glavis and Larry Ayers

Monterey Historics

Paddock Report from Race Weekend by Gordon Craig • Photos: Gordon

Maggi and I had one exciting weekend. We were pit crew for Larry Ayers and "Red Johnnie" and shared duties for Dale Barry's #88 MX trike, in what turned out to be two-fifths of the Morgan Racing Team at Laguna Seca Raceway. The four wheeler group included Doug Sallen and his +4 SS racer, Brian Howlett's Sebring Competition +4 and Damian Friary's 4/4. Unfortunately, Greg Solow's "Baby Doll" ended up not competing because Greg had a severe attack of sciatica and literally could not sit to drive, alas, #45 didnot campaign. Hopefully, Greg is resting as best he can and we wish him a quick recovery.



Dale is off and running with the PreWar Group. Maggi & Donna support Larry in the pit. Gordon and Randy Wilson give advice and lend a hand with a mirror stabilization task.

The trikes flew the Mog banner in group pre-war sporting cars 1A finishing in the middle of a very fast group, more about them later.

Doug Sallen (+4 #711) led all comers in group 4A ('55-'61 sports cars) from start to finish going and going away. Brian Howlett (Sebring Competition Special #111) finished 4th amid a sea of Porsche 356s (Porsche was the Marque this year) and Damian Friary finished 17th (4/4 #144), very competitive field. This race featured a lot of quick position changes back in the ranks and to everyone's credit some very skillful driving, especially with sliders going into the "catbox" turns. One of the 356 guys was blackflagged though for coming back out on the track in traffic and very fortunately everyone avoided him and each other. My vantage point was the bleachers at turn #4 and this provided a great view of the turn dynamics of Morgans vs. 356s. Doug (lead) and Brian (5 back in close traffic) would go deeper and barrel right out with lots of road to use, the 356s seemed to wallow and catch the rim by comparison. Both Mog drivers were in absolutely fine form and it must be noted both cars were prepped and tweaked by our good friend Patrick Mannion that morning. Congratulations to all for an exciting race and great sportsmanship. In group 5A the Brothers Willburn with John driving the Mog inspired Peerless racer often traded places with Sir Stirling Moss, 80 years young, in a Lola back in the pack.

In the Pre-War Sporting Cars groups, both trikes had their starting and running problems at the grid throughout the practice and final runs. #88 was plagued by balky starting or none at all, depending. In an emergency of this type, sometimes one has to speak loudly and carry a small hammer. So it was as yours truly tap-tap-tapped the starter and the three wheeler came to life. Back in the pits, a loose connection to the starter proved to be the culprit--hate those crimp connecters, especially on heavy gauge wires, they always work loose. So, a little "Hammer Time" came to the rescue there, and after that #88 started right up the rest of the day. The arc of "Red Johnnie" however, went in the opposite direction. Perfect start-ups and mid-pack racing in the pre-lims, but when it came time for the final Saturday afternoon, #151 would not start, nada. Not only that, the gear shifter got stuck between 1st and 2nd and would not budge, all this right on the grid as the cars were starting and moving on for the warm-up lap. So four of a certain age lads began pushing Red as Larry struggled to get into 2nd, and after a bit of a push chasing and crash shifting, the J.A.P. engine caught and struggled to life and it was off to the races. Larry made up for lost real estate in the early laps, passing a half dozen competitors on the start/finish straightaway by the 4th lap, then coming around again, Red began to cut out and sputter, then catch again. He didn't lose ground, but it was all he could do to hang in there. Eventually, he finished ahead of his usual duo of #88 and Al Moss in the '48 MG-TC #25, but Red was sputtering all the way every-

& Donna

time he put the pedal to wooden floor. We don't know quite what happened but the most plausible explanation was 4 week old pump gas (mixed with ethanol) which separated into alcohol/H20 and petrol layers in the tank and was disturbed when Larry added fresh fuel, and the engine was struggling to burn gas/water unmixed.

That's how racing can go, first, the agony, then the agony again, the kind that lulls into a complaisant "everything is ok" glow, only to catch you up at the crucial moment. But you get through it, and finish the race, always. Back in the pits you need to check fluid levels, engine oil, gear oil, fuel, usually with a stick, and sometimes this is not accurate. Maggi had a better way: no, not bobby pins, but a compact mirror...open it up, catch the sun at the right angle, shine it in the tank, amazing what you can see.

Though not a large Morgan showing this year, two fifths of the Morgan field had a grand day, congratulations to Doug Sallen and Brian Howlett for brilliant piloting through tough competition. And the two 3-wheelers kept true grit alive and didn't give up, not in the vocabulary. All in all, an exciting weekend.

ISIS Morgan Racers Award

In late July, Bill Fink presented this award to John Sheally II, longtime Morgan racer, enthusiast and author. Well done, Well deserved and Congratulations to John! He penned this on the eMog internet forum recently:

Guys & Gals,

This is the ISIS MORGAN RACERS ANNUAL AWARD that I mentioned receiving a few days ago from Bill Fink he has presented the award since 1996 annually. I was pleased to receive it and what makes it special is that the Rod and Piston attached to the award is one out of the original engine of the Prototype Plus-8 Built by Maurice Owen . It has been owned by Bill Fink for a number of years and is referred to as the "Dolly Parton" Morgan because of the "Mounds" Maurice made in the bonnet to clear the Skinner Union duel cards.

Just a note but one evening while tossing a few bitters and stouts at the Star Of Upton Hotel/Pub that Maurice and his wife ran he told me that he wanted to open another pub named the Bore & Stroke thus the Rod and Piston speaks well as a part of Morgan History.

Sincerely,
John H. Sheally II

The mighty trike men, Dale Barry and Larry Ayers

Doug Sallen – Ready for a Porche Lunch

File photo of Brian Howlett at the Historics.

Morgan Club member Michael Hershey and beautiful +4 four seater graced the pages of Sunday Chronicle one weekend in July. Here, courtesy of Michael, is a reprint of the story. ed.

Mad about a Morgan

Michael Hershey • Sunday, July 5, 2009

Michael Hershey is retired from a 22-year career as a military pilot, corporate executive and corporate pilot. He lives in Oakland.

So, what is it about boys and men and automobiles? In my case, the love affair evolved because my father was a design engineer with the Walter M. Murphy Company, for whom he designed automobile bodies for Duisenberg in the early 1920s, followed by assignments with Opel, Hudson, GM and Ford. In fact, he is recognized as the designer of the original Ford Thunderbird, which became an iconic American car. Considering that experience, you might understand how I followed in his footsteps and became enamored with automobiles - cars were the center of the universe in our family during those formative years.

Over time I became attracted to British automobiles and restored a 1954 Jag 120 R, a 1954 Healey 100 and my pride and joy: the 1957 Morgan Plus Four that I currently drive. This fine "Brit" machine is a classic and eclectic vehicle, and there aren't too many of them on the road. The Morgan Motor Company was founded in 1909 and has always been a small operation. All of their cars are handmade one-at-a-time in rural England, and total output is less than 1,000 vehicles per year. For most of the company's history the cars have been made with non-Morgan engines, and mine is powered by a Triumph TR3 motor.

Although Morgans aren't as well-known as Jaguars, Rovers, Rolls Royces and other high-end British cars, they have a distinctive and timeless design that is unique within the automotive world and loved by automotive enthusiasts around the world. Although Morgan originally made three-wheeled vehicles (allegedly so they would be taxed as motorcycles rather than cars), by the 1930s the company was making four-wheelers. Today, more than 70 years later, the design has changed very little, giving even the newest Morgans (which can sell for upwards of $200,000) a sleek "retro" look.

I discovered my Morgan quite by accident in Sebastopol, Calif., thanks to my dear friend Brook, the daughter of the pervious owner. This vehicle was proudly owned by various members of one California family for approximately 40 years, and time and weather took their toll and caused some minor damage. A deal was struck with "Ma-ma," and the vehicle moved (via trailer) to my Oakland residence, where the chassis parts were removed. I then took it to the shop of a Morgan expert who had a depository of parts and components. Negotiations regarding the restoration process included my being allowed to become his helper/lackey. Following explicit guidance, I was "permitted" to assist with the labor involved throughout the restoration process, which was a wonderful learning experience for me.

Because the mechanic had other responsibilities, the restoration took a year, and the adventure was a labor of excitement and learning. The vehicle is 98 percent original, and various parts were remanufactured or salvaged and given new life. This Morgan is considered a "driver" - it does not get trailered to shows but rather driven to Morgan events on occasion, simply because driving the Morgan is half the fun! Several performance modifications - namely an auxiliary fan in front of the water tank, a custom made rack-and-pinion steering assembly, larger spoke wheels and tires and marine-grade plywood flooring - all enhance the drivability, safety, fun and adventure this vehicle provides. This Morgan cruises the freeways at a comfortable 65 mph and, with the modifications, is a pleasure to drive. At the same time, I avoid potholes and uneven pavement because the original suspension on Morgans, even after being restored, is considered by many to be less than adequate. Most Morgan drivers know this all too well!

Unfortunately, injuries I suffered during the Vietnam War are catching up with me, and my mobility is somewhat limited. The Morgan is very low to the ground, which can make it a challenge to exit and enter easily. As a result, I can no longer drive the car and am looking at selling it. Of course, I'll only sell it to someone who I know will love the Morgan and care for it as much as I do!

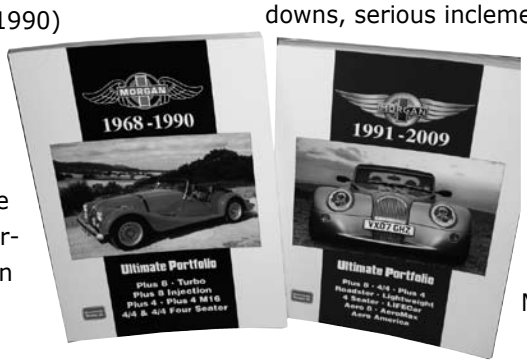
THE BOOKSHELF . . . The Morgan "Ultimate Portfolio"

Reviewed by Gordon Craig

As befits the Centenary Year, from Motorbooks publishing group comes a wonderful four volume set of driving reviews, stories, and anecdotes on all popular Morgans (& some rare ones, too) spanning the life of the marque. At one time or another over the past 100 years, these have appeared in the UK and US automotive press.

Written by numerous drivers and columnists, these "Ultimate Portfolios" are compiled from various periodicals like Autocar, Road & Track, Mechanix Illustrated, Light Car, Practical Classics and so on through the decades. The 1st volume covers all the Three Wheelers 1909-1952, the Second chronicles the early pre- and post-war 4/4, and the early and later +4s, including the Flatrads, Sebring Competition Cars, the Lawrence tune Super Sports, and four very favorable reviews of the +4+ for good measure. Those reviews came at a time when it seemed the auto press at large liked this car more than the Morgan Motoring public, I recall reading a couple of them at the time when I was in high school, came away thinking, "wow, that's the car for me, can't wait til I grow up!" As we know the car disappeared within a few years and very limited numbers, but it did ignite my interest/enthusiasm in Morgans back then.

Volume 3 (1968-1990) has a go at the early +8, and then the later changes to the model for crash impact, engine emissions and performance compensation upgrades, if that's what you want to call them. Seems like as the car bulked up and became heavier in these Federal mandated concessions to the earlier, "pure" car, the larger displacement engines and FI and Turbos, etc. had to be in order to exceed or at least equal and surpass the liveliness and driveability of the original. This seemed to be the theme of the reviews progressing through the 70s and 80s. There are also reviews of the +4s and 4/4s of that era, cars which never came to these shores, except maybe as grey market cars. Finally, Volume 4 covers the +8s of the last decade, the Roadster, the revived iterations of the mid-90s +4s and 4/4s with their modern engines and brilliant yet subtle styling changes (IMO), the proposed LifeCar, Aero 8's, Aeromax and the yet to be seen (here) Aero SS. Again, we've seen some of these cars in limited numbers and some not at all, so it is valuable to get a view of all them.



But what I like best about the series as a whole is the personal involvement of the writer, some of it bombast to be sure (witness Uncle Tom McCahill of Mechanix Illustrated, I'm sure my writing DNA is impregnated with his penchant for exaggeration:), and others, but all of whom write with loving affection about a car that hardly changes year to year to year, like the Series I and II (early). Many of the early three wheeler reviews and tour reports are hilarious tales of breakdowns, serious inclement weather and sheer utter disgust with local mechanics and motoring accommodations. Mentioning Tom McCahill, there is certainly a cultural and automotive performance divide as the US and UK writers view the same car (like the +4) in the post war era. The differences certainly reflect the wide open spaces and highways of once upon time America where straight ahead horsepower was king vs. the old Roman and King's roads of the UK where horsepower to weight ratio serves subtle road handling dynamics.

I recommend this series to any Morgan enthusiast, especially because you can just pick any volume, open any page and begin anew the Morgan adventure in nearly any year, great for winter night reading. There is one quibble: I do wish the various articles were dated, it would be nice to know. Most are identified in the Table of Contents with the periodical but sometimes, particularly in the earlier volumes, the writers name is missing. But this is probably due to what survives of the original written record, not editorial sloppiness per se. Nonetheless, these would be a welcome addition to your driving library.

If any of you would like this set of books or any other books from the publisher, Nichole Shiele, marketing manager has set up a special 25% discount for our club on this and all titles you wish to order. Go to the website, www.motorbooks.com and decide what you want. At the checkout, quote MORGAZETTE as the promo code (be sure it is ALL CAPS) and you will get 25% off all purchases. Shipping charges will be added, this is for the books only. This offer is good starting September 1st, so you will have to wait a little, but it will be worth it. You can dial directly at 1-800-458-0454 and conduct this deal the old fashioned way, and be sure to mention the code, too. Later this fall, Haynes Books will offer the same deal on their forthcoming Morgan titles on the website, too.

ORDER YOURS IMMEDIATELY!

2010 Morgan Aero SuperSports

Only 150-200 to be built for the world, ever! The absolutely stunning new U.S. legal 2010 Morgan Aero SuperSports. It is certainly one of the most beautiful, sensuous new cars ever designed and offered by any manufacturer at any time. It is, quite simply, breathtaking to behold, breathtaking to drive.

2007 MORGAN AERO 8 Blue Sprint Metallic - Featured in the SuperCar Class at The Quail

2005 MORGAN AERO 8 Morgan Silver Shark/blue leather, blue mohair top and top boot. Very late 2005 morgan aero 8, factory side exhaust, stereo cd, approx. 10K one owner miles.

2005 MORGAN AERO 8 BMW Cool Blue exterior Magnolia leather w/blue piping, Tawny ash dash and door top trim, Factory side Exhaust Top Boot w/contrasting piping, 8k miles!

2003 MORGAN PLUS 8 35th Anniversary Edition Dark Jaguar Blue, Stainless wire wheels and LeMans '62 overriders, Badge Bar, Stainless luggage rack Tonneau and side screen storage bag, K and N intake air filter, RPI SuperChip, Griffin alloy radiator, Knock sensors, Magycor carbon fiber plenum air intake trumpets, Stainless steel exhaust and full header system!

2003 MORGAN PLUS 8 35th Anniversary Edition Ivory/Black, 5.7k miles, One owner car from new. LeMans'62 overriders; stainless wire wheels, badge bar, black leather bonnet strap backed in black mouton.

2003 MORGAN PLUS 8 35th Anniversary Edition Rosso Corsa. Beige mohair top, tonneau and side curtains, luggage rack, tan factory spare tire cover, badge bar with badges, tan mohair top, bonnet strap with mouton, hood/ bonnet prop rods. Interior: red/tan with red leather seat inserts. Engine: 4.0, V8 16 valve, 6,650 miles. Factory alloy wheels.

2002 MORGAN PLUS 8 BMW Imola Red Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

1998 MORGAN PLUS 8 Cameron Green/Black leather sports seats, ultra rare center lock 16" alloys, MotoLita steering wheel, 13k original miles. This is the first year of the Superform body, 4.0 litre, GEMS injection and is the least expensive of the best of all Plus 8s. You won't find a nicer one!

1964 MORGAN PLUS 4 Raspberry Brown Leather, Alloy low profile SS body, 167 dyno'ed HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

1961 MORGAN PLUS 4 Four Passenger Family Tourer Red body with black wings Black interior with red piping Full black weather equipment Fiat 2000 DOHC 4 cylinder engine with Automatic Transmission Many time MOGWEST Class winner Bonnet strap Lucas driving lamp Beautifully maintained Morgan by lifelong Morgan enthusiast who built it in the Factory Morgan Plus 4/ FIAT 2000 tradition of the mid-1980s

1954 MORGAN PLUS 4 Roadster Twin Spare Beige Body/Chocolate Wings Full restoration by Robert Couch; 1 of 43 twinspares, fold down windshield; you can buy this car for 1/2 the price of restoring one!)

1934 MORGAN MX FAMILY Black UK/2nd owner; nicest all original 3 wheeler extant! Original correct sidevalve Matchless engine, original nitrocellulose lacquer paint-irreplaceable! All upholstery is the original rexine and the hood and side screens are original duck material, having never been re-trimmed.

1933 MORGAN AP SUPER SPORT Trike Pozzi Blue, Red leather interior, Pebble Beach quality restoration by MorganWest and East Coast Morgan 3 wheeler guru/ restoration specialist. Submitted for consideration for next year's Morgan class at the Pebble Beach Concours. **HUGE PRICE ADJUSTMENT DOWN**

other marques

'74 PORSCHE 911 Carrera Targa

'66 AUSTIN-HEALEY 3000 Mrk III

'65 AUSTIN-HEALEY 3000 Mrk III

'57 PORSCHE Speedster Custom

100 Years of Morgan by Toye, Kenning and Spencer, est. 1635 AD, makers of the finest enamels and cloissene and chrome. Limited number 001-100! US $145.00 + P/P + sales tax To order, email: Suzanne@morganwest.net

8AM Jun 25 2009

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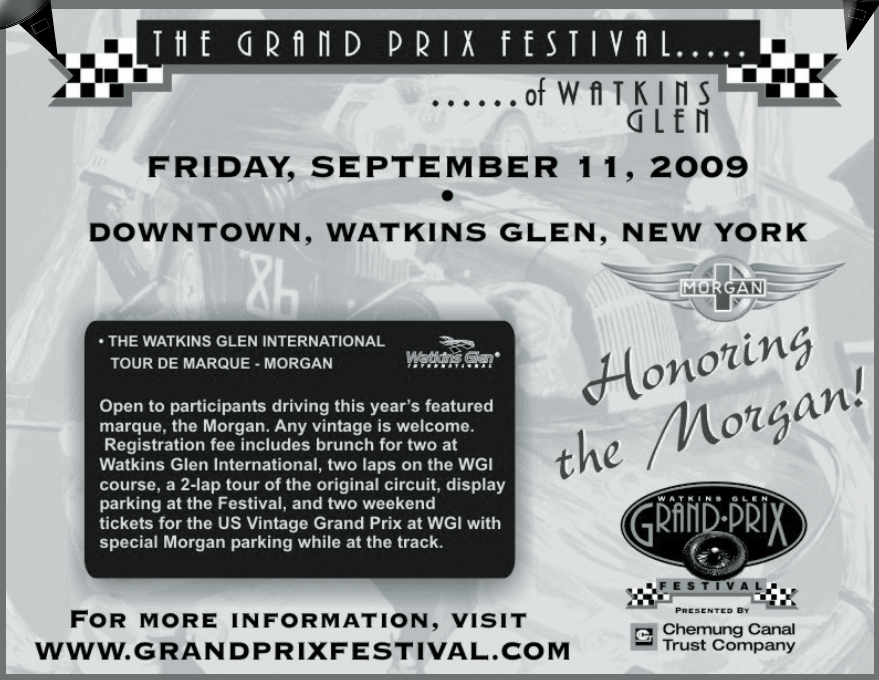
THE '09 PAGE PREAMBLE

Hi Mogs, the '09 Page is a dedicated feature page of the Morgazette intended to focus on on-going local, regional and US national events and announcements for celebrating our Centenary Year for our Beloved Marque. Get involved at any level of your choosing for this, Our Very Special Year, '09! ed.



Morgan Centenary Banquet At the Glen
Saturday, September 12, 2009

7:30 pm • Cash Bar ~ 8:00 pm • Dinner Buffet

The Morgan Centenary Banquet will be held at the new Media Center at the track. Seating is limited to 150.

Cost is $40/person, US funds.

Reservations have to be made no later than Friday August 28th.

If you have any questions, please contact me at either mgahmogca@rpa.net

or call 585-323-2687.

Once again Congratulations to the Morgan Motor Company on its 100 years of achievement!

OK Guys, it has been a while since I have posted anything and now we have tons of information to distribute.

1. SVRA is now beginning to process entries for Watkins Glen. Registration is slow right now but I suspect that we may see as many as 30 Morgan Racers, with some coming from California* and England ...Remember to ask for your Morgan racer discount for early entries.

2. The points race for the Morgan Centenary cup is beginning to heat up... For sure this will be settled at the Gen. See the SVRA website for details. www.SVRA.com

3. Plans are firming up for the Downtown Fest. The town want lots of racecars so lets make a real show for this celebration. Dick Powers is in charge of this. mgahmogca@rpa.net

4. Make sure that you check out the Morgan Tour de Marque....See flyer.

5. Make sure that you make your reservations for the Morgan Dinner....See flyer

6. Those of you seeking revenge on the MGguys, they will be there in force to celebrate the 25 running of the SVRA/Collier Cup. Check www.SVRA.com if you care.

7. Just a reminder, Rooms are fill up fast in the area....better make your reservations now. Don't be disappointed or put yourself an hour away from the track. The SVRA website has some lodging suggestions.

8. Heads up! SVRA is now requiring Hans (or similar device) after Sept 1st. So get yourself set up now. This applies to all cars except those classified as Pre War.

Kermit

* Larry Ayers & Dale Barry are certain participants.

Derby Bentley

DOWNHILL ALL THE WAY II

by Mike Anthony

Dear Reader, I left you and Yorkshire for London and a law degree, taking with me the lifelong inspiration of the amazing and one handed racer Archie Scott Brown and the Tojeiro Chassis No. 2., which I co-owned for a time. I drove it with his legacy until it had to be sold, and south to London, and mews garages my main center of learning, not the Old Bailey.

My digs near "Autosport" editorial offices, previewing John Bolsters roadtest cars parked outside, Crystal Palace/ Brands Hatch weekends, then weekday morning news tours starting at Lancaster Gate, Jack Bond's Vintage Autos – always WO (nee Walter Owen Bentley) and Derby Bentleys, the likes of DIS Delage, SS90, etc. Around the corner Guilo Ramponi (builder of Dick Seaman's Delage) where could be found ALL the 8 cylinder Alfas today masquerading at the Monterey Historics. Then John Sprinzel's Sprites – Sebring, Speedwell, WSM. At Queen's Gate, Dan Margulies – Aston Martin LeMans, Carlton drophead low chassis Invicta, C Jag, ex Bira Grand Prix Maserati, now a Bay Area resident.

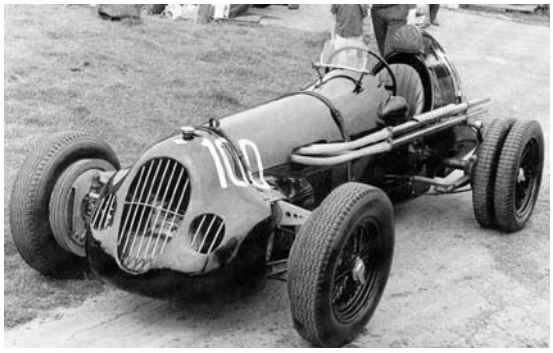
Along the cobbles, Cotal electric shift Delahaye, Connaught B type Grand Prix, Healey Silverstone, Aston Martin Zagato, sensational Drago bodied Ferrari 250 GT (Moss TT winner rebodied after the Kerrison crash), Fraser Nash LeMans replica, several stylish Rolls, Riley MPH, Marendaz Special, Talbot 105 … .an endless supply of the greatest motor cars ever created, a live classic car show, exhibits changing daily, closing date then unimagined.

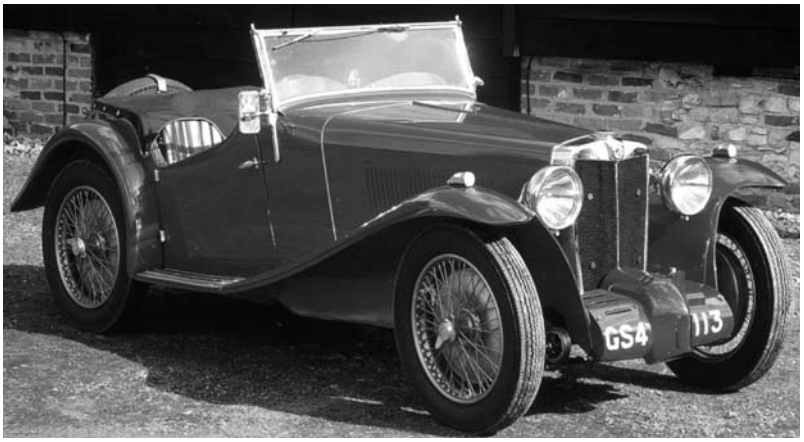
And, can't forget, back in Yorkshire, two unattainable dreams. In Ford uncle's former (now owned by Shelley) showroom, an **Aston Martin DB3S fixed head coupe,** only 3 built, smoke grey, scalloped front wheel wells, big Alfin brakes, one of the most beautiful cars of all time! Alas, beyond mere student means. Equally exquisite, recent schoolmate Margaret, her father a steam car enthusiast, she lit the fire! Still stunning some years later on buying my riverside restaurant property. I can only imagine her now.

"Some we
have loved, the
loveliest and the best,
That from his Vintage rolling Time has prest..."

Omar Khayyam spoke of similar passions, feminine and four wheeled – curse of a misspent life.

But back to the plot and regress yet again, my daily driver in those Toj times, a '36 Morris 8 – great little cars, staple transport for all us impecunious enthusiasts, but overshadowed by the Toj. So Jimmy Goddard, his car lot containing **Appleton Maserati,** Cooper 500, famous Lister Bristol BHL 4, Lotus Six, lots of pre-War MG's, provided an **MG K2 Magnette**, one of 12 KB series cars, 1100 6 cylinder with triple

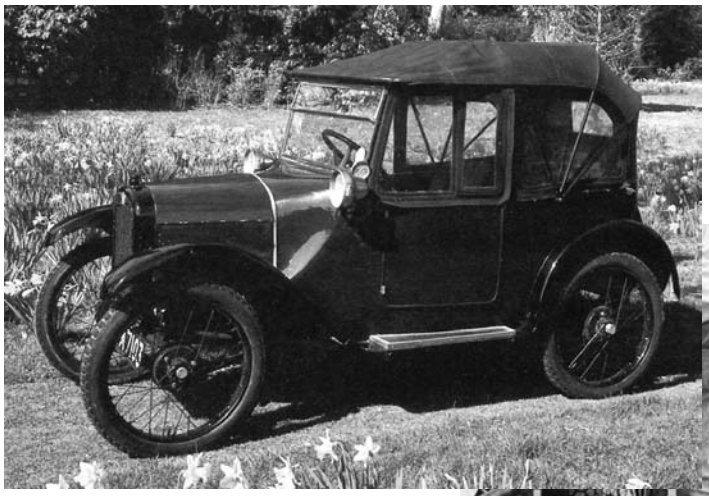




MG K2 Magnette

SU's, and preselector gearbox. Later replaced by AC 2 litre saloon, rare 4 door, a more practical passion wagon, perfect for short Liverpool life as a rock 'n' roll drummer. Both cars sold for 35 pounds, last auction price I saw for a K2, 76,000 pounds sterling....

That tattered scrapbook of the mind looking back: let's start with borrowed Austin Nippy used for underage driving. Then the Austin Ulster – went faster without the blower, which consumed more power than it produced. Short wheelbase contributing to only on-track spinout, though I once swapped ends with tow car and loaded trailer! **Austin Chummy**, one owner from 1926, great fun for Vintage

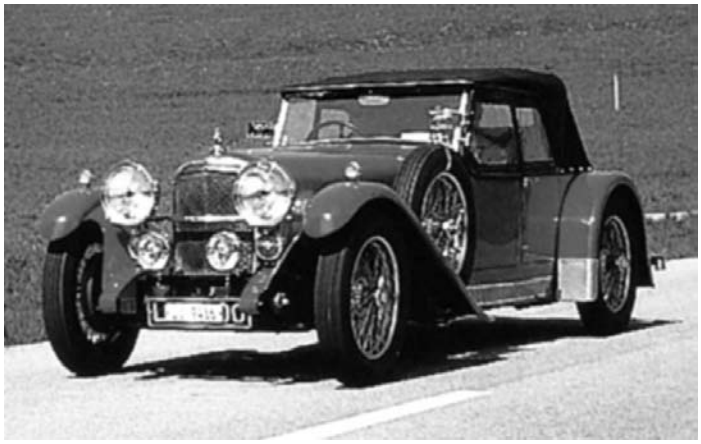


Sports Car Club off-road events. Austin "heavy 12" Clifton Tourer – perfect for family picnics.

Pretty '65 Alfa Romeo Bertone coupe, one of 75 Ruddspeed rhd conversions, alas rising rust, but its early '50s concept and execution light years ahead of British cars. New 1750 GTV the first regular rhd Alfa, another great driving car, but the paint still fell off in weeks!

Alvis a well thumbed page. '31

Silver Eagle doctor's coupe, saved from Sussex market garden. Unrun for 20 years – clean the plugs/magneto, fill with hot water, fired up on original gas. Run for thousands of miles all over Britain without a single adjustment, sold to Jersey, its license plate GO 248 retained. '27 20/50, beautifully made van, body signed by "Jonas Badger, builder". **12/50 tourer,** coincidentally registered GO 246, so when sold the number also kept; I was regularly accosted by license plate dealers and Ferrari Dino 246 owners begging to buy the number! Another Silver Eagle, short chassis special, its 6 cylinder engine fresh from a life on Skinners Union dyno, testing SU carbs … racing it in VSCC, fast passing on the left, to the right Ron Footit, skinny arms sawing at the wheel of his **AC GN "Cognac Special",** while jazz pianist/stockbroker Harvey Huie, relaxed in sports jacket, bow tie, 3/4.5 Bentley bellowing by on the grass! My last Silver Eagle, lovely original '29 light chassis doctor's coupe with triple SU's – driving it always uplifting the depres-



sion of endless dark dreary days. Of several **Alvis Speeds 20**, 25, in particular AYF 91, a Speeds 20 Vanden Plas tourer fitted with very rare **4.3 litre engine,** a wonderful car eventually desecrated by red vinyl interior – proof of preparation for US export in the days when plastic was all the rage. Still savored, the unique aroma of Alvis greases, the threads of every bolt so lubed before assembly, the smell of independent front suspension lignum vitae steering joints, and the feel of Alvis own alloy case superb smooth shift all-synchro gearbox mounted amidships – weep Moss Morgan owners! Allard M1 drophead, a real head turner, crude but effective save for 3-speed. I planned to replace with modified 4 speed truck unit, but a prospective Bentley buyer left with the Allard instead – spur of the moment thing I usually did.

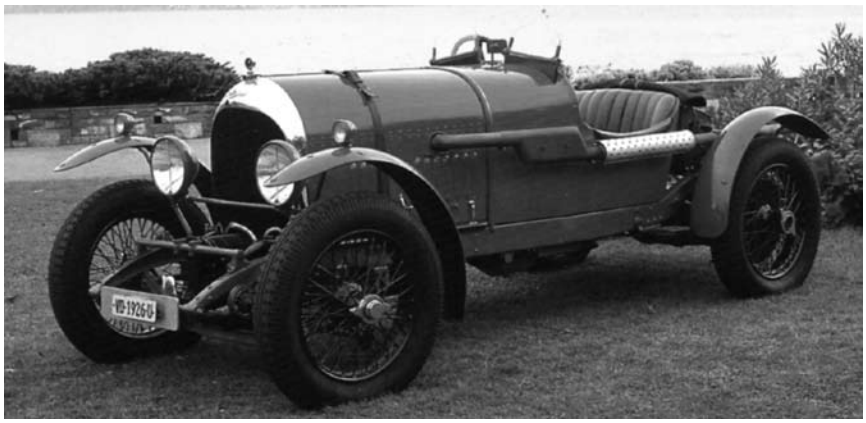
The old scrapbook sure to fall open to **Alta Jaguar,** closest I came to Lord Snowdon's HW Alta. One of a handful of cars built by Geoffrey Taylor in his tiny Tolworth, Surrey workshop, where he made everything, including engines. Originally a blown 1100 twin cam, Donnington raced, then by my time, 3.5 litre Jaguar SS100 powered, courtesy of builder Chris Winder. Low, doorless, oval grille, helmet wings – the Lotus Seven of 1933! Chassis underslung all around, perfectly balance, enough urge – an absolute blast on those moor roads. Stupidly sold to Jack Brown, his cars ranging from sublime (Rolls) to ridiculous (two V-twin trikes). Or vice-versa! Dining out, remeniscing over rather better red wine, "which car do you wish you kept?" The Alta Jag high on the list. Oh to be reunited, fit better brakes, upgrade Moss box to close ratio overdrive....APG 57, where are you now? Also high on said list, an **Aston Martin DB Mk III coupe**, license 431 HAJ, perhaps solace for unattainable DB 3S, and the delectable Margaret...Beautiful coachwork, the Aston, complex barrel crankcase, needle roller bearing trailing link front suspension, everything about the car beautifully balanced. At this moment, I am in a fast curve, the steering is loading

DB5 Convertible

up, faithfully communicating the tires slip angles....I hear that today's owners fit electric power steering, at a stroke thereby destroying the whole character and driving experience of the car!!

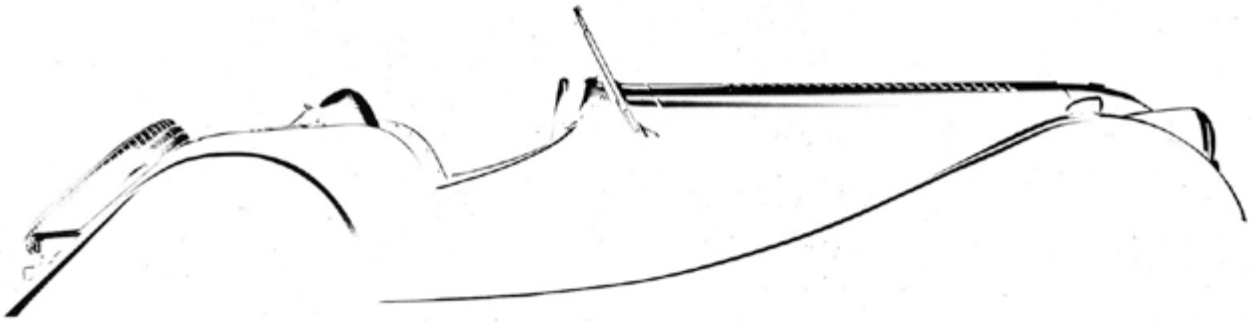
I thank the Big Black Woman in the Sky for having lived in simpler times when so many wonderful cars were attainable, useable, and now the source of so many memories. Once upon a time, memory becomes reality again, visiting another part of the country to buy parts I found the DB Mk III owned by said parts purveyor, I ended up owning 431 HAJ for a second time! Other Astons: a DB 4, standard spec but, boy, could it haul....nothing matched its sound on full song. A DB 4 convertible (60 odd made) sold to Australia, a **DB 5 convertible**, immaculate black, red leather, and eventually it did go to New York. Tirple SU 4.0 litre, but not as fit as my original DB 4, perhaps because the first owner used it just to drive round his Scottish estates....

Yorkshire's country estates, Hambledon Hills hunting lodges hid many an interesting old car, one a **1926 3.0 litre Bentley Red Label Park Ward tourer**, running



board bins reserved for shooting party champagne storage. Located by local coal merchant – great cover for combing old coach houses – who retired to Staines, Middlesex, with it, and from whom I acquired one New Year Holiday. Heading north in YO 9669, another Bentley, 3.5 litre Barker 2-door coupe running behind, heavy snow blanket creating a deserted dark sky landscape, deathly silent save for the steady burble of that single overhead cam 4 valve per cylinder engine, wafting back warmth as 21 inch triple stud Dunlops cut lonely furrows through deep virgin white all the way to Yorkshire. And another 3.0 litre Red Label Gurney Nutting tourer, memborable for magneto cross-shaft gears failing after a mere 40 years, an epidemic among WO Bentleys running the latest in multigrade oils. Changing back to AgriCastrol 60 wt. solving the problem. Next 3.0 litre, seemingly a Red Label LeMans wing Vanden Plas tourer. On title transfer the counter clerk proffered from her file an old buff logbook. I was blown away, as they say! **"...owner Bentley Motors, signed HM Bentley, registration BM 8237".** I knew the number, this was the first Bentley ever made! And this the first Bentley log book. The car had assumed a Leeds registration along with a later engine/gearbox, but the chassis was indeed that of 1919 prototype Ex 1, so the original number was re-issued to the car. I changed the gearbox for the correct A type with new gears, one of which galled on its shaft during a Bentley Driver's Club event. Frank Sowden hooked me up to his 8.0 litre racer for the tow – I'm sure he forgot I was there, the 8.0 litre never noticed as we stormed Derbyshires Peaks, yours truly braced on both pedals, hauling on handbrake throughout the high speed return to the hotel! Next morning, gearbox out, prized apart using tennis court fence post, fettled, back in and running by lunch – the nerves wouldn't take a 100 mph tow the rest of the way home.

BM 8287 was much driven thereafter, often for the annual Scottish September ritual – 10 days or so touring the ancestral homeland, soaking up Celtic heritage and castellated architecture. Munchkins making the trip curled up in rear footwells atop exhaust – carbon monoxide and 100+ decibels failing to stunt their development. Little compares with the morning view from Ullapool Hotel over glass smooth Loch Broom, anchored fishing boats bathed in that special pure light beloved of artists, peculiar to the west coasts of Scotland and Ireland. The Bentley, ready to run the A832 – one of the best driving roads in the world. Scotland in September, glorious – more so in Morgan motoring. One day a carnation grower on a quest to recover his grandfather's cars, recognised BM 8287 as belonging to gramps and had to have it....And I had to have another Red Label, passed up by others on account of bomber plane wheels/tires. Perfectly restored, modesty admits, with correct beaded edge wheels, save for new differential sun gears failing, fixed by re-fitting old factory parts – nothing changes....The Derby Bentleys best left for next time, and we still have from Grand Prix Bugattis to 30/98 Vauxhall to go. And a dissertation on left and right hand driving, and a small essay on the mysteries of Morgan roadholding … .



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