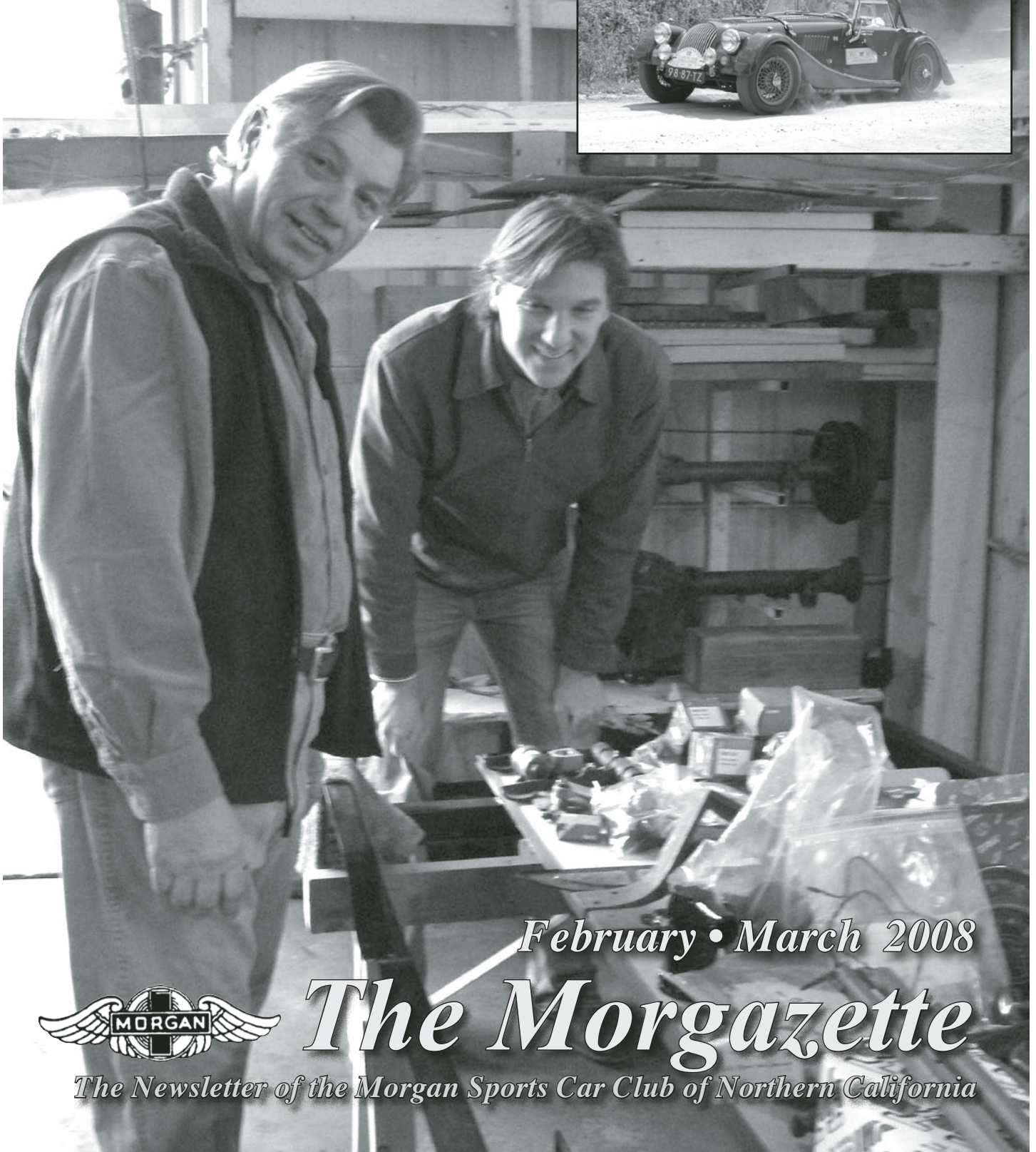




Goodman Loy
story page 9

What once was will be again
story page 13



February • March 2008



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

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.

February / March 2008

Club Officers 2008

President Larry Ayers

(707) 554-1787

E-mail: redmorganracing@earthlink.net

Vice President Jerry Gurley (408) 867-9042

ivygate@comcast.net

Treasurer George Tollworthy (925) 462-6378

Trikenut@aol.com

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Donna Dell'Ario • Elaine Fisher • Thorley Murray

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audrey.haines@ncbb.net

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Design & Production

Donna Dell'Ario

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

March 21 (for April/May)

May 23 (for June/July 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

Last new member of '07:

Ed Davila

1898 Oak Knoll Lane

Menlo Park, CA 94025

(650) 328-5901; work (408) 534-5618

cell: (408) 348 1955; fac (650) 328-5902

eddavila@comcast.net

1982 British Racing Green +8

Here's our first new member for '08:

Stewart Slipiec

3200 Soscol Avenue, #130

Napa, CA 94558

(707) 226 6339; work: (707) 226-3246

cell: (707) 974 0050; fax: (707) 255 0332

stewartslipiec@yahoo.com

1960 gray and maroon +4

The Morgazette Online

<http://morgancars.us/msccnc.html>



* 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

FEBRUARY

*16th SATURDAY • Annual Oyster Run.

Larry Ayers/Donna Dell'Ario. Home (707)554-1787; on day of the run use Donna's cell (707)567-4786 (Rain Date: SATURDAY 23RD) e-mail: redmorganracing@earthlink.net

MARCH

16th SUNDAY • Wine Country Car Club Run.

Morgans invited to participate. Wendell Bain. (707) 795-0260. More to follow.

Petaluma Parade for 4 Passenger Morgans. TBA

APRIL

*5th SATURDAY • **Hamiltons' Run.** More information to follow

MAY

*2nd-4th FRIDAY - SUNDAY • **SPRING MOG.**

Mike Gerdt & Bob Panero.

2nd-4th FRI-SUN • Buttonwillow Extravaganza

3rd SAT • Legends of Motorcycle, Half Moon Bay.

18th SUN • All British Car Meet. Yolo Co. Fairgrounds WOODLANDS (Used to be in Dixon)

18th SUN • Friendship Day, Canada College. Redwood City

*22nd THURSDAY • **Mid-Week Follow Me Tour.** Bob Murray (415)924-1280.

30th-June 1st • Wine Co. Classic HMSA Infineon Raceway.

JUNE

*29th. SUNDAY • **Brunch/Brigadoon.** Jim Taylor/Ellen Jo Barron.
e-mail:jimtay3@pacbell.net. (650)559-9778

JULY

*18th-20th FRIDAY-SUNDAY • **MOG WEST** Linda Cannon/Kathy Tollworthy, co-chairs

AUGUST

*15th FRIDAY • **Steck's on the Lawn.**

15-16-17th FRIDAY-SUNDAY • Historic Races

SEPTEMBER

26-27th • Ironstone Concourse. Murphy's CA.

*26th- 28th FRIDAY-SUNDAY • **Flog Mog.** John Burks/Barclay Shaw

OCTOBER

*24th-26th FRIDAY-SUNDAY • **Octoberfest.** Audrey & David Haines

NOVEMBER

*1st SATURDAY • **Turkey Trot.** Bob Schmidt

DECEMBER

6th SATURDAY • Southern Christmas Dinner

*13th SATURDAY • **MSCCNC Christmas Dinner** Kathy Tollworthy.

*26th FRIDAY • **BOXING DAY RUN** Wendell Bain

*27th SATURDAY • **BARRON ROCHE/JAN BARTON RUN** Jerry Gurley

SAVE THESE DATES:

SEPTEMBER 2009 • 100TH ANNIVERSARY CELEBRATION @ WATKINS GLEN. www.racingarchives.org. or Richard Powers @ mgahmogen@rpa.net.

JULY 24th- AUGUST 2nd 2009 • **MORGAN CENTENARY CELEBRATION** Malvern & Cheltenham. Web: <http://www.morgan-centenary.co.uk/>

Possible additional events:

Elaine Fisher:Morgan Noggins, Board Meetings
Infineon Track tour, Wendell Bain. CSRG.



A Message From Our President

Happy New Year everyone! On January 20 the club met for its Annual Calendar Meeting and Pot Luck to fill in some important club dates for 2008. Our Event's Chair, Kathy Tollworthy, had some dates penciled in and club members volunteered to do additional events. The club would still be appreciative of any members who would like to sponsor an event this year. We have those events that are hosted by the same club members year after year and they continue to be club traditions, but some new events on our roster would be welcome. How about it, some of you new members? It's your club and your efforts are for the enjoyments of all of us.

Many thanks to Jim Taylor for again making the Los Altos Square facility available for us to have our meeting. Thanks to everyone for your efforts in arranging events for the club throughout the year. Let's drive our Morgans and have some fun!

Also in this issue is a tribute to our recently departed club member, Goodman Loy. He was a longtime club member mostly active in club events during the 1970-1980 era. I first met him in 1969 when he had already been a member for some years. His art work for the Morgazette, along with his club posters, will always be a reminder of his talent and devotion to the Morgan Club. We'll miss you Goodman.

The first club driving event in the New Year will be the traditional Oyster Run, No. XIV, on Saturday 16 February 2008, with a rain date on 23 February. If in doubt, please give us a call on the 16th. Otherwise, Donna and I hope to see all of you for fun and games on OR XIV and at future events throughout the year.

Larry Threewayers

MSCC of Northern California

Minutes from January 20th

President Larry Ayers called the meeting to order and welcomed the new officers and members.

Treasurer George Tollworthy gave the Treasurer's report. We started 2007 with \$5700.00 and finished the year with \$7900.00. We currently stand at nearly \$8,000.00 in the treasury. This is due in large part to the sale of club badges and pins. We still have badges and pins that are for sale. We also had a profit of \$5.75 per head from the club Christmas party dinner. Kathy Tollworthy will check with the catering manager to see if we can reduce the price per head for next year's party. Larry Ayers requested that George provide a copy of the annual report once a year. George said he will put one together. It will be published in the Morgazette.

A motion by Bart Weaver was passed that the club contribute 100 pounds to the Peter Morgan Memorial Statue Fund. This motion had also been passed at the meeting in Loomis when we met at David and Audrey Haines home for Oktoberfest. The club will give the check to Bob Schmidt who is in charge of collecting the money. Anyone wishing to make a private donation should also contact Bob.

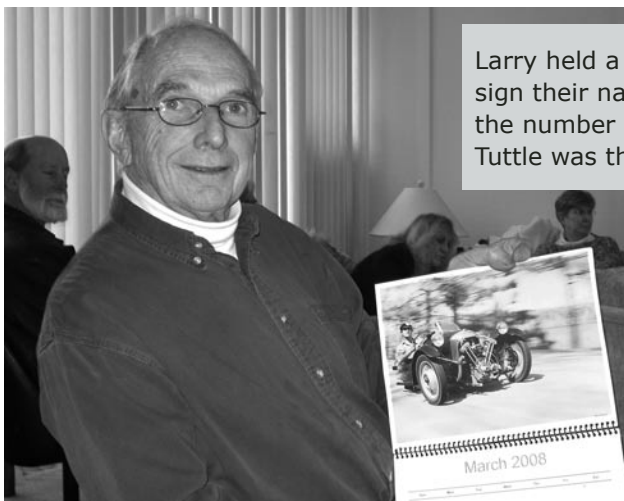
Larry mentioned that he had brought programs from MogWest 2007 that were available on a table for anyone to who wanted one to take.

Jim Taylor noted that he had brought the book Racing Sports Cars: Memories of the Fifties, by Art Evans (ISBN # 0-9705073-9-9) which was also on the table open to the page of Lew Spencer racing a +4 for people to have a look at.

Larry announced that we need volunteers for registration for MogWest 2008.

Larry also announced that the Vallejo Times Herald of Wed. January 9, 2008 had an article about Cathy Preovolos who is the wife of former club president, Mike Preovolos.

There was a discussion about the gift exchange at the Christmas party. Larry said he would like to see a raffle instead of an exchange. Kathy stated the exchange was the same thing as the raffle, but Larry said in the raffle people would draw numbers instead of picking out their gifts. Donna Dell'Ario said the exchange has not been the same since we haven't had a Santa at the party and she was in favor of the raffle. Kathy felt it would be enough just to bring gifts for the annual Toy Drive. George stated that a raffle suggests profit. Donna suggested that we call it a door prize. Several people mentioned that raffle would take up too much time. If we do something like a raffle or a door prize we should limit the number of gifts included. Larry asked for a motion on gift exchange vs. door prize. Jerry Gurley made the motion to bring gifts for the toy drive only and to have 5 gifts



Larry held a contest. A piece of paper was passed around for everyone to sign their name and pick a number between 1 and 101. Whoever picked the number closest to a pre-determined number would win a prize. Dick Tuttle was the winner of a 2008 Morgan calendar from the Texas Club.

for the door prize. Kathy seconded. Jerry also made a motion that he will be responsible for getting the 5 gifts. Marj Scooros seconded. Both motions carried.

Marj Scooros announced that she has sold her drophead to Win Muelling, president of the Northwestern club.

Lynn Gurley announced that the Eisenbergs, former club members now living in Phoenix, have moved into another house.

Bart Weaver announced that on May 10, 2008 there will be

a Society of San Francisco for Dan Reed memorial. Ticket are \$125.00. Contact Bart if you want to attend.

Marj Scooros announced the dixieland jazz band, Bob Schultz Frisco Jazz Band will meet next Sunday.

The calendar of events for 2008 was discussed and the results may be seen on the Calendar, page 3.

It was decided to send Bob and Sunny Schmidt and card from the club for their 30th anniversary.

Larry asked if there was any interest in changing the meeting format and if there should be board meetings. No decision was reached.

Gordon Craig announced he would be playing a video of the wrapping and give away of the gift drive gifts during the meal.

Jerry Gurley made a motion to adjourn the meeting

Bart Weaver seconded. Motion carried.

Morgan Club Treasurer's Report 2007

ACCOUNT BALANCE

JANUARY 1ST 2007

\$6,303.79

INCOME:

- Annual Dues \$ 5,326.50
- Advertising Revenue \$ 1,276.85
- Badge Sales/Regalia \$ 1,637.89

Subtotal \$8,241.24

EXPENSES:

- Morgazette/flyers/postage \$4,820.18
- Insurance \$ 750.00
- Deposit Morro Bay \$ 600.00
- Trophies \$ 165.71
- Party Supplies \$ 244.25

Subtotal \$6,580.14

ACCOUNT BALANCE

DECEMBER 31ST 2007

\$7,964.89



The Exchequer holds forth.



The Christmas Toy DVD gathers viewers. (see story)



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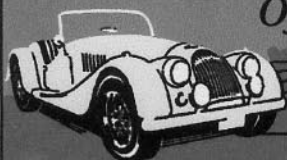
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Morgan Centenary News

January 2008 Bulletin

Dear Morgan Enthusiast

The Morgan Centenary Committee sends you our very best wishes for 2008.

We hope that it is a good year for you and your families. This month I would like to concentrate on the activities at Prescott during the weekend of 25th & 26th July 2009. We are planning a weekend of fun at this historic hill climb venue.

The Bugatti Owners' Club held its first hill climb at Chalfont St Peter in 1931 on a loose-surfaced hill, which was then used for several seasons. The Club ran events at Northwood Hills and the Racecourse Road at Lewes, but these were recognised as temporary arrangements and the Club's objective was to set a permanent course of its own.

In the mid-1930's Prescott House and estate were sold to the Gloucestershire Dairy Co. and it was said that they wished to fell much of the timber and change the whole character of Prescott. Enter Tom Rolt, perhaps better known as LTC Rolt, the writer and industrial historian who lived near Prescott and knew the estate well. Tom was a member of the Vintage Sports Car Club (VSCC) and it had doubtless occurred to him what a splendid hill climb course the drive up to the house would make, though at the time it was a very rough track indeed. The VSCC had only been in existence for three years and buying the Prescott estate - as they would need to do - was too ambitious a project. They passed the idea on to the Bugatti Owners' Club and the outcome was that the brothers Eric (Secretary of the Club) and Godfrey Giles (Chairman) purchased the estate themselves in 1937 and granted a lease to the Club at a nominal rent.

Work went ahead quickly to build the track, construct a return road, remove some trees, erect fences and complete the work required to convert the drive into a speed hill climb venue that the public could attend. The Club drew up a full programme of events for the 1938 season.

The original course was 880 yards long and the first hill climb was held on 15th May 1938, when appropriately the fastest car was a Bugatti, driven by Arthur Baron. Apart from the war years, there has been a full programme of events ever since, with the first international meeting held in 1939.

In seventy years the Prescott landscape has changed considerably, with more safety barriers and run-off areas and better spectator facilities, though the essential character of the venue is preserved. In 1960 the track was extended with a 'new loop' up to Ettore's Corner (named after Ettore Bugatti), increasing the length to 1127 yards, and that is the course in use today.

Prescott plays a pivotal role in the British Hill climb Championship series, welcomes the VSCC for their hugely

popular event every August, hosts the highly successful Prescott Drivers School (where potential competitors can sample the challenge of the hill away from the public gaze), and is a popular venue for visiting motor clubs, both to spend the day or to use as a control for classic rallies and similar events.

The spirit of competition among Bugatti Owners still thrives, and at most meetings there is a Bugatti Handicap class. Many drivers come to Prescott year after year, drawn by the attractions of the venue itself and the motivation of beating their own previous best time.

Since Tom Rolt got the wheels turning, the cars have evolved almost beyond recognition, but one thing remains constant. That is the unique character of the tough and demanding Prescott course, whose series of challenging bends is sometimes mastered but never beaten. Long may it be so.

Those of you who attended the Plus 8 - 35th meeting will know that Prescott is a most delightful location with wonderful views across the rolling Gloucestershire countryside. We hope to create a garden party atmosphere focussing on the cars and their owners. The hill will be available all day for non-timed/non-competitive pre-booked runs up the hill. If the day runs smoothly we anticipate that there may be a few extra time slots available at the end of the day for additional runs. This of course will be dependant upon the weather and also sensible behaviour by all drivers. Minor excursions off the track always have an impact upon the number of runs that can be accommodated within the time available.

The Prescott Lodge and other quality food facilities will be available throughout both days. The Bugatti trust museum will also open for at least part of the time. Both the Orchard and the Paddock are ideal as picnic areas.

If there is sufficient interest we can arrange a prebooked meal on both the Saturday and Sunday evenings after the motoring activities have finished. Numbers would be limited to 160 each evening with a minimum of 100. We will include this on the booking form when issued, and will confirm details when we know if this will go ahead.

If you don't want to spend all day at Prescott, the Cotswolds make for ideal country driving with many places of interest to visit locally.

Don't forget that this is only part of 10 day programme of Morgan activities.

Malcolm S Lamb

Director

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<<http://www.malcolm@morgancentenary.co.uk/>>

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'05 AERO 8 Rolls Royce Garnet/Tobacco leather w/dark cream piping, 1,507 one owner miles; Burgandy mohair top; burgandy carpets bound in tobacco leather; stereo Cd; stainless steel rear mesh trim; Factory side exhaust; stainless steel badge bar w/Aero Squadron badge, all Factory updates, as brand new!

'05 ROADSTER BMW Silver exterior/ Blue leather interior, blue mohair weather equipment, MotoLita wood rimmed steering wheel, mohair top boot. The Most Sought After Traditional Morgan, never to be built again for the US!

'05 AERO 8 BMW Cool Blue Metallic/light tan leather with blue piping, side exhaust, 7,000 orig. miles, stereo, all Factory updates-stunning car.

'03 +8 35th Anniversary Edition, Bentley Emerald Green Metallic/Tobacco leather w/green piping; green mohair top; green wingbeading; MotoLita wood rimmed steering wheel, double eared knockoffs; stereo CD; stainless steel luggage rack w/leather luggage straps; badge bar w/ badges; Lucas fog lights. About the last one delivered new in the US; 290 miles from new! Just had a major service done by us. Factory Air Conditioning!

'03 +8 35th Anniversary Edition, Vin# R13153, 6650 miles, Red exterior, Tan leather with Red inserts and piping, Factory lightweight alloy wheels, Luggage Rack, Tan Factory Spare Tire Cover, Badge Bar with 3 Badges, Tan Mohair top, Bonnet Strap with Mouton, Hood/Bonnet Prop Rods, Pioneer Stereo, Tan Mohair Tonneau, Tan Mohair Side Curtain Bag, Car Cover. These cars are the most collectible of Plus 8s and definitely

moving up in value with no similar model for the US from the MMC

'03 +8 35th Anniversary blue and silver, gray interior. 8 cylinder, 685 miles, 5 speed, factory air conditioning, chrome wire wheels, mohair weather, equipment, luggage carrier, bonnet strap & more!

'02 +8 Polaris Silver exterior/Medium Blue leather piped in light grey; Blue top and tonneau w/light grey piping; Blue wingbeading; stainless steel wire wheels, 1.7k one owner miles; Factory Sport Seats; 35th Anniversary stainless steel mesh grill, Morgan logo inscribed double eared knock offs, Stainless badge bar with MSCC of No.Cal. 50th Anniv badge; Exterior door handles; bonnet strap; organ style accelerator pedal; optional sidescreen bag; photo build recond; stainless steel luggage rack.

'02 +8 BMW Imola Red/Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

'71 +8 Famed automotive sculptor, J. Paul Nesse - Best in Class winner. 4.4 litre alum. V8, 225hp, 301 foot pounds of torque, coil over shocks, adjustable ride height, custom wheels, powder coated chassis, custom flat radiator Plus 8 design. Green leather, Stunning!

'66 +4 Four Passenger Roadster Red body/ black wings/red leather interior; top is black w/ red piping; new chrome wire wheels. So. Calif. Owned since late '80's; nice.

'64 +4 Raspberry, Brown Leather, Alloy low profile SS body, 167 dyno'd HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

'63 +4 Four Seater Battleship grey/black wings, all new medium grey leather interior, new stainless steel wire wheels, 16k miles! >\$10k Factory Authorized Morgan dealer upgrades: R. Koni shock conversion, tune, new tank, gauges repaired, rebuilt front end...

'63 +4 Four Seater Roadster, Regency Red exterior with black leather seats piped in red; Black Rexine top, tonneau, piped

in red; 72 spoke chrome wire wheels; black bonnet strap; complete restoration by Factory Authorized Morgan agent approx. 7 years ago/3,500 miles ago; \$24,000 just spent on detailing within the last six months/100 miles to make this perhaps the nicest Four Seater roadster available anywhere.

'58 +4 BRG/Black, correct disc wheel with chrome trim embellishers, badge bar with Club badges, bonnet strap New: soft top, water pump, radiator, front end rebuild, generator, tires, tachometer, LHD, S. Cal. car.

'33 THREE-WHEELER JAP powered Supersport 3 wheeler. Pozzi navy blue with Poppy Red Muirhead leather interior. Just completed a 2+ year complete restoration to the highest standards. Owned for many, many years by US 3 wheeler guru Ron Garner, who did most of the restoration, as well. All chassis wood stained opaque red. This is the ultimate defining spirit of Morgan before the War. Instant entry into ANY Concours, Rally, Vintage Racing venue or, look at it and just sit back and smile!

'31 SUPER SPORT AERO Chassis M604, UK registration of VU6442, JAP 50 degree twin ohv water cooled wet sump engine, 45 HP@3,500 rpms Full restoration just completed, Yellow body/new grey black leather, All rebuilt electricals conversion to 12 volt starter and magneto, clutch, wheels rebuilt, new tonneau, new tires, Matching #s.

other marques

'65 MGB GT Motor blueprinted 15" chrome wire wheels

'59 TRIUMPH TR3A Black, The most spectacular TR3 ever!

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Self-Portrait and Profile submitted by
Larry Ayers and Bob Murray

Morganeer Profile



An Oldie, but a Goody -
Mog Club Senior Citizen - Goodman
Loy, member since 1959. Goody's passion for motorized
classic vehicles started with a 1922 Chevy Sedan, and went
on to include: 1930 Packard Phaeton, 1931 Model A, 1935
Packard Victory, 1941 Packard 120 Series Coupe, 1950 Riley
1-1/2 Litre, 1934 Mog trike, 1953 Mog Flat-rad, 1959 4-seater,
1966 Roadster, and a 1934 Austin Nippy. Of course, there
were times when he was reduced to transporting himself in
non-status, only available means, a 1964 Nash Rambler.
Contrary to nasty rumors, he never owned a Borgward, or is
the illegitimate son of Myrna Loy.

His spit and polish perfectionism probably came as a result
of his early years in military school. But, lucky for us,
instead of becoming another Generalissimo Chiang, he turned
to more aesthetic pursuits, and ultimately became an Art
Director at D'arcy-MacManus Ad Agency, by way of Oakland
Arts & Crafts, Rudolph Schaeffer School of Design, Calif.
School of Fine Arts and Cooper-Union in New York. His
water colors have been exhibited at the DeYoung Museum,
Gumps, and San Francisco Museum. Goody, a native of San
Francisco long ago defected to San Mateo. This super-
charged No. 1 Loy Son is also an indefatigable entrepreneur;
having owned and operated - not all at once - a laundromat,
ad agency, Chinese restaurant, and not-so-Chinese liquor
store...all while holding his regular full time job.

In his spare time, he showed a 3.8 Jag with tremendous suc-
cess, all the way up to a First at Pebble Beach in 1964. He
also was the first lunatic in the Bay Area to completely re-
build a flat-rad Mog, which he showed. He also showed his
'66 Roadster - both cars adding to his First Place Silver
collection. When he is not fooling around with cars, he's
reading books about them, and has a huge collection of auto
books and magazines. He also enjoys skiing, fishing, collect-
ing Chinese antiques, and a couple of things that would prob-
ably get edited out if mentioned.

Nowadays, if he's not rebuilding a Porsche for another No. 1
Son, Lamont, or searching statewide for the newest skateboard
wheels for No. 2 Son, LeBaron, he goofs off silk-screening
tee-shirts, sketching a series of Morgans, or making displays
and door prizes for the Club. Oh, sometimes he shows up at
the office - but don't call around 10am, he'll be out for
coffee, or after 12, he'll be out for lunch, and then there
are the times when he doesn't come back from lunch. He really
needs to unionize that shop.

Super Starr

In Memory of Goodman Loy 1919 - 2007

Growing up a Morgan Brat was a hard thing to under-
stand. We had a really cool car, but we never drove it. The
fenders were so shapely and smooth, yet I couldn't slide
down them. I wiped those spoke wheels till my fingers
hurt, but it wasn't shiny enough. We had a British flag
hanging at our house. I knew the difference between a +4,
+8, flat rad, 4 seater, and drop head coupes. And, yes, my
friend, that dipstick is chrome.

I spent many weekend days going with my dad to the
city to see Steve Miller and Bill Fink. We did lots of rallies,
poker runs, and concours. We would drive to LA to see
Barbara and Jerry Wilburn of smogmog fame. Never mind
the endless trips to the chrome shop.

During the early '70s my dad was very focused to
help build a club for the car he loved so much. He had 3
Morgans, the last being a show winner. He put all his energy
into fixing his Morgan and supporting the club in any way
possible. Since his background is art and design, he natu-
rally contributed the best way he knew how. I remember
him showing me countless drawings and posters for upcom-
ing events, meetings, and even the Morgazette.

I was fortunate enough to travel with my dad to Malvern
in 1985. Finally seeing the factory was a real thrill for me.
Seeing a lot of his artwork in Peter Morgan's office and at
the Morgan bar, I was amazed that his work had made it all
the way to Europe. I believe he was later recognized for his
hard work and contributions at the big Morgan 75th anni-
versary celebration.

My dad loved his Morgans and all the people associated
with them.

By Lebaron Loy, January 2008

Goodman Loy Rides On...

Longtime Morgan +4 Club (our older name) member
Goodman Loy passed on shortly before the Christmas
Dinner gathering.

According to Bob Murray, one of our longest running
members, Goodman joined before him in 1960 and could
very well have been there for the birth of the Club in 1957.
Nevertheless, he assumed a quiet yet purposeful role put-
ting on runs, fixing his trikes, acquiring a +4 and fixing it
up over the years, and illustrating this and other journals of
the club for decades.

Goodman was by trade a graphic designer, and it was
his inspired logo that became the calling card for the first
MogWest in Morro Bay and 25 years later, the logo was rein-
carnated for the commemorative event last year.

He was a stand up and funny guy who loved Morgans and
no nonsense driving. Many thanks Goodman, for all the fine
lines and your Morgan Spirit, we will miss you.

26 DECEMBER 2007

Arriving at 9:00 am on the town square of Sonoma I found several members from various car clubs had already arrived and invaded the Cheese Factory for coffee. The turnout was excellent having had perfect weather for several days prior to the event and the 26th dawned with hardly a cloud in the sky. As the 10 am departure time arrived I found we couldn't leave because more participants were still arriving.

In all approximately 65 people and 35 cars started the run. Probably the best one yet. As my camera's batteries went flat and I was busy handing out route sheets and windshield stickers (10th Annual) many thanks to Joan Geary for her photographic talents on the run.

Departing the town square we headed out West Spain Street for Highway 12 turning North and following Calistoga Road to St. Helena Road and into the town of St. Helena to the Napa Coffee Company for a warming cup and a bask in the sun after encountering frost and ice on St. Helena Road. Brrrrr!!!

Next was a run down Hwy. 29 to Vintage 1870 Marketplace for the lunch stop. Three good restaurants. Most decided on Pacific Blues probably for the variety on the menu. With an hour to kill we all managed to eat and find time to look at each others fenders.

Next we crossed over to The Silverado Trail and drove North past Calistoga turning onto Porter Creek Road which lead us back into Santa Rosa to Paradise Ridge Winery.

This winery has a commanding view of the Santa Rosa Valley which is quite breathtaking. The fact that the wine is very good also doesn't hurt.

From the winery we went to Dick and Judy Scardamaglia's home in Glen Ellen for coffee and cake done by Cheryl Glenn. Difficult to turn that down and those who had not seen Dick's collection of cars found them very interesting. Thanks to Dick and Judy for their hospitality.

Many thanks to all who attended...

Wendell Bain

29 DECEMBER 2007

Boxing Day +3 • The 26th Annual Jan Barton - Baron Roche Run

Meeting at the usual place in Los Gatos, we had a nice turn out of Morgans and Morgan people. Weather was ifffy.

We left Los Gatos by back alleys and toured through the back roads of Monte Sereno, Saratoga, Cupertino, Mountain View, Los Altos, Palo Alto and then onto the grounds of Leland



Stanford Jr.

University. There we met with more of our pack for a viewing inside the museum. The most popular work of art was the sculpture "Slab Man" by artist Duane Hanson.

From the museum, we drove through Ladera and into Portola Valley for lunch at the Alpine Inn (formerly Rossotti's). Here we met Bill Fink who brought his newest creation, a Plus 8 with the latest Corvette L-57 engine that has 7 liters and over 400 hp. You can order yours today

with a midsize deposit.

From the Alpine Inn (formerly Rossotti's), we went up Alpine Road, then Portola Road and up Old La Honda Road to

Boxing Daze



Skyline Blvd. We stopped at the Skywood Store where the Three-Wheeled Morgans were much admired by the motorcycle guys who gather there each weekend.

Next it was down Woodside Road, through Woodside and into Redwood City for a brief stop at the Kohlweiss Auto Parts Store. This is where Mr. Kohlweiss has a \$1 million collection of old auto related and oil company signs and memorabilia. It's also a great auto parts store.

From this point, it was through Menlo park and into Atherton to the usual finishing point: the lovely home of Joyce and Doug Hamilton.

We were wonderfully entertained by the beautiful piano artistry of Mark Robinson and the music and song of Dick Tuttle.

Pizza was brought in, and along with snacks and copious amounts of wine and drink, it made for a fun and entertaining ending to the day.

Thank you, again, Hamiltons, and here's thinking of you, Jan and Baron.

'Til next year, Cheers,
Jerry and Lynne



Toy Story Follow-Up



The Service Learning Class with (l-r) La Ronda, yours truly, teacher David Call and the students



sizing and identifying gifts



wrapping the gifts

Those of you who attended the Morgan Club Christmas Dinner in early December might recall a long table table off to the side in the dining room loaded with toys and games, ready to be wrapped.

As in years past (How many now? I really can't remember, perhaps 10?) yours truly has collected these toys and brought them to the California School for the Deaf in Fremont. There in the High School is the Service Learning Class led by teacher David Call. This year I brought him nearly 40 toys a few days after the dinner where we were met by La Ronda Zupp, services coordinator for the St. Joseph's Center for the Deaf, an outreach agency that provides vital shelter, care and counseling services for deaf families in need.

The students of course brought the toys into the classroom and each of us in turn explained to the students that their part in identifying, wrapping and delivering the toys on to the needy was a link in the chain of giving that started with our club through them.

LaRonda has provided our Club with a wonderful Thank You dvd that illustrates that chain of giving very well. It is 10 minutes long, in sign language but also captioned for those of us who are sign language impaired. It was shown at the Planning Meeting and is available for further viewing anytime. I will ask Tcherek, our webmaster, if it can be posted to our website for viewing also.

This all started because my predecessor, Elliot Silver, our Jewish Santa, who did a club toy drive every year for many decades, unhappily passed on, and I wanted to continue something in his good memory.

We'll do it again next year, Eliot.



The Christmas Party at St. Josephs Center for the Deaf.

Bits & Pieces

"All The Pieces, Bits and Pieces...." (Dave Clark Five) Dutch Rallye Champ Excellent Adventure, Visits His New +4 Build-in-Progress

Just after the turn of the year a young Morgan racing and rallye competitor from Amsterdam came visiting the Bay Area to review the status of the build of his vintage +4 rallye roadster. Jochem Kentgens and his business partner Oliver spent a whirlwind one day visit here taking a look at the assembled bits at the workshop of Mike Anthony, his builder, and discussing specifications and techniques and timetables for this car to be ready for late Spring/early Summer campaigning in Europe. Here is Jochem's account of that visit on a very stormy day. Jochem and Oliver operate a mapping software business using GPS technology. They brought with them a portable GPS unit whose directions, instructions etc., were in Dutch. They took this with them to Las Vegas for the Consumers Electronics Fair. For the day we traveled about, it was fun comparing local directions from us (in English) with the programmed Dutch unit, often echoing us. "All the pieces, bits and pieces...."

Hi Gordon, In Europe most official race and rally championships are governed by the rules of the Federation International Automobile (the FIA). This also goes for the most attractive historic race and rally championships. This means that if you want to participate in serious international historic road rallies such as the Historic Monte Carlo Challenge or the Tour Auto, or in rallies like the Tulip Rallye, the car needs to have its FIA papers (or FIA Passport).

In order to get a FIA Passport, the car is thoroughly inspected by scrutineers who check everything on the car for originality. Like in historic racing, modifications that were done in period (and therefore homologated), are allowed. In addition, one is not allowed to use materials that were not used in period. Mike and I have now made a list of specifications that improve the car and are allowed under the FIA regulations. We think we have drafted a list which makes the ideal historic rally Morgan +4, occasionally to be used on the track as well.

To save weight: All aluminum body, alloy front- and rear fenders and alloy bonnets with scoop (fibre glass not allowed because it was not used in period). Alloy floor panels, alloy drive train cover and alloy fuel tank. Alloy under valence and spare wheel cover plate. SS bucket seats, minimum upholstery. No bumpers.

For stiffness: New chassis, chassis braces for extra stiffness, new woodwork, scuttle hoop.

For rally convenience and safety: high capacity fuel tank, divided steering column, dual circuit brake system. Power cut off switches (on the scuttle and on the dashboard of

the car). Tow hooks on front and rear. Gas hoses and brake hoses need to be in the cockpit and not allowed under the car.

New wiring loom. Leather rim steering wheel. Upon arrival in Holland, a fire extinguisher will be installed, as well as a roll over bar and side impact protection bars, and full harness seat belts. These three items are very strictly regulated and one cannot just weld any rollbar in a Morgan.

Handling improvements: 5,5" or 6" wire wheels, Front end: competition front end with stronger cross members, +8 spindles and hubs, bigger calipers, negative camber plates, new telescopics, anti tramp bars (brake reaction), lowered front end. Rear: telescopic shock conversion, pan-hard rod, lowering blocks.

Engine, gearbox and rear axle: "Normal" overhauled TR4A engine with SU carbs, free flow 4 branch manifold and Newman cam for high torque rather than top end power. Alternator and narrow belt conversion. Standard Moss box (various clutch improvements) and Salisbury rear axle (TR4 axles not allowed).

The whole will be finished in British racing green paint with black interior and full weather equipment (new soft top and side curtains) anticipating on Dutch weather....

I have only rallied modified 4/4's and standard +4's before!! The handling improvements on the front end I know work, since I tried them on Gordon's car and her front end handles like a go kart! Unlike my 4/4, even with less weight at the front, consistently understeering into narrow corners in the Alps...

I enjoyed every minute of my visit to you and the area you live, the Morgan people we met and the friendly approach we got everywhere we came. Special thanks to Bill, Judy and Tcherek (for scaring the s**t out of me and Oliver in the 7 litres corvette +8+ conversion in the rain, and making up with a lovely diner and terrific home made beer), Paul (for a tour around every man's dream garage with Daimler dart, Morgan +4, Lotus Esprit Turbo, Go kart, Golf set and wine cellar, and thanks for a very good bottle of home made wine, which did not quite make it to Holland, we drank it in Vegas!), Doug (for his opinion on racing Morgans and due to an overlap in the professional field, a valuable new contact on things business and Morgans), Mike (for a very professional approach and very thorough knowledge of Morgans and possible improvements on the car, and nice talks over a beer or two..., now impatiently awaiting the end result..), Gordon and Maggi (for a very warm welcome, a packed day and many laughs!!). Hope to be back soon, and otherwise, expect to see all of you in Cheltenham, England in 2009!!! (pictured on cover, Jochem in his old 4/4 on his way to a win in the Tulip Rallye, Holland, April, 2007)

From the Land of Oz and VicMog

(Victoria Morgan Club) comes a nostalgic account of a postwar tour de monde with Keith Devers Series 1 1948 4/4 4 seater. Many thanks to Tony Browne and Philip Blunden, editor of VicMog, for the release of this story to The Morgazette, and of course, Barry Ponchard, the author. Editor.

The life and times of Keith Devers and his series 1 Morgan ME 048

[Condensed from Keith's own story.]

Straight after WW2 new cars and motorbikes were difficult to come by. But Keith Devers in 1942 had managed to acquire a 1935 R95 single cylinder Sunbeam motorbike from Finlay Brothers in Elizabeth St. for 42 pounds whilst still in the Air Force. He was discharged in 1946, at that stage he owned an OHC Morris Minor Sports with the usual oil cooled vertical generator.

By 1947 he had graduated to 'Leaping Lena'. A 1923 501 FIAT with a multi-disc metal clutch. Around 50 mph was its top speed.

Keith had the necessary brass so in 1948 he went looking for a newish car. Brylaw Motors sold mark IV 2.5 and 3.5 Jaguars and had the agency for Morgan. [In a mate's garage I still have some of their old stock rusty rear mudguards.] Wanting something sporting Keith discovered that Jags cost around 1500 pounds, Mogs 8 10 pounds, MG TC's 750 pounds and Y saloon's 790 pounds. He was tempted by the Singer 9 Sports and found that there was a long waiting list for the new Holden at around 700 pounds.

Around March 1950 while checking the Saturday Age he spied the following Ad. 'Morgan 4/4 4 seater 1948 model, only 9000 miles, price 450 pounds.'

At a used car sales yard in St. Kilda he fell in love with ME 048 with her beautiful leather interior and blue paintwork. The previous owner had traded the car in on a Buick straight eight because he struggled to get his aged parents in and out of the Morgan. Keith was happier than a pig in you know what about his purchase!

ME 048 and Keith Devers shared many a spirited motor-ing adventure over the next 30 plus years.

In March 1952 Keith and his mate took the bit between the teeth and decided to go overseas for 6 months in ME 048. They loaded the car up with tinned food and camping gear. At this stage the car had done only 32,000 miles. They used the RACV to sort out the necessary paperwork, because ME 048 needed to be registered in each country they planned to visit. Plus it was necessary to post an 80% bond. The State Valuer demanded a bond of 460 pounds, that was a lot of loot to leave behind! The average adult wage at the time was about 10 pounds a week.

By 23rd of March they were on their way, Me 048 was canvas wrapped deck cargo on the Italian Line Flotta Lauro

ship MV Roma. On the way to Sydney there was a 24 hour storm, the ship suffered damaged turbine blades that meant a 7 day stay in Sydney. In Brisbane they lost another 4 days while the captain was in court fighting a case against him for taking on board meat not fit for export.

They spent 3 days in Jakarta at a party given for President Sukarno. On the 1 st of May they arrived in Naples to discover that the wharfage charges had doubled. But the Automobile Club of Italy came to their rescue and within 2 hours they had cleared Customs, there was no red tape or registration to pay and ME 048 with its tank full of Aussie petrol had them on their way out of Naples.

Australian travelers were only to take 500 pounds sterling out of the country and only 100 pounds sterling could be spent in non-sterling areas. [This was the government's method to 'protect' the currency straight after the war. When our apron strings were well and truly still tied to Mother England.]

On a very thin shoe string Keith and his mate managed to cover 10,000 miles through a badly damaged Continent.

ME 048 did its part and ran on the smell of an oily rag and they 'lived high on the hog' under canvas to stretch their foods.

But something had to break and it was a front coil spring. From Amalfi in Italy they wrote to Malvern Link, the factory's reply was picked up from Poste Restante Venice advising that one could be purchased from Mr. Sanford's garage in Paris.

Keith was worried when Mr. Sanford insisted that he supply and fit the spring. It cost the same as it would at Malvern Link, one pound sterling! [Mr. Sanford had come to France after WW1 and starting making his version of Morgan three and four wheelers. With the blessing of Malvern Link. 'Old Harry', HFS Morgan never missed an opportunity! Sanford Morgans were rather popular with French sportsmen.]

Mr. Sanford proved to be a good bloke by arranging a temporary membership of The Touring Club of France. This allowed the boys to camp in a beautiful area on the river Seine within 4 miles of the center of Paris.

The Germans complained about Australia not being a member of The International Automobile Club but didn't insist that ME 048 have German rego. At Dover ME 048 was searched from stem to stern and customs insisted that the car have the Victorian plates removed and 'QF' plates

be brought and fitted, plus the colonials pay registration fees. Welcome to the Mother country! ME 048 retained her Victorian rego plates through out the UK.

After touring Scotland and England ME 048 arrived back home at Malvern Link. It cost the boys one pound sterling to tour the factory. And they couldn't leave the place because the car was covered in workers tightening all the loose screws, nuts and bolts. Well you know a Morgan! ME 048 was possibly the first Australian Morgan to come back to the factory.

Direct quote from Keith. "Our passage back from England was made on September 1952, ourselves traveled on the Orient line boat the old Orion of some 20,000 tons, whilst ME 048 was on the Blue Funnel line cargo ship, her passage costing 43 pounds sterling and ours 69 pounds sterling each. The fares for passage over was, 39 pounds sterling for ME 048 and 83 pounds sterling for each of us."

From 1952 to 1956 ME 048 ran in a number of trials. In one trial in Gippsland ME 048 lost traction in a country lane that was a sea of mud. The four occupants alighted, put the car in first gear and advanced the throttle setting. The stranded four watched in amazement as ME 048 was heaved clear of the bog.

In 1956 ME 048 and Keith were due for another overseas trip, she had covered 78,000 miles so Keith fitted .005 rings and .002 shells. This time they packed the car with heaps of tinned food and a tent big enough to hold both car and humans.

Australia was now a member of the International Automobile Association so a carnet de Passage was issued after the 80% bond was paid, that amounted to only 250 pounds sterling.

The car was wrapped in canvas and at Brisbane became hold cargo. To cut costs and save money the hood and windscreen were removed and placed in the car aboard the MV Sydney bound for Naples. They arrived on April 27th and the Automobile Club of Italy helped to clear customs. With currency restrictions almost nil they were on their way.

On the second day while joking around and checking the front end just in case near Amalfi, you guessed it! Keith found another broken front spring. But Keith knew that Mr. Sanford had a few left in his loft in Paris.

They toured Italy, Switzerland and France, upon reaching Paris the footbrake cable broke so they moved through the traffic very slowly on the handbrake. They then discovered that Paris is full of fist waving, impatient screaming drivers. When they reached the Sanford garage they found that Mr. Sanford had died 6 weeks earlier and the new owner didn't speak English.

A customer interpreted for the boys, but the new owner told them no spring was available and got rather cranky when Keith told him there was two springs in his loft. "You come from Australia many of thousands of miles away and

you try tell me what I have got!"[Plus, I bet, a few unprintable French swear words.]

Keith pleaded for a ladder and one was almost thrown at him, as he climbed he was hoping that fate was going to be kind this time. There was deadly silence from below when he produced two front springs. The new owner sold them for 600 French francs each, that was 13 schillings and 4 pence Australian. At the time that was cheaper than Malvern Link!

ME 048 motored on through Spain, then back up through the French and Italian Rivas, up through Turin and Milan and across to Austria via the 9000 foot Stelvio Pass, one of the highest in Europe.

During a run to the Gross Glockner they came across a Opel sedan carrying 6 large Dutchmen, it had a blown bottom radiator tank. For security the boy's luggage was dog chained to ME 048's torque tube. They used those chains to tow the Opel 2 1 kilometers into Seelm See. 2 months later they spent a wonderful three days with these nice Dutchmen. They carried on through Austria and then stayed with friends in Bern.

After a few days they took off again over the Alps to Italy, through Trieste into Yugoslavia following the scenic Adriatic coast. But the roads were rough and dusty and fuel was scarce, even the front mudguards were stating to rattle loose but the brace that they fitted in Spain did the job.

Many large towns were devoid of a fuel pump, so you had to ask the local Cornmissare about fuel purchase. The octane rating was as low as 68 to 73 and ME 048 would ping even on a whiff of throttle.

ME 048 almost got as far as the Greek border then back along the only sealed road in the country through Belgrade and Zagreb to Vienna, Munich, Frankfurt and back to their friends in Bern.

Next it was Germany, Belgium, Holland, Hamburg and onto Denmark. Then into Sweden where at that time they drove on the same side of the road as Australia. Then they crossed into Norway, the 'Land of the Midnight Sun'. So many wonderful fiords! Then on to Bergin where they were about to take the good ship Venus for Newcastle England.

They decided to forgo the cable car trip to the top of a local look out. Instead they took ME 048 up the narrow zig zaging steep track to the top. They discovered it was a pedestrian path and they were the very first motorcar to climb it!

Aboard the Venus their stomachs loved the wonderful seafood smorgasbord, it was unreal after months of tinned food! The English customs at the port of Newcastle greeted ME 048 like a long lost lover, once again she was searched from stem to stem. They then headed north for the Festivities at Edinburgh, then a few days later through the Trossacks to Inverness and around the shores of Loch Ness, then on to Fort William. Down the West coast they

used punts and ferries to cross many a waterway or swift flowing river.

Back at Malvern Link, the workers were amazed to see ME 048 for the second time in 4 years. They were worried about her condition and wanted a few days to put things right, but the boys were due to be on a ship bound for Ireland at mid-night.

They were asked if they wanted to take back any spares. Keith replied that engine parts were available back in Australia but he was concerned about transmission parts. [At time there were a lot of Standard 8 & 10 hp cars on our roads.] Morgan told Keith that the transmission was much the same as the Jaguar of the period and using the correct Castrol oil as listed, they guaranteed the transmission for the life of the car.

In a 155,000 hard dusty miles only the clutch needed replacing in ME 048. That tough old car could tow just about anything. One day ME 048 was seen towing a Cirrus Moth aircraft down a rough dusty road 4 miles out of Deniliquin to the airfield because the aircraft lacked an Air Worthiness Certificate. Keith said that the DCA were out to get him at the time!

Once that trip they climbed the Furka Pass. They discovered an old couple broken down in a two-stroke Goliath sedan 8 to 10 kilometers from the summit. Out came the dog chains and the valiant ME 048 towed them right to the top!

After an exciting 6 months they left the British Isles via the Orient Line ship 'Orsova'. But on the way back home to Australia there was trouble in the Suez Canal so the ship went via South Africa instead. ME 048 was unloaded in Perth.

The locals feared that such a small car was not up to the task of dodging the bull dust holes in the dirt road across the Nullabor. The crossing was notorious for them. They believed that a real big hole one just might swallow ME 048 whole! Near Southern Cross they hit one so dusty that the engine chocked with dust because it had no air-cleaner and stopped. But it rained and held down the TERRIBLE dust. Eventually they arrived in Melbourne.

On that trip Keith Devers and his good mate George Spurling in ME 048 covered 31,490 miles at 40.3 miles per gallon.

ME 048 did duty back in OZ chasing bits for Keith's 1926 Lancia Lambda, The poor old girl was loose in the body and had many chassis cracks so Keith's old mate George Spurling in the early 1970's started to restore her.

Mountain ash went to the frame, welding and riveting of the chassis and a new front end was purchased that required spacers and longer studs to fit the 4.5 by 17 inch wheels. [I have done the same thing to my early 4/4 but moved the wheel rims out a .5 inch to clear the top casting.]

In 1976 George Spurling and his nephew Craig George,

who was a young Morgan mate of mine, went up in a private plane to visit Keith in New Guinea. They hired the plane in Queensland but could not get the aircraft they wanted, so settled for a less powerful one which couldn't attain the required ceiling height they needed. Between Lae and Goroka near the KoKoda Trail they flew straight into a mountain, all were killed.

I met a lovely widow from Brighton and considered courting her. She had just lost her lover, and was still grieving. I was shocked to discover that he was aboard that very plane. Fate was cruel in this case because his name was also Barry. You can't fight ghosts!

ME 048 ended up sharing space in Keith's nephew's factory with the Lancia Lambda. The car received a complete birthday, mechanical, paint, seats and a rewire.

Keith's next trip was to follow the Sun to Alaska before coming back to Australia via San Francisco. But he realized that he was running out of years and at that time there was much trouble in the world. What a shame it never happened!

I raise my flat hat to ME 048 a tough little car, and it's even tougher owner, Keith Devers. An Ozzie bloke that had intestinal fortitude galore!

[This story was condensed from Keith's own writings. It was written while he was a Patrol Officer in Goroka, Papua New Guinea.]

Barry Ponchard 19-9-07

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Forewords by
Charles Morgan & Lew Spencer

*J.D. Alderson & Chris Chapman
with Craig Atkins*

The Brooklands Car Responsibility

Larry W. Ayers

With the 100th Anniversary of Brooklands celebrated last year, it would seem an appropriate time to reflect on the responsibility of owning a car that raced on that track during the 1930's and has survived to this day. In case you may not know much about Brooklands, it is located in Weybridge, Surrey, not far from London. It was the world's first oval racing circuit, preceding Indianapolis by a couple of years - in fact, Brooklands inspired its building. Brooklands recorded a lot of history in its 30-plus years of existence before the advent of World War II, which required its closure as a race track and dedication as an aerodrome.

A particular Morgan three wheeler, which I have owned since 1977, raced there in all its glory from the years 1930 through 1937. My 1930 J.A.P. Morgan Super Aero, nicknamed "Red" was a racing machine from the day it left the Morgan Factory, dispatched to the Morgan dealer, Arthur Maskell, of "Maskell for Morgans." Arthur raced Red before it came into the possession of Henry Laird, an Englishman who really began to set records with the trike.

The Morgan Factory in Malvern Link, Worcestershire (like the sauce), England got wind of Laird's driving skill and success and asked him to race under the Morgan Factory banner. He joined the team of Clive Lones and Tom Rhodes, who owned similar Morgan trikes. The Morgan team, as

number 5 entry, ran in the Light Car Club Relay Races on 22 July 1933 and earned a 2nd place finish with an average speed of 89.01 MPH. The same team entered the LCC Relay Races again on 21 July 1934 with 18 teams competing. They didn't make the winner's circle on this occasion, but that didn't deter them from entering the following year for another try. On 20 July 1935, the team was entered as number 3, and Laird was off first in Red, soon lapping at over 93 MPH holding the throttle wide open with a rubber band. Bumpy Brooklands took a toll however, and after 17 laps, both of Red's bronze front sliders broke. The Morgan team again missed the winner's circle due to this and other mechanical problems. But what fun it was competing!

In between these relay events, Laird and his brother, Richard, raced Red at Donnington Park, a road circuit near Derby, England. They set several records for speed in motorcycle/sidecar classes and won several events. However, their claim to fame was setting the World's Records at Brooklands on 22 October 1935 for piston driven three wheelers for the Standing Start Kilometer at 72.288 MPH and for the Standing Start Mile at 81.568 MPH. To add to their achievements, a Brooklands Gold Star was awarded Red on 10 October 1936 for lapping Brooklands at 100.61 MPH. These coveted Gold Stars were given those achieving speeds of over 100 MPH on the outer circuit during a sanctioned event with an official timekeeper. There have only

Henry Laird
and Michael
Farraday aboard
#151 racing
at Donnington
Park, "Whitsun
Monday", 1937.
They established
a new record for
3 wheelers, 61.2
mph, spotting
a competing
motorcycle
with sidecar 40
seconds ahead.



been three other Gold Stars awarded to Morgans. The fastest speed recorded with Red at Brooklands was 103 MPH! That's not bad considering the fuel, plugs, and technology available to 2-cylinder V-twin cycle cars in the 1930s.

Red was imported into the U.S. in the early 1960's and subsequently restored with its original, record-setting bronze J.A.P. motor. It has raced in prewar events every year since 1996 making track appearances 36 times and participating in 20 concour events and various other exhibits since 1977. Even racing conservatively, Red shows its age. It's experienced engine failure, lost a front wheel, and even overturned once, but always recovered to compete again. Its history is ongoing. Red is easily recognized by the shape of its streamlined sloping cowl, the only such treatment produced by the Morgan Factory on a three wheeler.

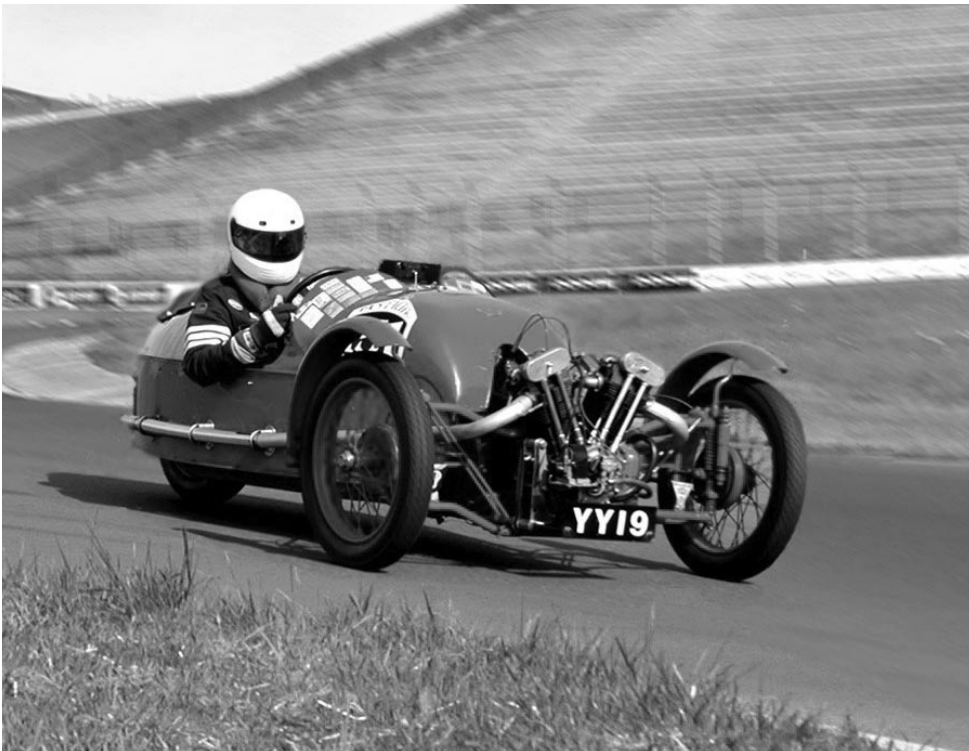
All its accomplishments were chronicled in a book written by Larry Ayers titled, "A Morgan Called Red, Brooklands to Laguna Seca," which was researched over a twenty year period. The book is available through its publisher, Beeman Jorgensen, Inc. copyrighted in 1999, or through its author.

Now you have an idea of the responsibility and importance of preserving and currently racing a living example of Brooklands racing history. It's a continuing pleasure to bring the trike to events and share the past glory and stories with others who enjoy seeing a Morgan with a real Brooklands racing history. Perhaps a trip back to England might be possible to celebrate the 100th Anniversary of Morgans in 2009.

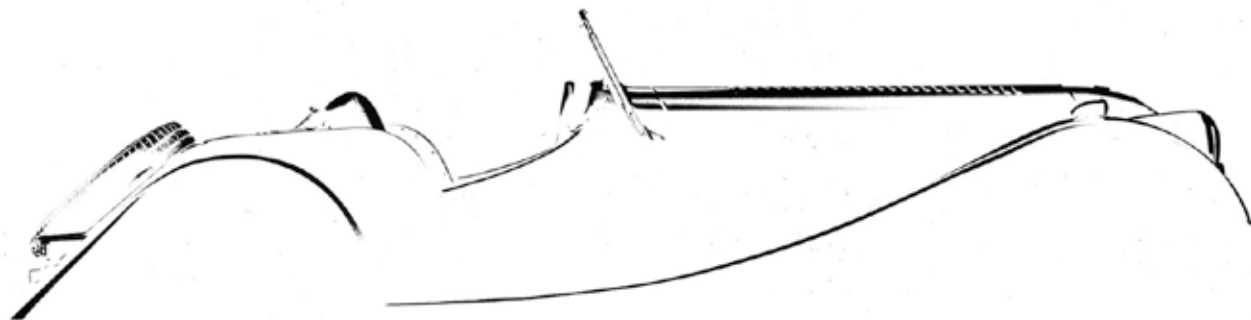
1930 Morgan J.A.P. Super Aero

**World's Records at Brooklands on
22 October 1935
for piston driven three wheelers
for the Standing Start Kilometer at
72.288 MPH and for the
Standing Start Mile at 81.568 MPH.**

**Brooklands Gold Star awarded
on 10 October 1936 for lapping
Brooklands at 100.61 MPH.**



Larry at Infineon Raceway,
Wine Country Classic,
June 2007 – still a
contender!



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