

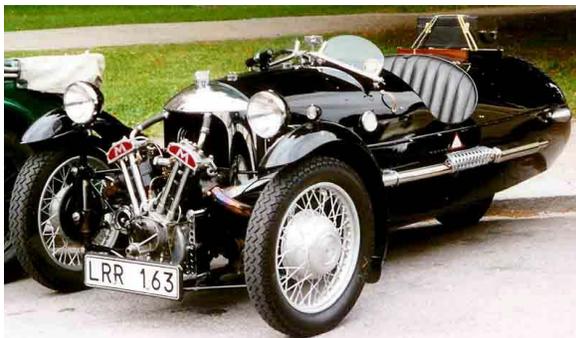
British Cars and Motor Bikes at the Games

As in previous years, we are pleased to welcome a large selection of classic British cars and motorbikes to the Games. On display this year will be several custom-built Morgans, MGs from the local MG Club, and a 1936 Rolls Royce, plus several classic British motorbikes. Stop by and chat with the proud owners of these vehicles, and hear about their storied histories.

The Morgan

The Morgan Motor Company was founded in 1910 by Henry Frederick Stanley Morgan, generally known as "HFS" and was run by him until he died at age 77 in 1959. Morgan is based in Malvern Link, Worcestershire and employs 163 people. Morgan produced 640 cars in 2007. All the cars are assembled by hand. The waiting list for a car is approximately one to two years, although it has been as high as ten years in the past.

Among their enthusiasts, Morgans are affectionately known as "Moggies". The first Morgans, built between 1911 and 1939, were three wheelers, to enable them to be classified as motorcycles and escape the heavy U.K. tax on passenger cars that was in effect at the time. The first 4 wheeler was produced in 1936, but 3 wheelers continued to be built until 1952. We are fortunate to have a three wheeler at the Games, owned by George and Kathy Tollworthy.



Morgan Super Sports 3 Wheeler, 1937



Morgan Plus-4, 1963

Morgans have had a variety of engines over the years, ranging from air or liquid-cooled motorcycle engines in the early years, through Ford and Triumph engines in the 1950's and 1960's, to a Rover V8 in the 1980's and 1990's. Recent models have featured BMW and Ford Mondeo engines.

The United States is one of the biggest markets for the Morgan, taking over 80% of production in recent years. There are several Morgan Clubs in the U.S., and we are fortunate to have one of them right on our doorstep here in Pleasanton.

The MG

The MG is an iconic British car brand, but few people know what the initials stand for (Morris Garages, a spinoff from Morris Motors in the 1920's). Most people associated the name with the classic two door sports coupes produced in the 1950's and 1960's, but prior to that, the company had produced 4-door saloons and stylish coupes including the MG NB Magnette. After WWII, the company began producing a smaller T-series coupe based on the MG Midget, and the TC, TD and TF versions are collectors items today. The MGB and MGB GT came along in the 1960's, followed by the MGC. The sports car models were dropped by the end of the 1980's, although the MG name lived on in the form of a number of

rather uninspired family saloons put out by the British Leyland Group. Upon British Leyland's demise in the early 1990's, the brand was taken over by the Rover group, which reintroduced several new sports models under the MG marque. In 2005, the Rover group was purchased by a Chinese company, but production of the MG continues in the UK, the last new model being the MG 6 in 2011.



MGs at the Games in 2012



Bob Luebbert with his MGB

We are delighted to welcome back to the Games this year the local MG club, the Sorry Safari Touring Club. The Club has an interesting history:

"The Sorry Safari Touring Society was founded on October 25, 1961, in San Lorenzo, California. The history of the club, however, goes back beyond this date to a time when its founding members were all members of another sports car club which held its meetings in a beer and pizza hall on Shattuck Avenue in Berkeley, The Monkey Inn.

During the 1960's club members offered 18 rallies to the public and although its membership hovered at the level of about 25 individuals, it was quite common to see, in the published results of other club's rallies, that six or eight cars of the top ten finishers were from SSTS. This becomes more significant when it is realized that by this time, the average rally was drawing 100 - 200 cars.

By the beginning of 1965, the club had burned themselves out and by 1969, SSTS had ceased to exist except on paper, and in the memories of its former members.

In 1972, those memories were rekindled and SSTS was reborn as a local chapter of the new England MG T Register. In its new guise, SSTS is a club devoted to the MG T series, their maintenance and preservation.

From this beginning has risen a phoenix, which strikes fear in the hearts of absolutely nobody, but is known to MGers nationally. Indeed, we have been joined by individuals from Maryland, the Carolinas, Ohio, Wisconsin and Europe

Our Club events now vary from one day to one week tours. They range from wine tours, progressive dinners, taco feeds, vintage car races, classic car shows and gathering in other states - but there is always good food and drink, and there are always the cars and best of all, there are always the members of the Sorry Safari Touring Society. The pattern of activities established in these formative years of SSTS continue to this day and at almost 100 strong, SSTS is living up to the MG Motto --sailing "Safely Fast" into the future."

1937 Rolls Royce Hillsborough



We are pleased to welcome back to the Games this year the 1937 Rolls Royce owned by David and Kristi Clover. This impressive, iconic car has a fascinating history:

“Every single feature of the Rolls-Royce spells durability, the machine is on a plane superior to the normal style of motor car.” This highly original and mostly unrestored example is built on a Rolls-Royce 25/30 chassis powered by a 4250cc (257 cu. in.) overhead valve engine with a single downdraft carburetor and a 4-speed gearbox with synchromesh fitted to third and fourth gears. This chassis, one of only 1201, was completed in November 1936 and delivered to coachbuilder James Young of Bromley to be fitted with a custom hand-crafted aluminum body selected by H. Mann, Esq., the original owner. As Mr. Mann had lost his right arm in WW1, the chassis was returned to the factory where the shifter was relocated to the center, the only example of this procedure done by Rolls-Royce on this type of chassis.

Over the past nine years the present owners have toured extensively in this vehicle (close to 25,000 miles) throughout the western United States (including Death Valley) and British Columbia. They have participated in four National Tours and three National Meets sponsored by the Rolls-Royce Owners Club plus numerous regional tours into the Sierra Nevada and Yosemite.

You will be able to see the Rolls Royce in all its glory at the Opening Ceremonies of the Games, when it will convey the Chief and his guests to the reviewing stand in front of the main Grandstand.