

## MORGANS AT BROOKLANDS – SUNDAY 10TH OCTOBER

News



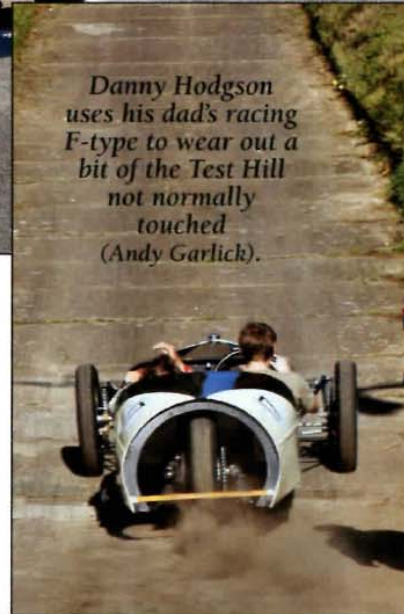
*Le Mans '62 Morgans  
(Keith Hofgartner).*

*Danny Hodgson  
uses his dad's racing  
F-type to wear out a  
bit of the Test Hill  
not normally  
touched  
(Andy Garlick).*

**I**t was a warm day and the sun joined us when the Morgans (and Porsches, Ford Mondeos and Cotton motorbikes) met up at Brooklands, although Morgan owners are pretty hardy folk and generally turn up in all weathers. We had an excellent turn out of Morgan sports cars and about a dozen of the earlier three-wheeled models with their V-twin and Ford side-valve engines. There were some beautiful examples of Mr Morgan's latest designs – the Aero 8, the Aeromax and the Aero Supersports – all with BMW 4.6-litre V8 engines, but most of the Mogs were the traditional type with cut-away doors, long flowing wings, running boards and louvres in the bonnet.

Morgan won its class at Le Mans in 1962 and we've never forgotten it. That Mog still races and is fondly known as TOK from its registration number. Another racer is styled on TOK and is commonly referred to as TIK. In 2002 the Morgan Motor Company built 81 limited edition models to celebrate the 40th anniversary of the event. When Morgan launched these 'Le Mans '62' models, all the allocation of 80 cars were sold within 72 hours. The eagle-eyed amongst you will have spotted the disparity between 81 made and 80 sold. Le Mans '62 enthusiasts have recently found the prototype which the Morgan Motor Company had numbered as zero. No wonder motoring historians get confused. Seven of these models turned up for Brooklands and were parked in an impressive row. You can generally tell the Le Mans '62 models because they were, unusually for Morgans, supplied with a hard top.

A selection of Morgans wore out their clutches



and tyres and impressed us on the Test Hill. But the highlight for me was the superb presentation in the afternoon by Richard Noble on behalf of the Bloodhound project. This beast has three engines: a jet, a solid-fuel rocket and a racing V12 whose primary job is to power the fuel pump that



*This three-wheeler is fitted with a 998cc  
Matchless water-cooled ohv engine (Andy Garlick).*



Using the latest in modern conveniences, we offer a prompt service for the manufacture of engine, gearbox and chassis components, gear cutting, spark erosion, grinding, CNC milling and turning.

*Suppliers to many major restorers.*

### **Geoff Harris**

Tel: 0118 934 4140 Fax: 0118 934 4130

Email: [geoff@geoff-harris.co.uk](mailto:geoff@geoff-harris.co.uk)

[www.geoff-harris.co.uk](http://www.geoff-harris.co.uk)

delivers concentrated hydrogen peroxide solution to the rocket engine. In 2012 Wing Commander Andy Green expects to take Bloodhound to over 1,000mph at Hakskeen Pan in South Africa.

The raffle, organised by Morgan Sports Car Club members Wendy Kingshott and Alan Sharpe, had no



*No shortage of power here (Andy Garlick).*



*Raffle winner Stan Bilous (Diana Willows).*



*Peter and Mary Knowles with the second prize picnic hamper (Diana Willows).*

trouble in raising £500 for Brooklands and Bloodhound due to the generous first prize of two days' hire of a Morgan from agents Brands Hatch Morgans at Borough Green. Lucky winner was Brooklands Trust Member Stan Bilous from London who already owns a Morgan three-wheeler but was hugely enthusiastic about testing a four-wheeler for a couple of days. Second prize winners were Peter and Mary Knowles from Worcester. They wanted the picnic hamper and got it!

**Alan Sharpe,**  
**Morgan Sports Car Club Member**