

# MOG LOG



JUNE JULY AUGUST 2024



The only car club in the area devoted to a car currently built by Britons, for a manufacturer owned and managed partially by Britons.....THE British car club!

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# MORGAN MOTOR CAR CLUB

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To steal ideas from  
one person is  
plagiarism, to steal  
from many is  
research.

No one ever says, "It's  
only a game," when  
their team is winning.

If you try and don't  
succeed, cheat. Repeat  
until caught. Then lie.

## **RUNNING ON .....**

**Not a RUNNING ON but a RETROSPECT.....**

In June of 2014 we had almost 40 members, many of who were active in the 10+ events on the MMCC Calendar for the year stretching to November.

In the June MOG LOG we published stories and photos of ABCD. 9 Morgans and a facsimile kit car shared our shady hill. The same newsletter had a story of the club joining RRTC for a trip out to Eagles' Canyon Raceway to watch racing and to drive the course. As an added adventure, 6 members were persuaded to travel to Indianapolis to view the 500 and tour the fabulous museum. What fun that was even tho' we did not drive our Morgans.

The July issue had only one event article, but it was a Judne tour to the Franconia Brewery and then a drive out to Celina for a sumptuous lunch. The weather was beginning to get to us all.

For the August issue, the annual planning meeting was held at Chubby;s restaurant and was well attended. New events showed up on the calendar for the rest of the year. The best event was to come when the FLYING SQUAD (now defunct) showed to help replace the fuel tank in Boyles' +4+. Photos showed the work in progress, lunch was at a locale burger place.

**Enjoy this copy of the MOG LOG!**

**OVER AND OUT!**

Check the website, [www.texmog.com](http://www.texmog.com)

**Remember our next NOGGIN' and NATTER is SATURDAY, AUGUST 10th at THE RED TRUCK CAFÉ in PLANO.**



**MORGANS...ROAD CANDY!**





# Wheels and Wings

May 25<sup>th</sup>



## Texas Morgan Motor Car Club and The North Texas Austin Healey Club

There are three things to avoid in Texas: stating that the only good bar-b-que is pork, adding beans to your chili, and planning a British car road trip anywhere close to the Summer. We had been talking about things to do as local club events. I know we have gone north to Nocona, south to Waxahachie, I had been toying with the idea of doing something a bit west and east, just to round out the compass points. In the process, we might make it accessible to other members as well. The metroplex is a big place and it can not only be inconvenient to drive across, but very time-consuming as well. It had been mentioned that, in the past, we have previously visited a few members' car collections as outings. I liked it. As a comparative newcomer to the club, I'm basically doing a lot of catch up with many of the longstanding members. From our Nocona trip, I knew that Jeff Podmer's had several other cars. The Austin Healey he first brought on that trip, as well as Packards that he referenced. When Jeff attended this year's TEX MOG Boxing Day event at Jeff and Yvonne Smith's house, I approached him to ask if he would be willing to host an event at his house. He graciously obliged. There are a couple of air museums out north of Fort Worth, so we had a couple of destinations. The next question would be: when?



In talking with other members out that way, I knew that Ed Arnold was also outside of Fort Worth. Ed and I had previously driven down to the Austin All British Car Days and taken the western approaches on that trip (which we are planning to do again this year while it is in Marble Falls, if anyone cares to join). However, Ed had just had knee replacement surgery, so we pushed it back to May to see if he would be back to driving his Plus 8. This could be chancy in Texas, but May is technically still Spring so who knew what we would get.

Jeff thought we might have a bigger turnout if we invited another club as well. He suggested the Austin Healey club, and the flyers were sent. Two clubs, the Podmers' place, two air museums, lunch; we had a mini-event on the west side.

May 25<sup>th</sup> quickly came around, and although we weren't breaking the century mark yet, it was forecasted to be in the mid-90's with high humidity. Jim Shukert had agreed to drive with me in the 3 Wheeler, since the morning temps were fine, but he expected the afternoon run might be a bit hot for his car, which was still prone to over heating.



Indeed, the morning ride was great! Still cool enough, the ride down Hwy 26 from Grapevine to Fort Worth was pleasant, and some of the neighborhoods we pass through can be very nice. When we arrived at the Podmers' home, I knew I was in the right spot due to his Morgan Plus 4 parked out front. He ushered us through to the back of his lot, to a little knoll surrounded by several mature trees and his out buildings. He had several garage buildings, their doors wide open, to reveal their precious contents. Like oysters singing in chorus to divulge their automotive pearls.



As a car enthusiast with far too little storage, I can always appreciate someone who has covered storage for more than just two cars at home. Since the Podmers have a few garages, I simply stand in a bit of awe. I also know that I am possibly viewing one of my wife's most dreaded fears! Jim and I quickly dove in to admire Jeff and Beverly's collection, and got an eyeful of everything that Jeff was working on. The Jaguar 120 was undergoing quite a bit of work, but I probably would have taken it as is, even though it had the Flintstone style open floorboards. The engine already looked good, so it was doubtful this was used for propulsion. He had some of his Packards there, as well as his beautiful Le Salle. But of course, I am completely besotted by the 1934 Bugatti type 39. The hood on one side stood open. Just an inspection of the steering box, was amazing! The polished steel; each handmade bolt on the access panel carefully wired with a continuous copper wire, with a precise loop in between. Just that one assembly was a piece of sculpture unto itself! There were plenty of other things to gawk at, and we spent quite a bit of time doing just that.

Jeff had his Austin Healey and a La Salle out in the central yard where we parked. Ed brought his Plus 8, Jeff Podmers had his Plus 4, I brought my M3W, and we had one other 1999 Plus 4 driven by a guy who had recently imported it. Jeff had just seen him driving in Fort Worth and sped after him for an introduction and an invite. These were soon joined by three more





Healeys and a Triumph from the other club. In addition, Jeff and Yvonne Smith and Bernard Siegal came in with their daily drivers. All in all, we had a decent turnout between the two clubs.

After a bit of gawking and gabbing, most people had gathered in the oldest garage, which Jeff pretty much just used for more memorabilia and parts storage. After a bit, we agreed it was time for some lunch. Jeff suggested



a couple of lunch options, but as one of those was Heim Barbecue, that pretty much garnered the bulk of the interest. This was a British car meet, but we all wanted some Texas meat.

A good portion of the group attended, and we were able to

get a nice section of the restaurant all to ourselves. Whereas I have heard a lot about Heim Barbecue, I've never actually been before. All I can say is if you go, the bacon burnt ends are an experience not to be missed. I'm sure they weren't good for me, but they still have my mouth watering as I write this.

Next on the agenda was our ride out to the Fort Worth Aviation Museum. It was getting much warmer as we drove out. The remaining Austin club members were out, and the Morgan club was also getting a bit thinner, although the bar-b-cue weight I had just added helped to compensate. The Fort Worth Aviation Museum is very nice, with a lot of aircraft outdoors, but a good number of indoor exhibits and memorabilia. Of course the role of North Texas in aircraft manufacturing, training and operations is well documented, and there is always something new to learn no matter how many times you go between the displays and the on site docents. Outside they have everything from later prop aircraft, through Korean, Vietnam and Cold War era jets. You get to realize how large an F-111 Aardvark is, as all a few of our Morgans could have parked underneath. We also got a sneak peek at the just completed renovation of the YF-16 Falcon prototype, in the Red White and Blue livery that they planned to unveil later that weekend.

The day drew on and the temperature kept climbing. I had previously added a stretch goal of hitting a second air museum, the Vintage Flying Museum of Fort Worth; however, we decided to call it a day say our goodbyes and head home.

But wait, there's more. The adventures were not quite done for the day.





Unrelated to any of this, my parents had recently sent me two of my grandmother's unfinished quilts. As neither had the batting or a backing so I found someone at a quilting shop in Colleyville who could complete them. After a couple of months, they were done. My only problem was I had been too busy to make it by during the week and had missed her the past two Saturday's when they were open. As we drove home from the museum, we drove right past the quilting shop, which closed at 4pm. As we were just passing it around 3:40, I asked Jim if he couldn't mind if I popped in to pick up the quilts, and Jim agreed. My next problem was that I had taken off the luggage rack, but Jim said he could simply hold them in his lap for the remainder of the trip back to his house. Great, I was finally able to see my grandmother's quilts finished; I knew my parents would be happy!



Now, keep in mind, it is still about 95 degrees, and poor Jim has two quilts in his lap. I tried to drive home without further delay. We had just arrived back in Grapevine when Jim commented that the Morgan 3 Wheeler seat really gets uncomfortably hot. After a quick glanced down, I realized that the quilts had accidentally turned on his heated seat! The heated seat option had been added for my wife, who doesn't like to be cold. The heated seats have to settings: off and burn your butt off if left on more than a couple of minutes. Jim was experiencing the roasting butt of hell, insulated with two quilts, while the Texas sun attempts to scorch you like a roasted pepper. I may never get Jim to ride with me again.

So, despite Jim needing a dip in his pool when he arrived home, I can say that everyone was able to view some fabulous cars and planes, have some great lunch, and had a great time. We'll see if we can do another trip when it is not quite that close to the start of Summer. Thank you Jeff, and sorry Jim! Everyone keep your Morgans running and enjoy the remainder of the summer, maybe just in a car with AC!

*Morgan*



**FORT WORTH AVIATION MUSEUM**  
PRESERVE \* INSPIRE \* EDUCATE





# **MMCC CALENDAR OF EVENTS**

NOTE: New entries and revisions are in italic type  
Entries in bold type are official MMCC events

**Check the Calendar entries often for changes of dates, events and other alterations or updates**

2023- Have an idea for an event you would like to put on for MMCC, pick a date, a time, a place and send me an email at: [secretarytexmog@att.net](mailto:secretarytexmog@att.net).

## **MEETINGS**

*Aug. 10th Red Truck Café*  
*Sat. 10am monthly meeting*

*Sept. 14<sup>th</sup> Red Truck Café*  
*Sat. 10am monthly meeting*

*Oct. 12<sup>th</sup> Red Truck Café*  
*Sat. 10am monthly meeting*

*Nov. 9<sup>th</sup> Red Truck Café*  
*Sat. 10am monthly meeting*

## **EVENTS**

Sept.5,6,7<sup>th</sup> **BRITS in the OZARKS 22<sup>nd</sup> Annual All-British Car And Cycle Show**  
See flyer for info  
<https://britishironnwa.org/brits-in-the-ozarks/>

Oct. 11,12,13<sup>th</sup> **33<sup>rd</sup> ANNUAL ALL BRITISH CAR DAY**  
See flyer for info  
<https://www.hillcountrytriumphclub.org/txabcd/>

## **Events following are courtesy of the RRTC calendar:**

September 14 (Saturday): Dallas Nationals classic car show in Farmers Branch 10a-2p with free private car collection viewing

September 21 (Saturday) Wheels for Wellness in Fort Worth 10a-3p [wheelsforwellness.org](http://wheelsforwellness.org)

October 5 (Saturday) 10am RRTC European Car and Motorcycle show hosted by Dave Pilcher at Tarrant County College TCC in Fort Worth

Oct 19 (Saturday) St Andrews Cars for Community show in Plano 11a-2p St. Andrew UMC, Cruise In Car Show ([standrewcarshow.com](http://standrewcarshow.com))

Oct ? British Emporium Halloween British car and bike meet-up in Grapevine

November 9 (Saturday) time tbd Drive to Ennis and lunch. Hosted by Stephen Grow. : Comin

**News of further events will be welcome.**





[\(https://britishironnwa.org/\)](https://britishironnwa.org/)

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**[Brits in the Ozarks \(https://britishironnwa.org/brits-in-the-ozarks/\)](https://britishironnwa.org/brits-in-the-ozarks/)**

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**BRITIS *in the* OZARKS**

## **Twenty-Second (mostly) Annual All-British Car and Cycle Show**

Hosted by the British Iron Touring Club of Northwest Arkansas in **Fayetteville, AR, Agri Park**

**South of Exit 67-A off I-49 September 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup>, Rain or Shine**

**ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION**

**>>Click here for printable Registration Form (<https://britishironnwa.org/wp-content/uploads/2024/05/Registration-form.pdf>)<<**

**New!! Click here for Online Registration (<https://form.jotform.com/241018380965155>)**

**Brits in the Ozarks**



**Sept. 5th:**

Driving tour through Arkansas Ozarks. – The Jasper Run. **9:00 a.m. departure from the hotel**

**Sept. 6th:**

Driving tour through the Ozarks featuring The Wine Tour. **9:00 departure from the hotel.**

*Alternate drives at a more leisurely pace will be available both days.*

Show Registration (4:00 – 6:00 P.M.) walks-ups welcome. Also available on site the day of the show starting at 8:30 a.m.

Cook out and parking lot party 6:00 PM at the **Holiday Inn Convention Center of Northwest Arkansas**, until we get tired or the beer runs out!

**Sept. 7th:**

Car and cycle display and popular choice judging at Agri Park, North Garland Street, Fayetteville, Arkansas, 10 AM - 2 PM.

Lunch and concessions available on site. Silent Auction (donations welcomed).

Awards Dinner **at the hotel** 6 PM.

**SPECIAL GUEST: DICK LUNNEY, EXECUTIVE EDITOR, CLASSIC MG MAGAZINE**

**ONLY 210 TICKETS WILL BE SOLD FOR THIS EVENT, FIRST COME, FIRST SERVED, TICKETS ARE REQUIRED – ORDER NOW!!!**

No vendors per U of A Agri Park regulations.





New Venue!

# Come to the 33rd Annual Texas All British Car

New Activities!

Self-Guided Fun Drives Car Show  
Awards Dinner Vendors Prizes

Happy Hour Friday Food Trucks!

October 11th to the 13th at the

beautiful Dos Conchas Ranch, Marble Falls, TX

Register online **ONLY!**

Special Hotel rates/ limited availability

Details at [www.hillcountrytriumphclub.org/txabcd/](http://www.hillcountrytriumphclub.org/txabcd/)

Supporting the Eddie Shell & Cloyce McLean Community Foundation



### Friday 11 Oct

- Social Hour, 3:30 pm to 8:00 pm
- Late Registration & Registration kit pick-up, 3:30 pm to 7:30 pm
- Optional Self-Guided Fun Drive

### Saturday 12 Oct

- Gates open @ 9:00 am
- Texas All British Car Days Show, 10:00 am to 1:00 pm
- Food and drink will be available at the show
- Self-guided fun drives, 1:30 pm to 4:30 pm
- Cash-bar reception, 5:00 pm to 6:00 pm
- Awards banquet, 6:00 pm to 8:30 pm

### Sunday 13 Oct

- Fun drive, 8:00 am to 8:30 am
- Breakfast 8:30 am to 9:30 am

## Thanks to our Sponsors



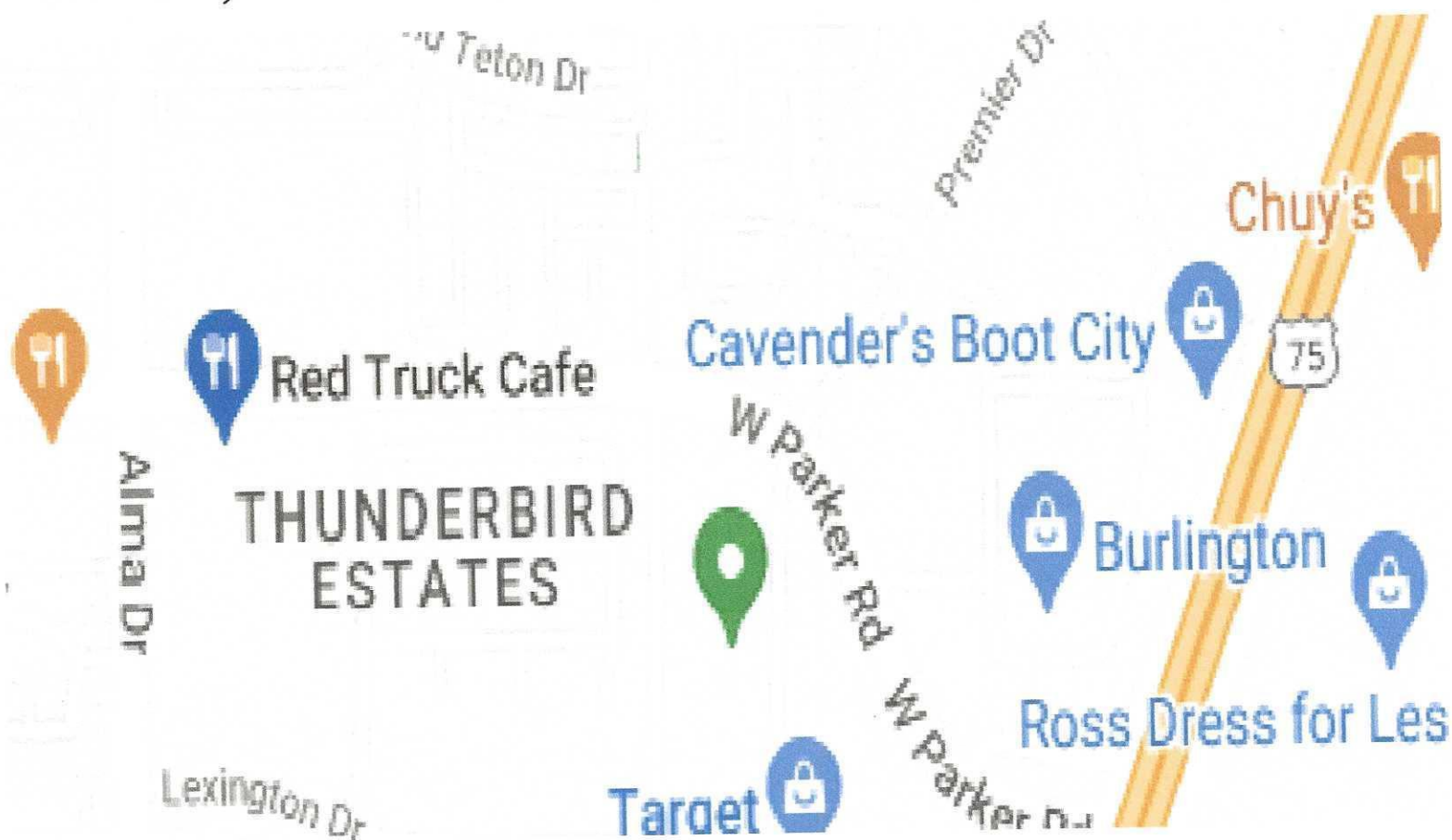
**THE CADILLAC**  
Dance Hall  
at [DosConchasRanch.com](http://DosConchasRanch.com)



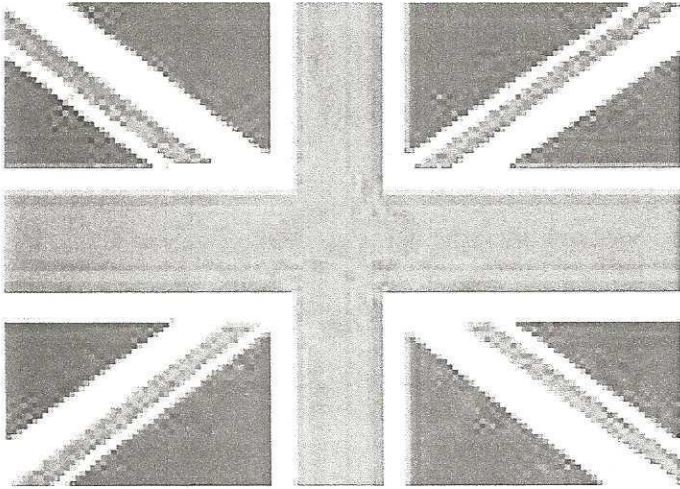
# MMCC MONTHLY BREAKFAST MEETINGS



Towne square, 910 W Parker Rd #101  
Plano, TX 75075 Second Saturdays







## British Racing Green

British Racing Green, officially known as deep Brunswick Green, takes its name from the green international motor racing colour of Great Britain.

'*British Racing Green*' in motorsport terms meant only the colour green in general - its application to a specific shade has developed outside the sport.

The dark green colour was used for the uniforms of the cavalymen of Braunschweig, Germany, and later by British riflemen in the late eighteenth century. The current British Royal Family traces its origin to the House of Hanover, also known as the *House of Brunswick*, *Hanover Line*, and Brunswick Green therefore acquired British national symbolism.

Certain British railway companies, such as the Great Western Railway chose to paint their locomotives in this colour, starting in the late nineteenth century. In the twentieth century, this heritage of speed resulted it in becoming the colour chosen for British racing cars in international competition, before the displaying of the logos of sponsors became common.

In the days of the Gordon Bennett Cup, every component of a car had to be produced in the competing country, as well as the driver being of that nationality. The race was hosted in the country of the previous year's winner. When Selwyn Edge won the 1902 race for Britain in a Napier it was decided that the 1903 race would be held in Ireland, Motor Racing being illegal at

the time in Great Britain and the opening of Brooklands was still 4 years in the future. As a mark of respect for their hosts the British cars were painted green and this has remained the traditional colour for British racing cars to this day.

William Grover-Williams, driving for Britain, won the very first Monaco Grand Prix in a dark green Bugatti. This colour became known as *British Racing Green* and was regarded as the "official" colour especially in the 1950s and 1960s, when British or UK-based teams like Vanwall, Cooper, Team Lotus, BRM, and Brabham were successful in Formula One, all in different shades of green. Green cars dominated the grid.

In 1968, sponsors were allowed in F1, and the previously common green color soon disappeared, being replaced by various liveries. The history of the famous greens was revived in 2000 by Jaguar, but after this team was sold to Red Bull by Ford in 2004, the new Red Bull Racing team used their own colors.

British Racing Green has British Standard Colour Code #BS 381 C, and can range from dark green to nearly black.

With the many successes of the British racing teams through the years, British Racing Green became a popular paint choice for British sports and luxury cars, and a popular choice for the Mini Cooper, the BMW MINI and the Mazda MX-5, whose styling was heavily based on the 1960s British Lotus Elan.

British Racing Green was not traditionally a metallic paint, but tends to be such on new cars; as such a limited range of "solid" colours is offered by manufacturers. *From Wikipedia*

RGB: (0, 66, 37)

RGB: (0, 51, 0)

RGB: (2, 28, 19)

RGB: (12, 25, 17)

RGB: (27, 77, 62)

Shades of British racing green with their RGB values



# Hand-Built and High-Tech

by Phil Scott Jul 2 2008

Morgan Motor Co.'s custom cars may look classic, but with fighter-jet bodies and fuel-cell innards, they're far from throwbacks to a simpler time.



1998 Plus 8 NAS 4.0  
Photograph courtesy of: William Lamb

**E**ric Sturdza was always intrigued by Morgan Motor's sexy, low-slung cars. "I've seen many times the traditional models from Morgan, and I always thought the aura was beautiful," says the president of Banque Baring Brothers Sturdza. "But I thought the chassis was in wood, and I heard the suspension was terrible, so I never looked very much into it."

At the 2000 Geneva Auto Show, Sturdza got a look at Morgan Motor's Aero 8, the company's first new design since 1948. But he wanted a few minor changes to the features—left-hand steering instead of right, for instance. That wasn't a problem given that Morgan, a privately owned British automobile manufacturer, builds all its cars by hand. But it does have a reputation for making its customers wait. And wait.

"They told me I would receive it in one year's time," he says of the company that has been known to leave customers cooling their heels for a decade. "And, of course, I waited three."

Founded by H.F.S. Morgan in 1913, the company's annual output is minute. In 2007 Morgan assembled just 640 cars, compared with Ford's 6.5 million. "It's a bespoke car, built to the customer's order," explains Mark Ledington, Morgan assistant sales manager. "We treat every car as a one-off. If you want it metallic orange



and a pink-color leather, we can do it." Ledington claims they gave up counting the colors available once the number surpassed 50,000.

For the roughly \$52,000 to \$130,000 base price, buyers get Morgan's standard graphite wheels, leather steering wheel and gear knobs, and quilted leather upholstery. (Among the optional luxuries for the Aero 8 are a "photographic build record" for \$292, or a two-case set of fitted luggage from Schedoni for \$1,981.) And although 10 of the 14 car models Morgan makes haven't changed in looks since they first rolled out the factory doors, not everything is a throwback to the early 20th century. Morgan's two Aero lines are made using the same technology as fighter jets and feature a 4.8-liter BMW engine, optional automatic transmission, and airbags. And the company is pressing the frontiers of automotive technology with its prototype LIFECar (Lightweight Fuel-Efficient Car), a fuel-cell-powered vehicle capable of hitting 100 miles per hour and going from zero to 60 in seven seconds, while not putting a scratch on the environment.

"We can do everything, from hydrogen cars to four-cylinder roadsters," Ledington says. "We're a small company, but we punch above our weight."

At the tiny factory near Worcester (if you chucked a dart at a map of England, Worcester would be the bull's-eye), the company's home since 1920, 160 craftsmen painstakingly build each automobile one at a time, with a handmade frame molded from ash and bodies hammered from sheets of aluminum. Each craftsman, Ledington adds, serves an apprenticeship that lasts five years.

The Aero 8 and AeroMax are built a little differently than Morgan's usual fare. To shape the body's aerodynamic, compound curves, each panel of high-grade aluminum alloy—about the hardness of soft steel—is fed into a mold that's heated up to 500 degrees centigrade (932 degrees Fahrenheit). Air pressure is blown in, pressing the aluminum over the mold. Once it's cooled, the craftsmen assemble the pieces around a 4.8-liter, 370-horsepower V-8, capable of zero to 62 m.p.h. in 4.5 seconds, with a top speed of 170 miles per hour.

And never fear wrecking a hand-built car—besides for your personal safety. "If you got a [Morgan] bought 50 years ago involved in accident, we have the patterns to recreate it," Ledington says. For American buyers, there's one small problem: Some current Morgan models don't meet Department of Transportation or Environmental Protection Agency standards. For instance, the production 4/4 (shorthand for four wheels, four cylinders) lacks an airbag. Put another way, Americans can't legally purchase a brand-new 4/4. But other models are available in the States, including the Aero 8.

Sturdza has one of them—and then some. His bank ended up sponsoring the Morgan team at the 2004 24-hour Le Mans, and he received the first AeroMax, a hardtop coupe prototype, and the racing version of the Aero 8. Sturdza now owns four AeroMax automobiles, along with 11 other Morgans. Among other reported Morgan owners are Jay Leno (who once feared he'd been busted speeding his 1934 Morgan three-wheeler on Mulholland Drive, only to discover he'd been doing 35) and British actor Rowan Atkinson, who has an Aeromax.)

"You can't believe what an exciting car it is," says Sturdza. "The technology is state of the art, and the rest is hand-built. At the same time, you have better performance than most modern cars you can find. It gives you a very exclusive car."





## H.F.S. Morgan

BY JIM DONNELLY



**W**hen you consider that the firm he founded built the world's most inimitable cars (and still does), any rational person would assume that H.F.S. Morgan got his grounding somewhere outside the automobile industry, young as it was when he began in the business. Look at even a less-unorthodox version of a Morgan, say a Plus 4 or Plus 8, observe its metal-on-wood construction, and your first thought might be that Morgan was an out-of-water shipwright.

Actually, no. When he was born in 1881, Henry Frederick Stanley Morgan was the son and grandson of esteemed Anglican vicars from Herefordshire. Harry, as he came to be known, chose not to pursue the pulpit, but instead set about on a career in engineering. After graduating from Marlborough College, he hired on with the Great Western Railway of Britain, working in a variety of its shops. Around 1900, it was very common for railway passenger cars—in England, they're called carriages—to employ metal skins over wooden frames on their coach bodies. So you've got to wonder if the true inspiration for the Morgan car sprang from a GWR maintenance yard someplace.

Morgan left the railway in 1906 to concentrate on road vehicles, opening a garage in Malvern Link, taking a career path out of railroading that two other British motoring luminaries named W. O. Bentley and Henry Royce would also tread. From that shop, he sold Darracq and Wolseley. Then, he decided to build a motorcycle with a twin-cylinder Peugeot engine as its basis. Only partway through the planning, he decided to build a car instead. What emerged in 1909 was the first Morgan sports car, with the engine mounted transversely at the front and a single rear wheel driven by a chain through dog clutches. The whole creation rode on a space frame of brazed tubing. This was when the global cyclecar craze was getting under way in earnest, so the notion of a three-wheeled sports car with motorcycle power wasn't as curious as it is today.

With cycle engines variously furnished by JAP, MAG and Matchless, the three-wheelers defined Morgan for the next quarter-century, achieving marked success in both small-bore racing and hillclimbs. Morgan tried to widen the appeal of these cars by upgrading them in 1934 with the F Series, using four-cylinder power from

Dagenham and thus beginning a long alliance between Morgan and Ford. It was still clear that the firm couldn't grow exclusively with three-wheelers, and in 1936, Morgan introduced its first four-wheel sports car, the 4/4, initially powered by a breathed-on Standard engine. It was at Le Mans by 1938 with Climax power, but was firmly Ford under the bonnet once post-war production resumed in earnest.

Harry Morgan died in 1959, leaving his son, Peter, to carry on running things. Morgan owners revere their cars because even with marked upgrades (the Plus 8 first appeared in 1968, using the aluminum Rover V-8 that came to England by way of Buick), the firm remained unflinchingly steadfast in hewing to tradition. The Morgan Motor Company is still located in Malvern Link; still builds traditionalist sports cars in tiny quantities, most destined for U.S. buyers (although a new Morgan dealership is located in Shanghai); still frames bodies in ash despite a promised high-tech sports coupe with BMW turbo power for 2014. Perhaps the most appropriate salute to H.F.S. came in 2011, when the three-wheeler was reintroduced. 🌐

