



Délégation Bretagne

## Morgan Club de France BREIZH NEWS

Mai 2020

### Délégué :

Gilles GAUTIER  
3 Impasse Bel Espoir  
29120 COMBRIT  
Tel : 06 07 82 97 70  
[Gillesg.gautier@free.fr](mailto:Gillesg.gautier@free.fr)



**J'espère que ce News vous trouvera toujours en bonne santé**

### **Boîte aux lettres mails Boutique**

Michèle Servat en charge de la boutique nous rappelle que la boîte mail boutique n'est plus active dans la mesure où le site ne fonctionne plus.

Un peu de patience donc, le catalogue reviendra avec le nouveau site.

### **Rappel - MOG 2020**

Comme évoqué le MOG 2020 est à l'affiche sur le site, ce Mog marque le premier épisode d'un tour de France des délégations qui se veut grandiose.

Nous avons eu une présentation concernant l'organisation et il est à noter qu'un travail extraordinaire a été fait avec beaucoup de surprises pour les participants et de grands moments de convivialité.

N'hésitez pas à consulter le programme sur le site et à solliciter les organisateurs pour plus amples informations.

Pour rappel le second épisode **2021** commencera en **Bretagne**.



Délégation  
Bretagne

## Morgan Club de France BREIZH NEWS

Mai 2020

Délégué :  
Gilles GAUTIER  
3 Impasse Bel  
Espoir  
29120 COMBRIT  
Tel : 06 07 82 97  
70  
[Gillesg.gautier@fre  
e.fr](mailto:Gillesg.gautier@fre.e.fr)



### Les événements à venir

- **19 Aout : Journée Manoirs du Morbihan** (1 Jr) Le bulletin d'inscription et le programme sont publiés sur le site, à priori pour l'instant maintenue.  
*Attention envoyez vos chèques avant le 15 Juin.*
- **4 – 6 Septembre, Parcs Châteaux et Manoirs de Cornouaille** (2,5 jours), Finistère.  
Le report a été validé avec les propriétaires concernant l'accès aux domaines au mois de septembre, le programme est donc modifié, il vous est proposé de remonter l'Odette en vedette et de découvrir de somptueuses demeures nichées dans les vire-courts qui mènent de Bénodet à Quimper. Le budget est en conséquence revu légèrement à la hausse pour prendre en compte ce changement (18€/pers). Bien sûr le maintien de cette sortie reste soumis aux contraintes qui seront imposées en septembre (groupes, restaurants, ...) Donc à suivre.

### Un peu de lecture :

.Le lien vers un article concernant une Morgan Série 1 Le Mans Réplique 1939.:

<https://www.facebook.com/groups/733379583354137/permalink/4636453319713391/>

. Collection Baillon :

<https://www.facebook.com/envoyespecial.france2/videos/912806568770710/?vh=e&d=n>

Merci à Jean Pierre Cianfarani



Délégation Bretagne

## Morgan Club de France BREIZH NEWS

Mai 2020

### Délégué :

Gilles GAUTIER  
3 Impasse Bel Espoir  
29120 COMBRIT  
Tel : 06 07 82 97 70  
[Gillesg.gautier@free.fr](mailto:Gillesg.gautier@free.fr)



*A lire aussi : dans la revue 'Octane' de début Mars (hors série difficile à trouver du moins dans mon coin) dédié aux anglaises il y a un dossier complet sur les Morgan +8, merci à Marc Guénault pour l'info.*





Délégation Bretagne

## Morgan Club de France BREIZH NEWS

Mai 2020

### Délégué :

Gilles GAUTIER  
3 Impasse Bel Espoir  
29120 COMBRIT  
Tel : 06 07 82 97 70  
[Gillesg.gautier@free.fr](mailto:Gillesg.gautier@free.fr)



*Dans le MOG de Mai 2020, en hommage à un grand pilote ... british !!  
Peter Collins*

PETER COLLINS



## PETER COLLINS – GRAND PRIX DRIVER

**P**eter John Collins was a contemporary of better remembered stars of the 1950's such as Stirling Moss, Mike Hawthorn, and Tony Brooks, Peter however was at the time equally talented and well known.

Born on 6th November, 1931 in Kidderminster, where his father ran a motor garage and haulage business, and after a less than stellar school career, being expelled at age 16 for spending too much time at a local fairground instead of classes, Collins worked as an apprentice in the family business. At age 17 he started driving a Cooper 500cc Formula 3 car, and immediately demonstrated his talent by winning the 1949, Silverstone 100 mile race, one of the major events for these cars. He continued in

064 [www.mogmag.co.uk](http://www.mogmag.co.uk)

500's for 1950 and, realising that their son was serious in his racing, for 1951 the family bought him a JBS Norton enabling him to finish 3rd in the Formula 3 Championship against very stiff opposition.

A chance meeting with the Aston Martin team manager, John Wyer, at a party earned him a test for the works team at Silverstone on the same day the HWM Grand Prix team were also testing and by the time the teams had finished for the day Peter had contracts for 1952 with both, for sports car events with Aston, and for Grand Prix with HWM. Back in the 50's there were a great many Grand Prix races on the continent, apart from the World Championship events, and Collins finished 2nd at



Délégation  
Bretagne

**Délégué :**

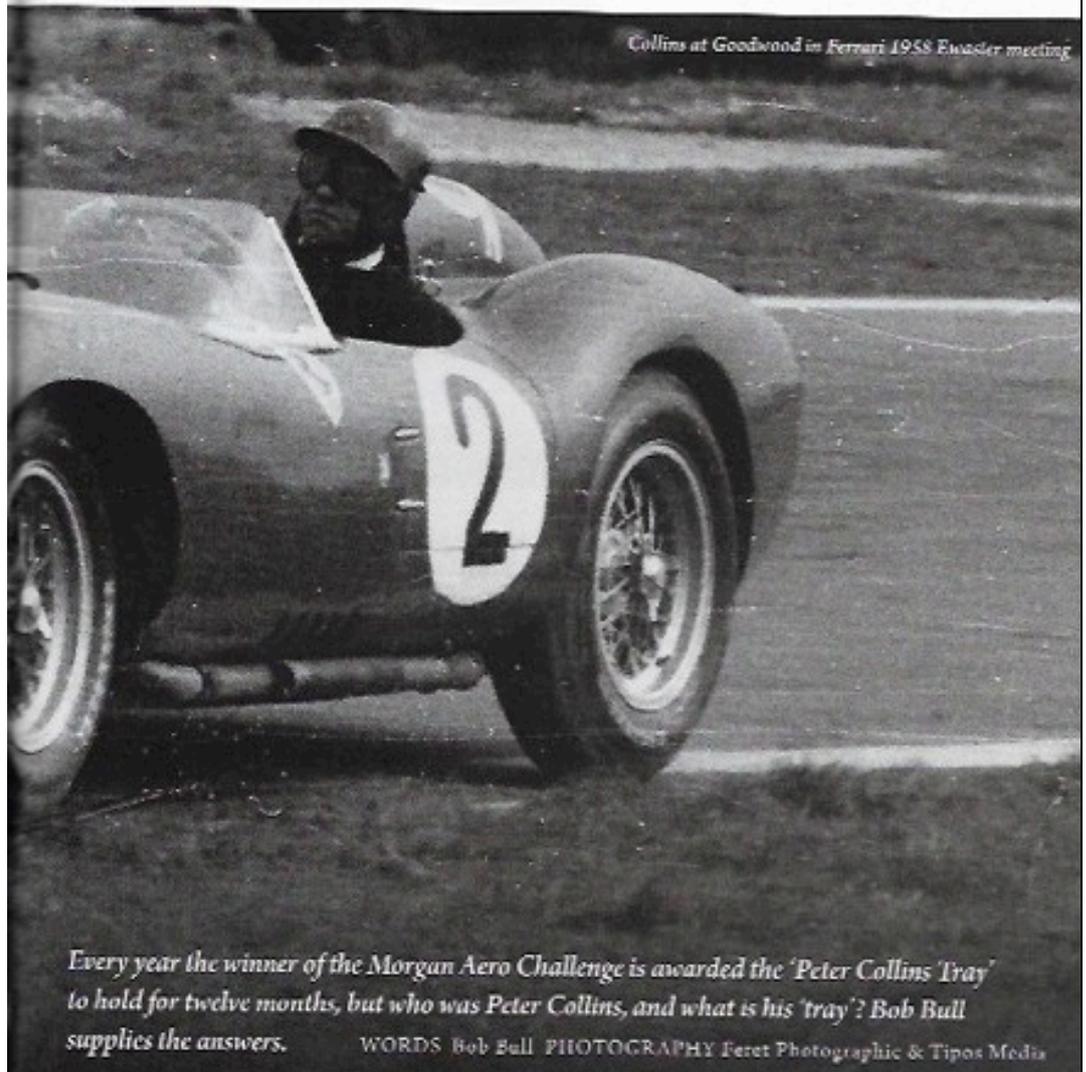
Gilles GAUTIER  
3 Impasse Bel Espoir  
29120 COMBRIT  
Tel : 06 07 82 97 70  
[Gillesg.gautier@free.fr](mailto:Gillesg.gautier@free.fr)  
[fr](http://fr)



## Morgan Club de France BREIZH NEWS

Mai 2020

PETER COLLIN



*Every year the winner of the Morgan Aero Challenge is awarded the 'Peter Collins Tray' to hold for twelve months, but who was Peter Collins, and what is his 'tray'? Bob Bull supplies the answers.*

WORDS Bob Bull PHOTOGRAPHY Feret Photographic & Tipos Media

Sables d'Olonne, and 6th in his first World Championship race, the French Grand Prix. Driving for Aston Martin he won the first Goodwood Nine Hour Race, co-driving a DB3 with Pat Griffiths.

Nineteen fifty three brought a win for Aston Martin in the RAC Tourist Trophy at Dandrod, and second in the Nine Hour Race, however, the underfinanced HWM Team saw constant retirements, and in 1954 he signed to drive for Anthony Vandervell, owner of Vandervell Thinwall Bearings Company, and drove the team's ex-Grand Prix Ferrari to three victories in national events, and the new Formula 2 Vanwall Special, designed for Grands Prix (run under Formula 2 rules) to a 2nd place

at Goodwood. He continued to be member of the Aston Martin team in national and international events, taking 3rd. place in the Buenos Aires 1000km event.

For 1955 Collins signed for the Owen Racing Organisation who had taken over the BRM Team, winning Daily Express International Trophy Race at Silverstone driving the team's Maserati 250F Grand Prix car, that they were using until their own car was ready. A number of wins in lesser events driving the fearsome V16 BRM along with winning the Targa Florio co-driving with Stirling Moss in a works Mercedes Benz as well as a 2nd place at Le Mans for Aston Martin, added to his burgeoning reputation. >

[www.mogmag.co.uk](http://www.mogmag.co.uk) 055



Délégation Bretagne

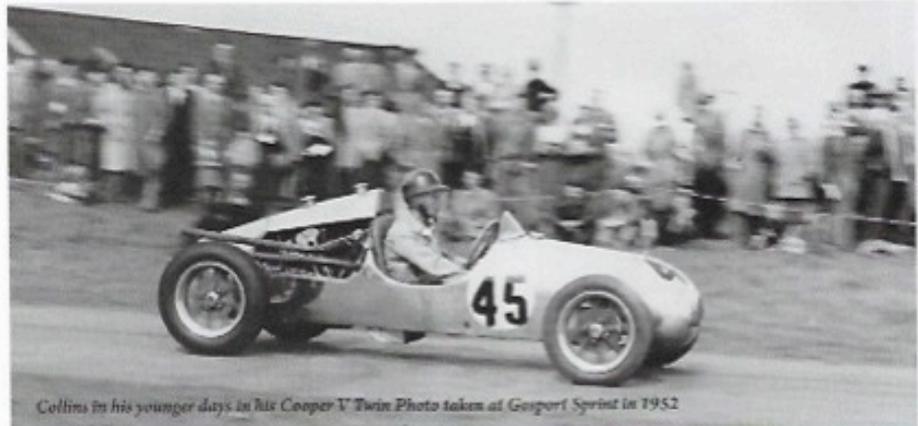
Délégué :  
Gilles GAUTIER  
3 Impasse Bel Espoir  
29120 COMBRIT  
Tel : 06 07 82 97 70  
[Gillesg.gautier@free.fr](mailto:Gillesg.gautier@free.fr)



## Morgan Club de France BREIZH NEWS

Mai 2020

### PETER COLLINS



*Collins in his younger days in his Cooper V Twin Photo taken at Gosport Sprint in 1952*

Ferrari came knocking for 1956 signing Peter for the works Formula 1 team and their World Sports Car Championship campaign. Armed, at last with a car worthy of his talent he took victory in both the Belgium, and French Grands Prix, along with 2nd places at Monaco, Silverstone and Monza, finishing third in the World Championship behind Fangio, and Moss. In addition to his Formula 1 successes he also had a successful season driving Sports Cars with wins in the Gino di Scilla, and the Gran Premio Supercortemaggiore at Monza. He finished second at Le Mans, where he was under obligation to Aston Martin.

During 1957 Ferrari found itself lagging behind the Maserati and Vanwall teams in Grands Prix and Collins registered just one 2nd, and one third place in World Championship races, however he did win number of non-championship events in both F1 and sports car races

For 1958 Ferrari brought out a new challenger that proved to be the equal of it's rivals, the Ferrari Dino

allowing Peter to win BRDC International Trophy at Silverstone, adding the British Grand Prix to his tally a month later, plus a third place at Monaco. He was equally successful in sports car events winning the Buenos Aires 1000 Kilometre race for the second time and the 12 Hour Endurance race at Sebring, plus taking second place at the Nurburgring 1000Kms .

Sadly during the German Grand Prix at the Nurburgring, Collins crashed fatally while chasing Tony Brooks Varnell, he went into the Pilanzgarten section of the circuit too quickly causing his Ferrari to run wide and hit a ditch, the car overturned and he hit his head on a tree when he was thrown out of the car. Collins died in hospital later that night from his injuries.

Outside a racing car Peter Collins was a very likeable person, charming, and good looking he was immensely popular within the motor sport environment, while Stirling Moss was dedicated, and somewhat intense, and Mike Hawthorn by turn ebullient or moody, Peter Collins >



*Tim Parsons, 2018 winner receives the trophy from Elliott Paterson*

056 [www.mogmag.co.uk](http://www.mogmag.co.uk)



*Elliott Paterson 2016/7*



Délégation  
Bretagne

Délégué :  
Gilles GAUTIER  
3 Impasse Bel Espoir  
29120 COMBRIT  
Tel : 06 07 82 97 70  
[Gillesg.gautier@free.fr](mailto:Gillesg.gautier@free.fr)

1



## Morgan Club de France BREIZH NEWS

Mai 2020

### PETER COLLINS

Goodwood September 1954 Collins driving a Vanwall



was always relaxed. In January 1957 he met Louise King, daughter of an American diplomat at a party, and the pair immediately fell in love and were married seven days later, much to the concern of both families, however, they soon won both set of parents around. To the annoyance of Enzo Ferrari, they set up home on a yacht in Monaco harbour, Ferrari, who demanded total commitment to Ferrari felt this was a distraction. Luckily Enzo regarded Peter almost as a son, replacing his own son who died at the age of 24 from muscular dystrophy. Despite this close relationship Ferrari sacked Collins after he deliberately ruined his clutch during the Le Mans 24 Hour Race, as he did not

want to race in a rainstorm. Ferrari relented enough to allow Collins to drive a Formula 2 car, but Peter's friend and team mate, Mike Hawthorn stormed into Enzo Ferrari's office, and told Enzo he would not drive for Ferrari again unless Collins was reinstated in the Formula 1 team. With Mike heading for the World Championship, Enzo had little choice but to comply. This decision eventually lead Collins to his death at the Nurburgring.

It was in 1956 that Collins demonstrated his true character during the Italian Grand Prix. The great Argentine drive, Manuel Fangio was leading the Ferrari team, and bidding for a fourth World Title, and at Monza

058 [www.mogmag.co.uk](http://www.mogmag.co.uk)



Délégation  
Bretagne

Délégué :  
Gilles GAUTIER  
3 Impasse Bel Espoir  
29120 COMBRIT  
Tel : 06 07 82 97 70  
[Gillesg.gautier@free.fr](mailto:Gillesg.gautier@free.fr)

⌞



## Morgan Club de France BREIZH NEWS

Mai 2020

PETER COLLINS



Keith Ahlers, prolific winner, but only Champion once 2002



First holder of the tray Mary Lindsay 1985



Number 1 looks good on Tim Ayres Mog



In 2013 Phillip Tisdall scooped Class 'C' and the overall Title



Chris Phillips, here with Rick Bourne, who started it all, won in 1994



Current holder of the tray, Tony Hirst, looks happy. As does Steve Morris

he was forced to retire with engine problems. When Collins came in for a routine pit stop he saw Fangio on the pit counter and instantly offered his car to him. When the car finished second to Moss's Vanwall the shared points for second place gave the title to Fangio. By selflessly handing his Ferrari over, Peter, gave up his own chance to become World Champion, such was the respect that the young Englishman had for his team mate. Of the incident Fangio said; "I was moved almost to tears by the gesture ... Peter was one of the finest and greatest gentlemen I ever met in my racing career,"

When Peter was asked why he had given up his own

chance to win the World Title, he explained that Fangio was nearing the end of career, and might not get another chance, whereas he was young and had many years to win for himself. Fate proved otherwise, as Fangio also took the 1957 Championship for the fifth time, but Peter Collins died tragically before he could emulate the man he admired, and acknowledged as 'The Master'.

After his death the Collins family donated many of his trophies to various motor clubs and the MMCC received a fine solid silver tray, awarded to Peter for winning the Sebring 12 Hour race in 1958, his last ever victory, and so the memory of one of Britain's finest drivers is kept alive. **MOG**

[www.mogmag.co.uk](http://www.mogmag.co.uk) 059