

MORGAN THREE WHEELER CLUB: Sporting Formula 2009

Eligibility Scrutineer: C Pilbeam 01652 688004

THIS SPORTING FORMULA IS IN ADDITION TO AND NOT IN PLACE OF THE ACU TECHNICAL REGULATIONS.

It is intended to show the maximum parameters for modifications and not be the basis for further changes. Thus any items not dealt with by this formula must be deemed to be as original. If in doubt...ask.

	STANDARD	TOURING MODIFIED	RACING
CHASSIS	Original in layout and dimensions, with standard track. Twins must have original or pattern-type lugs, with round section tubing of original dimensions.	As in Standard, but with a maximum of 50" between centre pins and a minimum of 3" ground clearance fully laden.	As in Touring Modified, but with no minimum ground-clearance specification.
BODY	Production original or replica of same in similar materials on a timber frame. GRP panels are not allowed.	As in Standard	Metal panels on a wood frame. No tubular body framework allowed. Must resemble catalogue three-wheeler Morgan model or a pre-war racing three-wheeler Morgan. See note 1.
BRAKES	Type original to model, with standard mechanical actuation.	Drum type, hydraulic optional. Single leading shoe. 8" maximum diameter drums on hydraulics.	Drum type, hydraulic optional. Single leading shoe.
TRANSMISSION	Original or pattern type bevel box plus two chains, or normal gearbox plus one chain. Ratios may be altered, but additional gearboxes and gears are not allowed. The gearbox or bevel box must be applicable to the model of the car.	Original or pattern type bevel box plus two chains, or normal gearbox plus one chain. Ratios may be altered, but additional gearboxes and gears may not be used. The gearbox or bevel box must be applicable to the model of the car.	Original or pattern type bevel box on 2 speeders must utilise two chains. Gearboxes on 3 speeders must be original or pattern type and utilise one chain. Ratios may be altered and a maximum of 4 speeds may be used.
SUSPENSION	Front: Original Morgan layout. Rear: Forks and quarter-elliptical springs as original. Shock-absorbers of contemporary type acceptable.	As in Standard. Rear forks may be strengthened, and hoop over rear wheel is allowed. Spring ratings may be altered.	As in Touring Modified
WHEELS	Front and rear: Morgan original type or closely similar spoked 18" or 19" with steel rims. Front and rear wheels need not be the same size. Maximum rim width WM3	As in Standard	As in Standard. Two speeders may use, on the front wheels only, splined hubs fitted with 18" or 19" steel rims with a maximum rim width, between bead flanges of up to and including 2.5" only.
TYRES	Legal for road use.	As in Standard	Free subject to the rules of the meeting.
MUDGUARDS	Must be Morgan original type or closely similar, with valence to body.	Must be at least the width of the front tyres, and cover a minimum of 100 degrees of the circumference.	Optional
SILENCERS	Must be complete and efficient	As in Standard	Optional, subject to the rules of the meeting.
ELECTRICS/ LIGHTING	Must have head, side and tail lights all in working order. Electric generator must be in working order. Non-programmable electronic ignition is permitted if housed in components of a type available when the machine was produced.	As in Standard	As in Standard but electric generator and lighting system optional.

ENGINE (must be mounted in the normal position in all classes)	Twin Morgans must be fitted with twin engines of the type fitted between 1910 and 1946. Two-speeders and three-speeders must have engines appropriate to their type. Racing JAP R & S engines not permitted. Ford Morgans must have Ford 8 or 10 engines of the E93A series.	Twin Morgans must be fitted with twin engines of the type fitted between 1910 and 1946. Racing JAP R & S engines not permitted. Ford Morgans must have Ford 8 or 10 engines of the E93A series.	Twins may have any V twin engine closely similar to those made by JAP, Matchless, Blackburne, MAG or Anzani. Ford: as in Standard, except that 100E engines may also be used. Period style single-cylinder engines may be fitted. See note 2.
TUNING	One touring carburettor as original and normal camshafts. Ford 10s may have 8 heads. JAPs and Matchless may have domed pistons. No fuel injection or superchargers. No further tuning allowed. Concentric carbs. are not permitted.	Unlimited tuning allowed as long as it does not alter the basic design and external appearance of the engine. Vee-twins to have maximum capacity of 1100cc plus 0.060 inch rebore. One single-choke carburettor per cylinder may be fitted. No fuel injection or superchargers allowed. Concentric carbs. are not permitted.	Unlimited tuning allowed as long as it does not alter the basic design and external appearance of the engine. There is a maximum capacity of 1300cc. One single-choke carburettor per cylinder may be fitted. Ford engines may use overhead inlet valves operated from a single camshaft in the original position. Mechanically driven supercharger of period type permitted. Concentric carbs. are not permitted.
FUEL	Any commercially available pump fuel (Leaded, Unleaded, LS, Super Unleaded, Lead Replacement petrol up to AVGAS 100LL spec, or Diesel) may be used. The addition of any Lead Replacement Additive approved by the Federation of British Historic Vehicle Clubs is permitted.	As in Standard	As in Standard, plus methanol may be used for this class. (An orange day-glo disc, minimum 3" diameter, must be affixed to, or immediately adjacent to, the racing number plate on both sides of the machine using methanol.)
STEERING	As original	Standard Morgan principle of operation.	Standard Morgan principle of operation.

Note 1 SPECIAL BODIES: Present racing Morgans exempt from this rule are: The Cyril Hale Morgan, the Pedley Morgan, the Guy Greaves Morgan, the ex-Tom Rhodes racer, and the ex-works Trials Car WP6271. Those Morgans fitted with special size wheels by the works are to be included in the Touring Modified Class.

Note 2 The 60 degree engine raced by Mr Chas Reynolds up to the end of the 1998 season is allowed to be used.

Note 3 A 4th Class, known as Driver's Class, to effect temporary cover for machines not currently complying with the Sporting Formula. This class is determined by the scrutiny of the Eligibility Scrutineer and the Competition Secretary.

Note 4 Darmonts are to be treated in the same way as Morgans.

Note 5 Any visible major part fitted from a motor manufacturer other than Morgan must be period to the vehicle.

Note 6 In the event of a challenge, interpretation or application of this formula, an ad hoc meeting of the competing drivers will be held at the meeting, to discuss the challenge or interpretation. The Competition Secretary will make a determination exercising his/her discretion in the best interests of the MTWC. Notwithstanding any decisions made previously, the Competition Secretary's decision is final.

Note 7 HISTORIC MORGAN-BASED THREE-WHEELED SPECIALS
To qualify, cars must have been built and used prior to the introduction of the Sporting Formula in 1965. The relevant Specials must be approved by the Eligibility Scrutineer and Competition Secretary and must compete only in approved events. They will be placed in a class to be determined by the scrutiny of the Eligibility Secretary and the Competition Secretary.

Amended 16th December 2008. This copy supersedes all earlier copies.