

*Sales:* Mr. E. D. BOWMAN.

*Repairs:* Mr. W. H. ACOCK.


*Accounts and Insurance:* Mr R. E. WHITTAKER.

*Spares:* Mr. K. T. ACOCK.


*Two Telephone Lines:*

Malvern 262 — Malvern 1452


***Kindly Notify us if you change  
your address***



*Service  
for  
Morgan  
owners*



by: BOWMAN & ACOCK Ltd.,  
MALVERN LINK,  
WORCESTERSHIRE.



DEAR MORGAN OWNER,

This little booklet is distributed for your *future reference* on the services we offer. We find the former "news letters" were apt to be mislaid and queries came in that had been answered in them. Where prices are quoted, postage and/or carriage is *not* included, and it can only act as a guide, owing to constant fluctuations.

It is a great help if you quote all particulars of your vehicle when ordering spares.

Enquiries should include a stamped envelope for reply, as this assures prompt attention and saves our Spares Department a little time when busy with postal work.

Hours of business: 8.30 a.m. to 1.0 p.m.; 2.0 p.m. to 6.0 p.m.; Saturday closing, 12.30 p.m. Our second telephone, Malvern 1452, is usually through to spares. It is not advisable to 'phone outside the above hours, owing to spares personnel not being available and incorrect messages being passed on.

We endeavour to send a priced ticket with goods, and it is a great help if you endeavour to remit against this, quoting the number and/or returning ticket for receipt. Quote number of priced ticket when returning spares, making payments or making reference to any goods supplied. With over 2,000 owners dealing with us, this saves the office staff a great deal of ledger work. As most of you know, we help all Morgan owners by spreading payments on large items at no extra charge, and we hope to continue doing so.

Orders received each morning are either despatched the same day or reason for delay posted.

K. T. ACOCK (Spares Dept.).



## APPERTAINING TO ALL MORGANS

### RADIATORS.

Arrangements are made with all branches of Serck Radiators Ltd. for expert overhaul and repairs to Morgan Radiators. The best procedure is to write us for the address of the nearest branch, when we notify them that you will probably be in touch with them. They carry out the job speedily and efficiently and send the invoice to us to be booked to your account. Should your car be in a Garage when you require the Radiator repair, this arrangement cannot be carried out, but we *do* advise you to insist on the job being done by Sercks. New Radiators are in the region of £30, so this is a service well worth while.

### TYRES.

We supply you with new Tyres carriage free per passenger train.

### ACCESSORIES.

Postage is free on orders of 20/- and over for Accessory orders in the way of Mirrors, Fog Lamps, Horns, etc. (This does NOT apply to spare parts)

### HOODS, ETC.

Our Trimmer is prepared to carry out Hood, Upholstery work, etc., in the way *you* wish. The usual procedure on Hoods when we have no pattern available is to send old Hood *with Frame*; we re-cover in good quality material and return with old Hood as wrapping.

### INSURANCE.

Quotations can be given if you write our Secretary for a form, setting out the relative questions. We now have keener terms to offer than when we first commenced this service.

## THREE-WHEEL MORGANS

### MATCHLESS SPARES.

State if side valve, air or water cooled, or o.h.v., air or water cooled. Supplies are limited and there are shortages on some items we cannot make or obtain, but we can often offer an alternative, such as the building up and hand grinding of Cams. When Bearing overhauls are required, all we need is the bottom half of the Engine with cylinders and pistons removed, but we require the outer flywheel. Rebores and/or Sleeving can be carried out quickly, as Sleeves and Pistons are usually ex-stock.

### CLUTCH.

We supply a Clutch Centre Plate of more solid centre construction than formerly, and find they are giving much greater satisfaction, but it is essential that the Engine be lined up correctly, and we are pleased to inform you of the way we consider best. Plate price is 36/-. Most spares are available for the Clutch. F Super and F4 Plate is standard Ford, but we usually stock a few, and also the Aluminium withdrawal sleeve and bearings, including the flywheel spigot bearing.

## GEARBOX.

2nd/Top Sliding and Layshaft Cluster for the Mark I Box are now unobtainable and the alternative is a set of later Coventry Gears with Mainshaft @ £22/11/3; this Box was fitted to most Twin Engined models and some post-war F models. Mark III Box Spares are available. To help identify your Gears, Layshaft large Gear Mark I, 26 teeth, Mark III, 28 teeth, Coventry Gears, 32 teeth, the latter being fitted usually to 1949 onwards models. The labour charge for Gearbox overhaul varies from 65/- to 90/-. Worm and Worm Wheels are only available in *pairs*.

## REAR FORKS.

All we require for reconditioning of Bearings is the two Fork Arms and Phosphor Bronze Housings off the Gearbox, with Ball and Roller Bearings removed. (If you have difficulty in removing the outer ring of the Roller Bearing, leave this for our attention.) Your *own* Forks are returned to you within two or three days. This item will come in two parcels by post or, of course, by rail. Cost of this job is £4.

## REAR LAMPS.

Ideal shaped Stop/Tail Lamps for the tapered rear body are available, incorporating Reflector or not. Prices are: (Less Reflector) unpainted, 19/9; in primer, 20/9; in finished colour, 22/9 per Lamp, post free. If Reflectors are required, add 2/9 per Lamp. This includes Bulb and moulded Rubber Base Grommet with securing bolt. (Illustrated leaflet available.)

## WINDSCREENS.

Super Sports Screen Glasses, are in two heights of approximately 7in. and 8in. in safety glass @ 20/- each. "V" Frames are not available. F Super and F4 complete Screens are available at present.

## SPEEDOMETERS.

All we carry for the Front wheel drive type is Cable, complete, @ 30/-. Complete conversion to Gearbox drive, with Smith's Head is available as an alternative. This drive is taken from the Sprocket side on Twin models and from the near side on F Super and F4.

## DISTRIBUTORS.

Rotor or Distributor Base is not available for Twin models. We stock 3-Terminal Covers or the Plain Cover for use with Twin Coil (42/-), and this system does away with the Rotor. "Klearcap" Covers are still available for Ford Engined models.

## PROPELLER SHAFT.

A special nickel steel hardened spline End is being made for us for the Ford Engined models, the plain portion being soft enough to drill for pegging before soldering in position. We hope this will help to obviate a common trouble. The price will be 45/-. Ordinary Ends are still stocked.



## DYNAMO.

Twin Gearbox mounted Service Dynamo is usually available for despatch, and the cost is the necessary repairs to your old unit.

## BRAKES.

Girling Brakes can be fitted to early models, but the owner has to devise a means of mounting the pin carrying the compensator and location of the cable outer stops, on the front frame bottom tube. We do not supply Lockheed conversions. Replacement Girling bonded shoes are stocked. The original type oval shoe spring is made for us, and although supplies are not as we would wish, we hope to continue with this item.

## FRONT SPRINGING.

To convert early models to the later standard "Soft" springing, entails removing the two top cross tube lugs and fitting them to the bottom position, fitting new upswept top lugs (13/- each) with new centre pins (13/6 each), separate wing stays (5/6 each) and two longer main springs (11/9 each). The existing Sliding Axles can be used. For early F models the easy way is to fit a new Frame Front, price £9/18/0, plus above parts, less upswept lugs.

*Note:* We do not profess to stock spares for JAP Engines, but usually carry sundries in the way of Valves, Springs, etc.

## 4/4 MODELS

### COVENTRY CLIMAX ENGINE.

Only sundries are now available, and although we make small items such as the Rocker Ball Pin and recondition the Rocker Pillar Bearings, we can only ask you to please enquire for your individual requirements.

### STANDARD 10 ENGINE.

Spares for this model are good.

### GEARBOX.

The Meadows Box fitted up to part of 1938 is very difficult in regard to spares, and there are occasionally shortages for the later Moss Box. One trouble sometimes experienced with the latter type Box is bearings becoming loose in the shell, and we have a Service Shell sleeved by ourselves at replacement price of £4/10/0, subject to your old unit being otherwise sound.

### REAR AXLE.

The pre-1938 BAS Axle had six spline shafts and we can still supply this shaft, but the Crown and Bevel Wheels are in desperately short supply. The later BASA Axle, with 10 spline shafts, is quite good for spares.

### FRONT SUSPENSION.

We have the early short type Main Springs that were used with Rebound Rubber, and also the later longer Spring used with Rebound Spring. Front Frames for conversion to later Springing are available @ £9/18/0, plus Sliding Axle Pins, Springs, etc.

## PLUS FOUR

We are here to help the Plus Four owner with quick despatch of goods, and being in the happy position of "two minutes" from Morgan Motor Co.'s Works, we can obtain quickly if not in our own stock at the time.

## GENERAL

As Stockists of Skefko Ball and Roller Bearings we welcome enquiries for any bearings, and carry stocks of over 200 different types. We also stock a large range of Starter Gear Rings.

