

The Bulletin

December 2015



Merry Christmas

Happenings in December ...

BROOKLANDS

Next meeting 1st December at the New Inn, Send,
Surrey GU23 7EN
New Years Day at Brooklands Museum
10.30am onwards

EAST ANGLIA

Monthly meet. Hare Arms, Stow Bardolph,
3rd Tuesday of month, 8pm.

EAST ANGLIA – WOOLPIT

First Tuesday, every month. The Bull,
Woolpit, 12 noon..

EAST MIDLANDS

Next meeting Wednesday December 16th, Group
Christmas Dinner for details, and to book speak to
Paul Baker or myself
29th to 31st July 2016 SILVERSTONE CLASSIC,
book early, you will not be disappointed.

FAR FAR SOUTHWEST

Fri 4th Dec. Black & White breakfast meet,
10.00am, Fox & Hounds, Scorrer
Tue 8th Dec. VSCC Group meet, 7.30pm,
Hawkins Arms, Zelah.
Thur 17th Dec. MTWC Group meet, 7.30pm,
Fox & Hounds, Scorrer
Sun 20th Dec. VMCC End of Year run,
10.30am, Lanivet.

FAR SOUTH WEST

Next meeting: Third Tuesday in the month
at the Hunting Lodge, Lee Mill.

HERTS, BEDS AND BUCKS.

3rd Wednesday, every month: Noon, The Swan,
Northall, Beds. LU6 2EY.
Next meeting and Christmas Lunch
Wednesday 16th December at Noon.

LANCS and LAKES

Monday 28th December – lunch meeting:
at The Calf's Head, Worston from 12.30

NORTH WEST

2 December - Christmas Lunch,
The Windmill Inn, A556, Tabley
18 December - Friday meeting at The Whipping
Stocks, A 50, Lower Peover

OXFORD

Next Meeting: Thursday 31st December,
The Abingdon Arms, Beckley, noon.

SCANDINAVIAN

The date for the Viking Run in Horsens is changed
to 5-7 of August 2016

SOUTH COAST

Sunday, 13th December, Holly Run, Lewes.
Wednesday, 16th December, 7.30 pm. Scalextric
Grand Prix. Six Bells, Chiddingfold.

SOUTH EAST

Wednesday 2nd Dec – informal midweek meeting
Saturday 5th Dec - The Swan, Horndon-on-the-Hill
Wednesday 9th December - Wednesday Irregulars
pre-Christmas lunch (if interested, please contact
Dennis Plater for details)
Wednesday 16th Dec informal midweek meeting
Sat 2nd Jan 2016 - The Swan, Horndon-on-the-Hill

SOUTH WEST

Sat 5th December 2015 12:00 hrs Hare and
Hounds, Sidbury EX10 0QQ
Tue 8th December 2015 11:00 hrs Farrington
Farm Shop Cafe BS39 6UB coffee then Book Barn
And lunch at Farrington Inn
Fri 1st January 2016 12:00 hrs. Ring O' Bells,
Moorlinch, lunch TA7 9B
14.00 hrs. Steam Museum TA7 0LTA 7 9B

WEST MIDLANDS

Wednesday, 9th December, Mid-month Meeting.
Fruiterer's Arms, Ombersley 20:00
Sunday, 13th December, Holly Run.
The Island Pool, A449 10:00
Wednesday, 30th December, Monthly Meeting.
The Clent Club 20:00

YORKS, NOTTS and DERBY

Next meeting
8th Dec - The Bay Horse, Scholes. M1, J35, A629
Rotherham, 3rd left Scholes, Sat Nav S61 2RQ.

*An early Two speeder downhill
Results in one feeling quite ill
The lack of front brakes
Is all that it takes
To be glad to be wearing brown trousers ...*



*Grahame Joseph sent this photograph of a splendid model made from Lego .. Just what the fathers
and grandfathers need to occupy themselves with over Christmas trying to replicate.*

Contents:	15 Registry Ramblings	25 IGM Morgans
3 Editorial Efulgence	16 100 yr Old Morgan #5	26 UPEGroup Reports
4 Adrian M-L's conrod	17 Eric Eadon's Questions	39 Scandinavian Run
5 Christmas Tale no. 1	19 Another Turns Up	40 Gwenda's Car?
6 Classic Show NEC	20 Amiens ... still!	41 Christmas Tale #2
9 Competition report	21 How to use PayPal	45 Floggery
10 Regalia/ Gerald	22 Dire and Awful Warning	46 Brolt/ New Members
11 Inaugural Morgans	22 Nipper at the AGM	48 Page 48
12 The Stephens Story	23 Handy Tip	
14 Letters/postcards/emails	24 Mogspares	

THE BULLETIN

THE MONTHLY MAGAZINE OF THE MORGAN THREE-WHEELER CLUB
AFFILIATED TO THE ACU: NON - TERRITORIAL

CLUB WEBSITE: www.mtwc.co.uk

Editorial

Congratulations to Andrew Morison and his new wife Nina ... The cartoon I am assured is generic and has nothing to do with the fact that our Company Secretary has a green 5-Speeder - or so I am told. Andrew certainly kept the news a secret and it was leaked at a Brooklands Group Meeting. We look forward to meeting the happy couple ...well .. Nina certainly - we know Andrew.

What is inside for you happy readers ... A review of the Club appearance at the Classic Motor Show ... Which, I am informed by those attendees with whom I have spoken, thought that the Club presence was very worthwhile. A big thank you to those who exhibited their cars; those ladies that did a magnificent job working on the stand; the numerous other halves that supported the ladies and Richard Atherton and Barbara Caroline for organising and co-ordinating.

Elsewhere, there are two articles from the redoubtable former Honorary Secretary, Dennis Plater. One listing all of the cars known to attend the inaugural meeting in 1945, those known to exist and those that re-attended in 2015. The second article is the fifth in Dennis' series featuring 100 year old Morgans.

Vice President Gary Caroline was chatting with an acquaintance at Brooklands recently, when said gentleman stated that a friend of his in France had recovered the remains of ... Wait for it "the Gwenda Stewart Car" that disappeared during the '39-'45 war. See the photos on p40 and decide

This copy comes to you solely from the resources of the Editorial Department - the group reports are collated by the indefatigable Doug Forbes - to whom I am always grateful .. Every January, February, March, April .. You know the rest. But this month comes to you without the Eye of Uprichard cast over it, so any mistakes, errors, omissions are all mine.

They are anyway as stated many times you the member -ship send in the articles - all I do is to throw the lot together - and add the errors.

One point I must point out ... is the addition to the list of Club Officers of a new Financial Administrator, Dave Harman. Welcome back!

David is no stranger to Club affairs having served as Publisher, when we had such an officer. In those far of days of the early 70s., the task of publisher was far ore

arduous. It comprised making address stencils on an antiquated address machine, printing and stamping the envelopes individually, collecting the Bulletins from the printer, stuffing the envelopes and taking the lot to the post office. Hard Work!!

I know as I took over from Dave! With the PayPal system and data on pc, I hope that Dave enjoys his new rôle - glad to have you back!

That's it for this year - I hope that the greater majority of you have renewed and it only remains for me to wish everyone a Merry Christmas or whatever you choose to celebrate at this time of year.

Nick



Congratulations to our Company Secretary and his new wife. Andrew Morison and Nina were married on October 27th

Another RENEWAL FORM WITH THIS ISSUE



First of all, brilliant news that Nick is carrying on as Editor. Thanks, Nick, we all owe you one.

Good news too that Dave Harman is willing to take on the role of Mogspares Financial Administrator. Many thanks Dave and good luck with it.

Secondly, my apologies for a serious omission: Since John Scruton announced his resignation, I realise that I have not used this column to thank him for all the time and energy he has put into being Treasurer over the last five years. It is not always easy to find people with the skills and commitment who will take on major Club roles and John took the helm at an important time in the Club's life, so thank you John.

Whilst on the subject of omissions, perhaps because the appointment of GOs is made by the groups, Tony Quinn's departure from the Committee also went unmentioned in this column. Besides being an excellent GO, Tony took on the role of managing the Governance Review and in addition that of Ombudsman, helping to explore and clarify issues that had arisen between Committee members. Tony brought both skills from his background in the Charity Commission and his natural sense of decency to these roles. Thank you Tony.

Arising from this year's AGM, you may have noted that Michael Joseph made a proposal that we set up a bursary scheme to assist young members under 25 to make grants to encourage them to drive Morgans. The example he gave was that of helping with what is often the crippling cost of insurance. The meeting undertook to take the idea forward and Michael said he would be pleased to be part of that process.

I am very much in favour of encouraging young members (I have spent my entire working life involved in youth work of one kind or another) and would love to see some of the Club's resources used creatively to this end. However, there is a huge problem around the cost and availability of cars to be surmounted. Even an F type restoration project will be out of the reach of most who are starting on career and property ladders.

Only those who are fortunate enough to start with the benefit of a parental car and financial input or a large legacy or a successful bank

robbery or a job at a merchant bank are likely to be able to have ownership or regular use of one.

The Club obviously can't provide significant funds to help young members climb that financial mountain, but maybe there is something that individual members *can* do.

In Morgan terms, I am a serial monogamist. The only time I have owned more than one at the same time is when I have been trading up and rebuilding a more (to me) desirable model. (although I suppose I have to ask myself the question as to whether I would have been tempted into owning more than one had space and funds allowed).

Dare I suggest that if polygamists were to liberate some of their surplus cars, especially those languishing with little prospect of restoration, there might be more to go round?

Maybe also, the law of supply and demand might operate and the price might go down a little too – and even if they were still out of reach of young members, there might be more new members joining us and more Morgans on the road. A quote from Nathaniel Hawthorne puts it nicely: *"Happiness is not found in things you possess, but in what you have the courage to release."* (Note: I am greatly heartened by some members who, though owning several cars are extraordinarily generous in the way they lend them, often for extended periods to friends – that too requires the courage to release).

On a different subject, Sam Savage brought a quantity of second hand brass, bronze, aluminium and steel sections to the AGM Spares Fair. They were competitively priced and went like hot cakes. He said that he was responding to my idea that Mogspares might stock materials that could be used to make Morgan parts. Unlike most of us, Sam works in the second hand metals trade and has ready access to such goodies, but clearly there is a market. If you want Mogspares to think seriously about it, then talk to me or Charles Smith.

Enjoy your Christmas and don't forget that your Morgan will still work even though it's December!

Adrian



The Club Christmas party was always enjoyable and this year Gary had an extra reason to be there. He stood in the garage proudly surveying his toys. On the right was his 1931 Aero Super Sports looking rather dusty and neglected, whilst today the recipient of his attention was the gleaming new 5 speeder.

Although he had tried to convince himself that he'd bought it to run alongside his old Aero, he had not looked at anything else for the last few weeks. He was hoping that the evening would be fine so that he could turn up in his new pride and joy.

The weather forecast was looking good so he did not even have to think about it when Barbara asked if he would mind if she didn't accompany him, as she would really like to go with her sisters to the German market in the city. This of course would mean that she would need the BMW. Gary agreed as it gave him the excuse to arrive in style rather than a boring saloon car.

Gary made sure his new sheepskin jacket and leather helmet were squeaky clean as the day approached. The clear winter's morn dawned with a hint of a watery sun coming up over the horizon. This was enough for him and as soon as he had breakfasted he opened the garage doors, carefully he removed the dust sheet unceremoniously dumping it in the Aero, pressing the aircraft type starter switch he eased the new car out onto the road.

Within minutes he was rushing along the road trying hard not to laugh out loud as his pleasure knew no bounds. After ten miles of 'testing' he turned for home and as soon as he had reversed into the garage set about wiping the bodywork down and applying a lick of polish. Barbara brought him a cup of coffee and smiling, said *'you'll wear it out'*. Taking the coffee he replied, *'you have to admit, it's a bit gorgeous'*.

As evening approached they got themselves ready for their respective evening trips. Barbara was first to leave and Gary had already called his mate Trevor asking him to secure a parking space close to the front door of the pub so that he could show off his new pride and joy. He opened up the garage and jumped in to the new trike. Switching on and uncovering the fancy starter switch he pressed

the button. The engine spun over and that was it, it didn't fire up. Trying again he got the same negative result. He checked the fuel which of course was how he had left it, almost full, checked plug leads and the multi plug connections that seemed to surround the engine, everything seemed fine.

He assumed he had flooded it, so fetching his plug spanner from under the seat of the old Aero he was upset to find that it did not fit. By now he was getting rattled but eventually he found a long socket that just fitted enough to remove the plugs. Both looked dry as well as being the right colour. Putting them back resulted in the spanner slipping and skinning his knuckles. This left a blood stain on his clean shirt.

The engine still refused to start and was turning over ever more slowly. As he jumped out he slipped and hit the floor with his knee leaving a dirty mark on his trouser leg. At the next try the battery gave out and there he sat with no way of starting the device even if he had known what was wrong. Looking at his watch, which, to his chagrin now boasted a cracked glass he saw that he was now late. I'll just have to go in the BM he murmured to himself until he remembered where Barbara had gone.

He sat for several minutes with his head in his hands quietly swearing until he espied the old Super Aero sitting there. For a second he swore that he saw the one headlight wink. He realized that it must have been a reflection of some sort and dismissed the thought. Oh well, he mused, better than nothing. As he had not even started the engine for a long time he was full of trepidation as he turned on the petrol, tickled the carb. Putting the handle in the side he turned it a few turns before dropping the valve lifter. The big JAP instantly crackled into life and settled down to a steady tick-over.

As he turned into the car-park Trev and the others were standing by the vacant space waiting for him. Gary swung the old Aero up the slope and with practiced skill rolled back into the space. Trevor walked up to him and said, *'What...?'* *'Don't ask'* replied Gary, just get me a bloody drink. As they walked away Trev remarked, *'hey one of your headlights just winked!'*



The organisers had announced a theme of *'Isn't She a Beaut!'* for this year's Classic Motor Show, obviously in respect to the fact that everybody thinks of their car as female. But there was also just a bit too much referencing pretty girls for my liking.

In The Morgan Three Wheeler Club, our ladies are a force to be reckoned with and woe betide anybody who dismisses them as mere eye candy. It was decided that we would celebrate Morgan ladies through the ages right through to our present day, highly competitive and successful racers.

Not only would we celebrate them but the Morgan Three Wheeler Club stand in the prestigious Hall 1 (sandwiched between Aston Martin and Bugatti) was completely staffed by our ladies, distinctive in their green MTWC polo shirts.

Few stands could match the age range of cars that the club had on display: 1910 to 2012. Dorothy Morgan, pictured in the first production model, made it entirely right that Martyn Webb's reproduction was present, a car that proved to be highly popular with the public as was Tracey Cameron's Family. One Mum and Dad were over the moon when all four (they were with their young son and daughter) were made to get in to have their photo taken.

Jackie Scruton didn't stop - over all three days, talking about how great her five-speeder is and the amount of fun she had competing at Curborough for the first time, earlier this year. Pickersleigh Road should expect a few more orders thanks to her. (*Rumour has it that the factory is to cease production of the Threewheeler Ed*) This was backed up on the Sunday by Julia Perry whose experience as a competition passenger made many men think *'why didn't I marry a girl like this?'*

A competitive lady of another era, Barbara Laird, was the reason that Alistair Hibbert's 'Yellow' was present, as she had regularly passengered her husband Henry in trials in the 1930s. Most of the journalists looking at Yellow, were extremely impressed with the

fact that Titch Allen, the founder of the Vintage Motor Cycle Club, had described that very car as *'the most successful sporting Morgan of all time'. (...not surprising as he did own the car at the time ...Ed)*

The surprise that all too many men had when it was explained that the rather mean looking blue Super Aero was raced by a 'lady' was made even better by the look on their faces when it was explained that the top speed was 120 mph! And, yes, they were talking to that lady! Sue Darbyshire didn't stop engaging with interested parties letting them see all over the car and explaining every

engineering detail to those interested.

But it wasn't just Sue Darbyshire's car that the public were enthralled with. Cathy Quinn's F2 looked absolutely stunning and it too drew large crowds with lots of people sitting in it and fascinated by Cathy's sporting achievements. There are a fair few dozen happy boys and girls who had their picture taken in it. (Not to forget the Dads!)

The team that Barbara Caroline had assembled didn't stop over all three of the busy days: Clare Tozer-Roodt has the energy of six men, engaging with anybody who came to the stand; Merle Mason astonished all with her knowledge after many years of experience with Morgans and both Louise Wills and Vicki Webb (along with her daughters) held their own, talking Morgan adventures. And Barbara added quite a few adventures of her own. (*her adventures could fill a book! ... Ed*)



Louise Wills - one of the team who sold a considerable amount of regalia

The ladies were backed up by their Gents who have knowledge and experiences of a different kind. Tom Cowley and George

Darbyshire could talk maintenance and engineering to anyone interested (as could Ewan Cameron when he wasn't being a full-time Dad!) and Gary Caroline and Martyn Webb were the historical reference points. Austin Smith did his best to persuade anyone he met with a five-speeder ... that they really should take up competition!

An astonishing amount of regalia was sold and seven new members were signed up. All in all everybody agreed that it was a thoroughly enjoyable and worthwhile experience and ideas for next year's show were thrown around freely.

Many thanks to all the club members that dropped in to say hello and finally, from my point of view, a huge thank you to all the ladies mentioned above for making the Classic Motor Show so enjoyable.



Clockwise from the top:

Claire Tozer Roodt charming all who came past

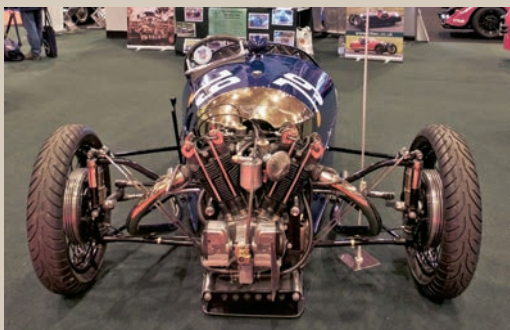
Jackie Scruton and Sue Darbyshire being interviewed by French TV station 'Retro'.

Tracy Cameron's 1933 Family

Cathy Quinn's F2 racer

All photographs by Richard Atherton





Cars clockwise from top R:
 Sue Darbyshire's racer;
 Jackie Scruton's 5-Speeder
 Cathy Quinn's F2 racer
 Cameron's MX Family
 A future member in "Yellow"
 Martyn Webb's lovely replica
 Also, next to "The Beast of Turin"
 Admiring Sue Darbyshire's
 highly successful racer
 Alistair Hibbert's ex-Henry Laird
 Trials car "Yellow"



Like all good things the season draws to a close and now it only seems a few seconds since March when it began in the cold and wet of Mallory Park. It has been a good season and our entries for events have held up well in a climate where many clubs are struggling financially. Thanks to Club support for the Cadwell VSCC race and the Club Sprint at Curborough we are secure enough to be able to plan next season with some confidence, and are proud to represent the MTWC and keep the club's name in the limelight of "vintage" competition. A special 'Thank You' goes to the club members who spectate and to those who help with marshalling, scrutineering and administration. Thanks to the work of Lesley Reynolds we will have enjoyed the party after the Sporting AGM, the weekend before you read this. The winners of the Sporting Trophies will be trying to find a suitable place on the mantelpiece to display them and we will have made some decisions about next season. Planning the next season becomes increasingly difficult with more event invites and clashes, it is impossible to please everyone but I shall try. Before we put the 2015 season to bed there are 2 events still to report.

Catterick Hilleclimb 18th October

It took a while to find the way in but once there this is a lovely old hill and our MTWC man Grant Sellars made the 5 Morgans very welcome. Sunday morning was cold, damp and grey but it didn't dampen the spirit, after all if you want to sunbathe go to the seaside, we came to have some fun! We consisted of Bill Tuer, Greg Bibby, Rob Pike, Austin Smith and your Comp Sec. The course looks straightforward but is deceptive. The start is on the gradient and once the tyre grips it is flat out round the slight left into the first corner, a right hand hairpin which easily throws the car off to the outside of the hill. The next corners come up very quickly and are a complex of 3 left handers which can be taken flat as a single corner. Still flat out there is a short straight to gain some speed before the approach to the difficult left. This is the most difficult section as the corner is completely unsighted with the appearance of a line of bushes and trees; it's best wide in and tight out and from then it is

flat to the finish. Practice passed by quickly and without incident for us all, although an outfit went off on the difficult unsighted left hander at the top of the hill and an early lunch was taken while the ambulance was away. The first timed run in the dry resulted in 38.35 for Bill followed by Greg with 41.47, Austin on 43.65 myself with 45.00 and Rob with 52.68. Rob had his partner Petra in the passenger seat for her first event and she really enjoyed it. Then the rain descended for a few minutes but just enough to wet the track. Bill said he was going to take it easy but it was hardly noticeable in his time of 37.93. My start was the best one I'd made but I missed the gearchange into second, caught the handbrake, and a 48.37 was the result. Greg improved with a 40.89 and so did Rob who did his fastest run in 52.38. Austin went slower on the damp track and never beat his first run. Some people, namely my passenger Becky thought that was the last run and was out of her wet leathers when we were called for the final run. In the ensuing rush I didn't fasten the bonnet strap properly and before the first corner the bonnet tried to become a wing. Becky hung on to it all the way to the last corner and I thought she was going to try wing walking but we crossed the line with the bonnet side waving in the air only to find we had achieved 48.20. Never mind there's always next year! The final result was..... but we didn't really care as we had the fun we went for. It seemed we had slipped through a crack in time and entered a world of 40 years ago with Vincents, Velocettes and even a Brough competing. The sheep from the moors stood well out of the way but I'm sure some of them smiled when the big JAP's went past! It was well worth the trip.

VSCC Goodwood Sprint 24th October

The final event for the 2 Speeder group and it turned out to be a very successful one. Five Morgans entered, Sue Darbyshire, Gary Caroline, Iain Stewart, Andy Messent and David Rose driving Peter Kite's 1930 Super Sports Aero. A sudden change in track conditions due to a heavy shower caused several competitors to go over the track limits and there was lots of opposite lock on display. The excursions also

cont/...

held up the meeting and consequently there was only one competitive run and the pressure was on. As we all know Morgans work well in the wet and Andy Messent managed a very creditable 6th in class with a time of 152.9. David Rose was further down the order with 210.83. Iain Stewart with a time of 119.29 took 3rd in class and the Handicap Award. Gary Caroline was back in good form and with a time of 118.64 secured second place but first and fastest Vintage time went to Sue Darbyshire with 117.01. A superb performance by all.

News

Greg Bibby and myself went to the Non-Territorial Board Meeting at ACU House in Rugby on the 28th October. There was much

talk of insurance and there should be no increase in premiums next season although the Government are increasing the Tax on Premiums so this will affect us. We have registered our concern about the changes to One Event Licences which will be restricted to those under 70 years of age and I know other vintage/classic clubs are doing the same. If you are a regular competitor, by the time you read this you should have received by email or phone a 'Unique Number' from me which you will need to apply for your 2016 Licence. If you have not please let me via email or phone (07759983993). The Licence fee remains at £48.

Finally can I wish you all a Very Merry Christmas.



Regalia/The F4 "Gerald" Custodian

Ross Herbert



Regalia Matters

A new item has been added to the Regalia range. These high quality glazed ceramic fridge magnets should have pride of place securing your offspring's artwork to your SMEG!

They measure 2" square and are available for £3.00ea plus postage.

The F4 "Gerald"

In an effort to provide a more lasting solution to the ongoing head gasket problem, we decided to re-fit the 10HP head rather than the 'high compression' 8HP version. This would seem to be, on first impression, a straightforward swop, if not for



the matter of the dynamo bracket. The 12v is of a larger diameter than the standard 6v. so wielding an angle grinder would appear to be the solution.



IGM 1945 Morgans Dennis Plater, plus Registrars (various)

With the Club having marked the 70th Anniversary of its founding in 1945, now is the time to record for posterity the cars that were photographed outside the Morgan Factory in Pickersleigh Road and their fate.

While the Morgan Three-Wheeler Club re-enactment could in no way, either historically, numerically or visually, be compared with the gathering of 34 Spitfire fighter planes and one lone Hurricane that gathered at Goodwood to mark the 75th Anniversary of the height of the Battle of

Britain which was screened on ITV recently (one Battle of Britain pilot who had flown in combat in a Spitfire squadron in August 1940 even passengered in a two-seater Spitfire at the age of 95 years), it is some compensation that all the 7 Morgans which lined-up outside the Factory during the AGM weekend were at the inaugural meeting in 1945, whereas only 2 of the 34 Spitfires saw action in 1940! Goodwood was formerly the WW2 RAF West Hampton airfield which saw action in the Blitz on London.

The Morgan three-wheelers that were there in 1945 and the survivors in 2015 are shown below:

Reg.no.	Year	Model	at the 2015 AGM	or still recorded
AHU 324	1934		no	no
AOB 348	1934	Family	no	yes, abroad
AOP 9	1935	Super Sports	yes	with Jim Baker
AWL 259	1934	Sports	no	no
BOH 382	1935	Super Sports	no	no
BPH 227	1934	Super Sports	no	no
BTP 415	1939	F Super	no	no
CLC 683	1936	Super Sports	no	no
COM 203	1936	Super Sports	no	yes, abroad
CWL 337	1936	Super Sports	no	no
DAF 488	1937	Super Sports	no	yes, abroad
EKL 858	1937	Super Sports	no	yes, in the UK
FK 2113	1924	Standard	yes,	with Brian Clutterbuck
FK 2334	1920s	Super Aero	yes,	with Brian Clutterbuck
GXW 330	1934	Super Sports	yes,	with Philippe Menier from France!
JA 8501	1937	F 4	no	yes, abroad
JO 5081	1932		no	no
JU 6710	1935	Family	no	yes, in the UK
JY 1118	1933	Sports Family	yes,	with John Wills
LJ 9387	1932	Super Sports	no	yes, abroad
OC 9821	1934	Special Super	yes,	with Colin Tatlow
OJ 2213	1931	Aero	yes,	with Lars Doren from Sweden!
WO 7090	1933	Family	no	no

A special word of thanks to the six owners who brought their cars for the anniversary event

This article would not have been possible without the earlier research done by Barry Davison – see page 6 of the September 1973 Bulletin – and updates by subsequent Registrars. o can add to this list, or can fill in any of the missing details, or who thinks he or she knows what may have happened to any of the cars after 1945 should let me or the Registry know.

Dennis' afterthought: I had thought that the new F two-seater introduced in 1938 was known as the F Super Sports and that this was shortened to F Super after WW2, but I may be wrong about this. (*F2 first then F-Super? ... experts please confirm ... Tony? Nev?*) May I enquire what is so "Special" about OC 9821 which you have described as a Special Super? ... *can you shed any light please Steve? ... Ed*



By way of background, our Mum (Linda) died just before Christmas and we have been trying to keep Dad (Jonathan) busy. Dad's 70th birthday is on the 13th September this year and we had been hoping to surprise him by getting his beloved Morgan back on the road. The idea was to hand it back on or just before his birthday and we had lined up the Morgan museum to hide it amongst their exhibits so that he could find it on a tour.

We had, however, to bring forward our plans because in the last weeks he had told nearly everyone that he is *"about to start his next project - getting his Morgan back on the road"* and we are running out of excuses and bluff - which have included hiding the keys to his garage and even hiding his brand new angle grinder which was bought specifically for dealing with the padlock on the garage!

Dad bought his Morgan many, many years ago, but only had a few years of driving it before I came along. I can't say that it was trouble free motoring because I understand from my Aunt that most outings in the Morgan involved pushing it back or sending out for a recovery vehicle!

We knew that the car had a problem with the gearbox which was one of the major stumbling blocks. Otherwise the car was parked up in Dad's garage for almost exactly 40 years gathering dust. Occasionally she would be wheeled out for us kids to see it and sound her distinctive horn and Dad to give her a clean before putting her back for her extended hibernation.

Led by my youngest brother (Edgar/Ned), my other brother (Sam) and I hatched a plan to "borrow" the Morgan and refurb her before his birthday.

When Dad called to confirm that he was on the train to Paddington to join my family for a weekend in Paris, Sam and Ned set about excavating the Morgan from Dad's garage - carefully taking pictures before they entered so that every piece in front of, around and over the Morgan could be replaced - they then built a Morgan shaped frame, replaced the tarpaulin and then every piece of the accumulated stuff around what looked a bit like the car.

With the dedicated assistance of Tony Quinn (who should receive an honourable mention in dispatches for his tireless efforts) and also a good family friend - Bill Tomlin - we managed to get OJ8890 running again.

Dad had no idea that we had his car, nor that he would be attending the Training Day. He thought he was bringing his motorhome to the Cotswolds for us to have a family trip. We set off from Burford on Saturday morning and told him *en route* that we were taking him to the Training Day as a birthday treat *"to inspire him to get his car back on the road"*.

In truth we don't know much about the car's history and we are keen to learn more from Mr Frederick Eddy, one of the car's past owners, who is also hoping to attend the Training Day. Mr Eddy's son-in-law (Max Wallace-Jones) got in touch via Steve Lister. He was asking about the fate of his

father-in-law's old car, a couple of years before we joined the Club.

I trust that you can imagine our father's surprise when presented with his restored and running car... and our considerable pleasure



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Letters, emails, postcards

Well Done Steve. *by email*
MTWC Dragged screaming into the 21st Century! Seriously ... Hooray for Steve!

The Paypal option is a big step forward.
In 15 seconds I renewed, without having to make a list, or try and remember where the list was, or remind myself why I did the list, or find the cheque book, or find an envelope and a stamp and a pen that still works, or try and find a post box when I am late going wherever it was I was going ... and so on

Simple! Clearly it will also simplify the administration as well.

Simply by having made it so very easy to renew, I think we will retain a lot more members who may otherwise have, by default, fallen by the wayside

Amazingly we are ahead of most of the other Clubs.

Well done.

Barry Davison

Mystery Matchless

Being away I did not view the Dorothy L. Sayers mystery in September. However I do remember seeing the programme years ago. The case was solved as there was a clue involving the Morgans magneto. Unfortunately the Morgan they filmed had a coil ignition Matchless engine.

Brian. Watts

All about a Car

An MX2 Super Sports was recently advertised on line. Included with photographs was a description as one would expect

However, this was followed by a load of questionable additional information intended to big it up. The inference was that it was generally agreed that the MX2 was the best

engine ever fitted to a Morgan. To back up this "fact" my remarks in a group report about an MX fitted with air cooled motorcycle barrels was misrepresented to endorse his claims about the MX2, with the implication that this was both my belief and the opinion of the MTWC. I emailed the cheeky devil and told him is was wrong to misrepresent my opinion of entirely different engine to endorse his claims about his own car, as being those of the MTWC. I'm sure he was being opportunistic but I find it a bit grubby.

Most members aware that views and opinions expressed in the Bulletin are not necessarily those of the editor or of the club committee, and that nothing should be reproduced without the written permission of the editor. This rule is important as it allows members willing to sick their head above the parapet and contribute to the Bulletin to express themselves freely without fear of their opinions being abused - questioned yes, abused no.

I am now left to deal with a potential breakdown of my relationship with my beloved JAP, all because of this mischievous statement about my apparent closeness to the MX2..

Trevor Seymour

From Mrs Trellis in North Wales...

Dear Doctor...

I am just about to nip off now as I have a meeting with the restorer who gave me the lowest estimate for some work to our beloved F4. He's not a member but I was pleased to see his tender won but he had me over and I was very startled when it suddenly grew to twice the size and when he tried to *cont/...p 49*

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I was talking with local Frazer Nash BMW owner Nina Smith recently and discovered that in the 1950's she and her first husband Graham Morewood, who was tragically killed at an early age competing in a post-war Nash, used to own: CNH 111 - an F Super first registered in Northamptonshire in March 1951.

A review of the Morgan Factory records indicates that the F-Super was probably chassis number F1270. According to the 1956 Bulletins, that year's MTWC Rally and Sprint took place at Honeybourne airfield near Evesham. We think that the attached photo of Graham and Nina "pressing on" was taken at this event.

This might have been our last time at Honeybourne, as in June 1957, the Competition Secretary Jim Pink said that the runway at Honeybourne "was in shocking condition!" and he would be looking at Honiley near Coventry as an alternative.

The second photo shows Graham next to CNH 111 in Bandol in the South of France. There is a record of Graham and Nina's epic journey from Sheffield to the South of France and back spread over the June, August, September and October 1957 Bulletins. It's a great read – take a look if you can. 2220 miles at an average of 47.3 mpg and no mechanical issues – F Superior!

Clearly Graham and Nina were very active Club members at the time. As usual I couldn't help reading other pages of these late 1950's Bulletins whilst carrying out the research and discovered that Graham:

Organised several Club events including the early 1957 Derbyshire Road Trial.

Won the Pickersleigh Trophy for coming second in the Club's 1957 Malvern Rally. What happened to the Pickersleigh Trophy?

The member in first place (Beavis) won the Malvern Trophy and third place man, one Gordon Naisby, won the Mercury Trophy.

We still award the Malvern and Mercury, but for different successes.

Won the second 1957 Derbyshire Road Trial that was ably organised by one Mike Guess!

Graham was also a highly competent motor cycle trials rider.



Mike Guess adds:

I remember Graham Morewood well, and the lovely Nina, and their immaculate "nearly new" dark green F-Super.

All three were leading supporters of YND Group although, along with Pete Ellis and his also immaculate red F-Super, they were in a different league to this humble, clapped out family twin owner.

Editor's note: Gordon is still very active in the Club. Where is CNH 111 and who owns it?

100 Year Old Morgans no. 5 Chris Booth and Dennis Plater

KT 2395 is a 1914 Runabout, first registered in June 1914; chassis no. 718, car no. 1109; JAP engine no. 46491, magneto (Bosch ZEV model) no.1870744, carburettor Brown & Barlow Pilot Jet, diameter of the main chassis tubes: 1¼".

Chris Booth had been looking for a pre-1915 Morgan for a few years, missing out on buying BE 2387 (written up in *The Bulletin* for August 2014) when it was available, and OB 9597 when it came up for sale at the auction of the Alan Smith collection in 1968. Chris made a start when he bought a 1914 engine from a fellow Club member.

The chassis, missing the front suspension and the rear forks, was found in 1968 on a farm by the late George Jenner, brother of the late Charlie Jenner, both of whom were Club members.

As found, the chassis was unusually wide, 50" instead of the usual 40" (possibly because the car had been used for competition); the lower tubes were rusted through and the torque tube was bent. The bevel box was missing its internals but was otherwise in good order.

Chris had the chassis repaired, retaining the 50" wide track. The rear forks came, by chance, from a VMCC member, when he showed Chris some old motorcycle parts that he had acquired. He held up the forks and said that he had no idea from what they had come! Needless to say, Chris snapped them up immediately and took them away in the 1927 Family Morgan that he was using to visit that VMCC member.

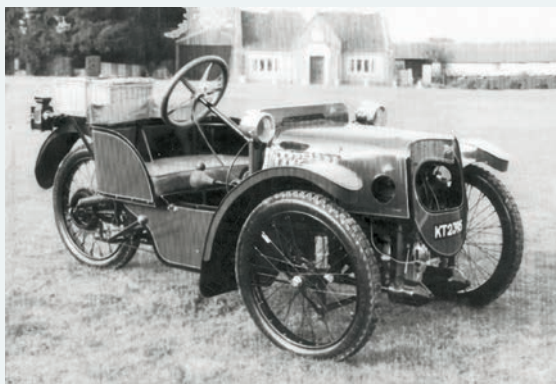
Chris visited another Club member who owned a veteran Morgan which he had just finished restoring, to take measurements of the woodwork, and borrowed his old rusty mudguards and bonnet to copy. The rear mudguard and carrier were based on those on the 1913 Morgan in the Science Museum (see *The Bulletin* for July 2014).

An officer from the local registration authority issued the registration number

following a visit to inspect the car and found information in the old Kent ledgers linking it to chassis number 718.

When the registration number was re-issued, it was discovered that it had originally been issued in June 1914, and that the car had never been registered under the 1920 Motor Car Act. Presumably it was not used on the road from 1921 on. Unfortunately nothing has ever come to light about the car's early history.

The lights came from a man in Worthing and were off a cyclecar that he had made called "The Wintercar". The type of body now on the car, is based on bodies which



appear in photographs of early Morgans. Chris made the woodwork, and the panels were made by a local retired coachbuilder. Other parts came from various Club members; the last item in the restoration was the steering wheel which Chris bought on Boxing Day 1971.

Everything came together in time for the Pioneer Run in March 1972. The following month Chris and Marion drove the car up to Coventry for the Coventry to Brighton Run! In 1995 KT 2395 was in the display of pre-1920 Morgans at the Club's 50th Anniversary celebrations in Malvern, and Chris thinks that the car has been used on the road in every year since the rebuild was finished. *(The closeness of the chassis, car and JAP engine numbers between this Morgan and another 1914 Morgan, BE 2387, is remarkable).*



Secure in the knowledge that some of you do not read the Group Reports other than for your own area, (some, I am led to believe only read The Floggery, UPE and Mogspares) the questions raised by Eric Eadon in his YND report are repeated here on the understanding that not ... you get the picture ...

So here they are repeated:

Does anyone offer 'new' aluminium spare wheel covers?

Does anyone know of a simple, practical way of testing a re-built Ford oil pump before risking potential ruination of a painstakingly renovated engine. Or are they so reliable that delivery volume and pressure are always on the ball?

In the 1960s Brian Clutterbuck did a total re-build of a black, boat tailed 3 speeder with a 1100cc, OHV JAP that acquired the name 'Safari'. *(Doth memory fail me ... I thought 'twas yellow ... Ed)* It's history seems to have become clouded in mystery during the 1970s up until around a year ago when it was bought in good working order at auction by a current YND member.

Any information relating to this car in the last 40 years or so would be much appreciated. Please contact me 01709 379037, h_eadon@hotmail.com and I will pass it on.

(As Brian is no longer a member of the Club, if anyone in the West Midlands Group reads this, perhaps they will pass on the message ... Ed)



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Contact Brian Pollock at Briancars@aol.com

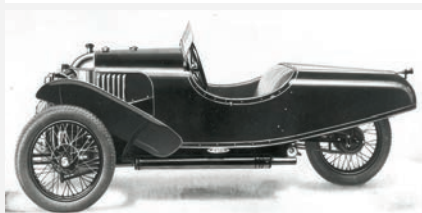
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Leicestershire, LE8 0HJ**

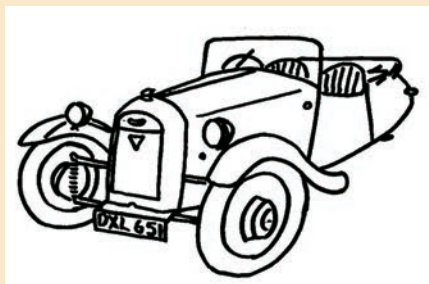
The Gerald Carr F4: now available for borrowing by members

The car has had extensive restoration to woodwork, bodywork and rear suspension, and the insurance has been re-negotiated.

Note that there is still an age limit of 25 years minimum.

To borrow the car for a long weekend, we suggest a donation of £45, to cover insurance and maintenance.

To keep the operation going successfully, more bookings are required. . . . so get planning!



Contact;

**Ross Herbert, Hareley Farm, Linley Green Road,
Whitbourne, Worcestershire. WR6 5RF**

Tel: 01886 884362

email: ross@hareleyfarm.co.uk

Another Morgan Three-wheeler has appeared in the Ottawa area. I was recently contacted by Fred Woods of Orleans, a suburb of Ottawa with the surprise news that an uncle in British Columbia had given him the car with the proviso that he use it, and not just park it for 30 years. Following is a history of the car in his own words.

Bob Barclay, Ottawa

1932 Frame -- no registration number
1937 Transmission -- MRD 2737
1939 air-cooled Matchless engine -- MX2/689

The serial number of the engine matches the plaque on the dash, so the car had been designated a 1939. Presumably HJO 401 was its British registration.

We believe the trike was assembled early '60s in Arizona, due to some photographs that came with the car when my uncle bought it in North Carolina. I have the bill of sale where it was bought from Arizona in 1984 for \$500.00. I also have the bill of sale from my uncle, when he bought it at an estate sale in North Carolina in 1996. My uncle then bequeathed it to me (although he is very much alive, I assure you) provided I use it. Mission accepted.

Once the car was brought back from British Columbia in a U-haul, I dropped it off at Robinson Automotive in Mississauga, Ontario for a clean-up (after being parked for 11 years) and an Ontario road worthiness

certification. The fluid tanks were all drained and cleaned, the Mikuni carburetor was rebuilt, and a big gel battery and four new tires were installed. Of course, one spare wheel was installed at the rear. I then brought the Morgan home to Ottawa.

I try and drive the car at least once a week, although I admit that recently the engine is running rougher and rougher. The

problem seems to be electrical and I am hoping it is a simple case of arcing from either plug leads or the coil itself. I will use any excuse to drive it, from taking my wife to Menchie's for frozen yogurt to picking up my 19-year-old daughter from work. Last weekend I had a dear friend visit from Montreal and I took her for a 15 minute ride around the neighbourhood. Wherever I go the car brings out a real positive vibe from everybody. Whether they are young or old, male or female, kids or thugs, people can't help looking and asking questions. Being in sales, I am quick to answer questions and comment accordingly, depending on the question.

Since conception this trike has always been considered a motorcycle. I have copies of the registrations when it was in Arizona, North Carolina and British Columbia, and they all read 'motorcycle.'

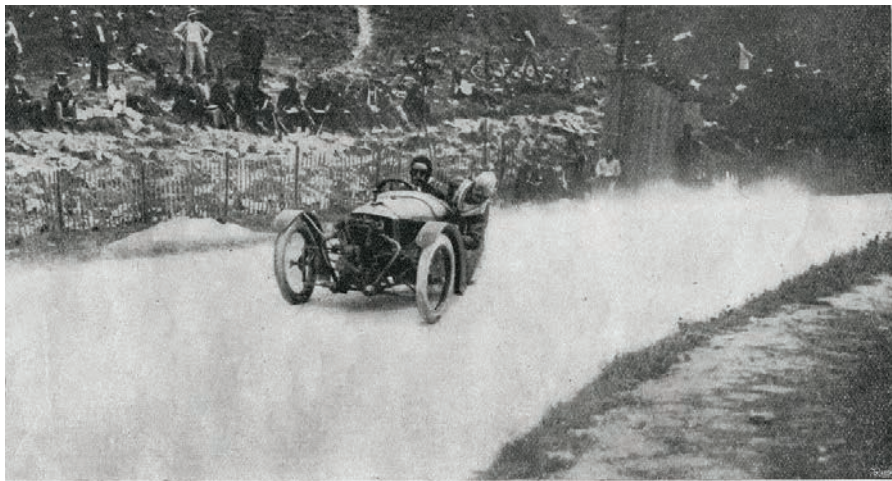
When I first registered at the Ministry of Transport of Ontario, the agent simply flipped it from British Columbia motorcycle to Ontario motorcycle. I was challenged at a car event in Renfrew (trailed it the 95kms) on the legality of its being a motorcycle or a car. I contacted an MTO officer directly and

they were able to sort out that, indeed, in Ontario the vehicle is car. I returned to the MTO licensing office and flipped the plates over to car status and, of course, I keep a copy of the letter from the MTO with the registration at all times.

The documentation that came with the Morgan includes manuals on the engine and transmission, along with various other documents and books that will help me keep this car on the go for a long while.

Next year I will be getting more involved with car shows and clubs, because this thing is just way too much fun to keep locked up!





MAC-MINNIES, LE VAINQUEUR, AU PONT DE LONGUEAU

Mac Minnies, vainqueur des sidecars, prit également la première place du classement général des cyclecars et sidecars, couvrant les 262 kil. 515 du parcours en 3 h. 53 m. 9 s., à plus de 65 à l'heure (Pneus Dunlop).

MAC-Minnies, (sic) WINNER, THE BRIDGE of LONGUEAU

Mac Minnies winner of the sidecars, also took first place in the overall ranking of cyclecars and sidecars, covering 262 kil. 515 the course of 3 hours. 53 m. 9 sec., More than 65 kilometres per hour '(Dunlop Tyres).

Thanks to Jake Alderson and Andy Brown for their very interesting mails written to The Bulletin.

I enclose a photo of an article published in the newspaper '*La Vie au Grand Air*'

which expresses clearly, that for an important part of the French press, the victory belonged to McMinnies without any doubt.

Does anyone have anything further to add ? .. Ed

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As mentioned in the October Bulletin, you can now renew your Membership via the Website using PayPal. It's simple and quick and you don't even need a PayPal account; you can pay securely using a credit card. Just go to the website www.mtwc.co.uk and click on "Renew Membership".

You'll be taken to a "Renew Membership" page where you can select renewal by PayPal. Just follow the instructions and you'll renew in no time at all!

The above nine lines and a pretty picture on the right, in no way does justice to the amount of effort that Steve Uprichard has put into creating the system by which members have the option of paying by PayPal.

I can speak with some authority on the foregoing, because I have served as membership secretary for several years and more recently been aware of how much time Steve has spent in getting the system sorted.

Not only do you have the option of paying by PayPal but Steve has sorted a system which not only simplifies the work of the Membership Secretary by a substantial amount, you now get your own personalised renewal form containing your details as submitted last year.

PayPal introduces confirmed payment - a great advantage over the use of credit cards. Just one error in submitting card details, or failing to inform your card provider that a foreign transaction is imminent, in the case of members outside UK, caused considerably more work for the Membership Secretary.

On behalf of the Club ... A BIG thank you Steve. ... Ed.



Why You Should Renew Now If You Haven't Done So

Having read this far, it should be abundantly clear that your renewal of membership is due **NOW**.

If you think you did not receive a renewal form last month, then you must have missed the reminder that the form is on the back of the address label that caused your copy of **The Bulletin** to drop through your letter box or however you receive your mail. IF you are reading this, then you must have received your renewal form ... it's in the wrapper.

It is primarily to **your benefit** that you return the form **IMMEDIATELY**, as not only does it make the onerous task for the Membership Secretary more straight-

forward but... **BUT ...** and this is a **BIG BUT ... if you don't renew before December 10th, you will not receive a copy of the January 2016 Bulletin.**

The reason being that the January copy is printed and mailed before the holiday period as Lavenham Press, our ever helpful printers close, as do many small to medium businesses, from Wednesday 23rd December until Monday 4th January.

To ensure that your **Bulletin** is printed before their shutdown (otherwise it would not arrive until mid-January at the earliest! If your name isn't on that list - **You will not get a January Bulletin until you renew!!** **You have been warned!!**



Visiting the Morgan factory at the 2014 MTWC AGM, I was neither a member nor a trike owner, though I had coveted such status for many years. This year, having joined the club and purchased my 1938 Matchless MX2 Super Sports Barrel Back, Reg No GPB 108, aka '*The Nipper*', I was excited and euphoric to be returning her to the place of her conception, slightly jaded by the fact that like many Morgans, the chassis, engine and gear box were all dispatched at different times!

'*The Nipper*' has been campaigned at a variety of MTWC events throughout the year following an 18 year absence in previous ownership, by myself and my partner Rosie Lee. It is fair to say that as a novice, I have climbed a steep learning curve, ably assisted and supported by members from the East Midlands section, lead by Malcolm Bull, and my friend Dave Pittuck from the Brooklands section, without whose help I would have struggled or maybe even given up.

caused alarm and the usage of 4 litres of oil on a 40 mile section bar-b-que the following day lead to urgent remedial repairs.

The de-compressor is now removed and I only got '*The Nipper*' repaired, re-timed, points and tappets re-set the night before the recent AGM weekend, so it was touch and go that we would get there.

On the Saturday morning, we arose to thick fog and I had to complete a compulsory repair on a head lamp connection before we could even set out. The temperature was chilly, and we felt rather vulnerable in our frail form of transport in the poor visibility, however we made good progress, arriving at the Pickersleigh Rd site at 9.40am, just as the sun broke through and just right to join the surge for the Spares Fair.

Disappointment followed when I just missed a pair of replacement chrome head lamps and a spare fuel tank. However I picked up a few useful bits and pieces.

More importantly we were reacquainted with a myriad of fellow club members whom we had met during the year from right across the UK, all making us feel very welcome and at ease in the Three wheeler world.

We witnessed the factory photograph of the seven surviving Morgans from the original AGM of 70 years ago, then snapped a few cheeky shots of our own to acknowledge the last time that '*The Nipper*' had been recorded at an AGM – a photo on page 6



We have had our fair share of misfortunes starting with a seared speedometer drive on the Opening Run at Blenheim Palace, a leaking petrol tank on the VMCC Coventry to Brighton, and a sheared de-compressor on the clubs Training day. In the latter case, the malady was not at first diagnosed, however a perfuse pool of oil on the garage forecourt

of 'The Bulletin' in November 1979 !, which Chris Booth assures me was also at the Malvern factory (if anyone has a spare original copy of that Bulletin, it would be most gratefully received for my archives ?).

After a tour of the factory Visitor's Centre and Museum and a picnic lunch, we drove up to the Abbey Hotel, checked in, then strolled

cont/...

around the town, calling at Witherspoon's (formerly 'The MorganArms') to admire the view and quench our thirst. In the evening we enjoyed the 70th Anniversary Dinner – excellent fayre, complemented by excellent company.

It had been our intention to make an 'early dart' on the Sunday morning, however, following a sumptuous and relaxed breakfast, we decided on a whim to attend the AGM. I have to say that this was far more interesting than we had envisaged, and was very beneficial to assist us in appreciating how the club runs, the dynamics, the politics and the key players who work so tirelessly to make our pastime happen.

An unexpected bonus came in the awards ceremony as I was totally surprised and shocked to find that I had been awarded the 'Morgan Enthusiast of 2015' for the East Midlands Section, - a very great honour indeed for our first year with the club!

We decided to skip the scheduled lunch at The Swan, as we were not at all hungry, pressing on for home, just in case the fine weather broke. 'The Nipper' was running well along the Stratford Bypass, until we left the A46 to join the short half mile section of the M40 between junction 15 and 14, when quite suddenly, some foreign object shot up from the front of the car and struck the windscreen, fortunately without damage.

My first thoughts were that a rocker arm had broken free however the engine remained sweet and I consoled myself that it must have been a stone from the road surface, and we were unable to stop on the Motorway to retrieve anything anyway!

My diagnosis was short lived, and in the next few hundred yards ... an ominous whirring and clattering noise coming from the transmission grew gradually louder.

Though off at the slip road by now, I resisted the temptation to stop, in case we lost drive and could not proceed home, soon discovering that normal service was resumed if my foot was rested on the clutch pedal.

We limped the remaining 15 mile journey home, trying not to change from third gear, and discovered on arrival that the locking nuts on the clutch actuating rod had made a bid for freedom giving 1" lost motion – no doubt one of the nuts had struck the windscreen earlier.



A quick repair and adjustment followed on the drive way and all was well again.

A very memorable AGM weekend thank you!



A 'Space-filler' Tip

John Chatwin

'Any household store or supermarket now sell re-seal-able plastic bags; some with quite sophisticated slide type closures. These are perfect for storing your goggles, gloves, documents, orthopaedic socks etc in the dry'.

On a slightly different subject. A most helpful guy with a shed load of 'classic' type spares is Clive on 07831288073. He is happy to go the extra mile to help.



As you can see, the space wasn't entirely filled and the Editor is adding this bit of text to fill the space. Nevertheless, Thanks John very much - do keep sending in your very welcome tips. That should do the tr

Mogspares Financial Administrator

I'm delighted to report that David Harman has offered to take on the Financial Administrator's role. Many of you will know David as he has had a Morgan Three Wheeler for 40+ years, in fact it was his first car and still uses one regularly today. Also, he is not new to running the club as back in the 70s he was the Publisher of the Bulletin.

Please send your future payments to David, his contact details are at the bottom of this page.

Mogspares Price List

I'm working towards issuing the complete Mogspares parts and price list as a separate document once a year, instead of the current practice of including sub sections of it inside the bulletin during the year. All being well it will be included with the your next bulletin.

If any of the traders would like to advertise in this new document then please contact me. Of course the list of club spares will continue to be available on the website www.mtwc.co.uk Sales Officers will advise of availability and any price changes.

New Wings for Old

I hope you have had time to read Tony Birks' article offering to help source a new batch of wings. If you have wings that can be used as templates then please contact Tony via email tony.birks@btinternet.com or 01234 219607.

So that we can assess if there is enough demand to make this project worthwhile please contact me if you would want to purchase them.

Matchless Heads and Barrels

This project is continuing well. Peter Faulkner has visited the foundry with our MX2 head patterns and we will be arranging a trial casting of these.

I would also like to thank Trevor Seymour who is acting as the draughtsman on the MX4 project.

Buying Mogspares items:

Ordering: You order spares from the appropriate Sales Officers, (see below), who keep stocks of spares. (In general, items that are not JAP, Matchless or Ford are dealt with by the Transmission Sales Officer.)

Payment: When a Sales Officer sends your order, he includes an invoice and remittance advice. Payment is due on receipt of items, and should be sent to the Mogspares Financial Administrator - **not to the Sales Officer.**

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3. Bank Card. Please contact the Administrator by telephone, email or letter giving card details and the invoice to be paid. Due to bank charges there is a 1.5% surcharge should payment be made by UK debit card, and 5.5% if made by other cards plus VAT where applicable.
4. PayPal. Please email the Administrator and you will then be sent an email requesting the payment. Due to bank charges there will be a surcharge of 5.5% plus VAT where applicable.

Administration: The Mogspares Co-ordinator manages the Mogspares system and arranges the ordering of new spares and 'may' be contacted about problems and queries.



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japsales@mtwc.co.uk

Matchless sales

Roger Orford, Nethergreen Farm, Ridgeway Cross, Malvern, Worcs WR13 5JS (Mobile 07969 950015)

Tel/fax 01886 880 387
mogrog@hotmail.co.uk

Transmission sales

Bob Derricott, The Laurels, Langley Road, Lower Penn, South Staffordshire WV4 4XX

01902 762 017
Robert@derricott.freeserve.co.uk

Ford sales

Dave Young, The Garden Cottage, West Cross, Tenterden, Kent, TN30 6JL

01580 766637
dave-young@talktalk.net

Financial Administrator

David Harman, Rufus Oak, The Vault, Marden, Herefordshire, HR1 3HA

01568 797041
davidharman@ymail.com

Ex-Factory Stock, November 2015**David Browne**

Part No	Description	Price £
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R110	Selector rod 1st/rev	15.00
R111	Selector rod 2nd/top	15.00
R112	Selector rod yoke end	5.00 per pair
R117	Selector detent spring hex cap	5.00 per pair
R120	Sliding gear 1st/rev F type	10.00
R122/3	Reverse idler pinion c/w bush F type	10.00
R122/3	Reverse idler pinion c/w bush Twin	10.00
R132	Layshaft bush spacing collar	0.20
R146	Worm retaining nut	2.00
R157	Trunnion bearing retaining plate	6.00 per pair
R160	Trunnion oil seal retaining plate	4.00 per pair
R167	Sprocket nut spring washer-LH	0.50
R171	Dynamo driving gear nut, castellated	2.00
R178	Constant mesh pinion recessed washer	2.00
	Front oil seal plate R type	1.00
	Constant mesh pinion oil thrower	2.00
	Large headed set bolt-bottom trunnion fixing	1.00 per pair
	Steel bush-layshaft front location	foc
TRANSMISSION		
R275	Plate clutch cover spring top hat	6.00 per set of 6
HUBS, DRUMS, BRAKES		
R362	Spacer for knock out rear wheel spindle	1.00
	Rear hub seal plate for brake drum, plain	1.00
R661	Rear brake shoe pull off spring	3.00 per pair
R575	Locking washer for adjustable cone, 2spd fr hub, 11/16" thread	1.00 per pair
R575	Locking washer for adjustable cone, 2spd fr hub, 3/4" thread	1.00 per pair
STEERING AND SUSPENSION		
	Rear brake anchor bolt/square cable guide, Girling	2.00
	Extended tie bar nut/cable adjuster guide, Girling	2.00
	Steering column bottom clamp F type	5.00
INSTRUMENTS AND ELECTRICAL		
	Peg mounting assembly for dynamo F type	4.00
CHASSIS AND BODY		
	Foot throttle lever alloy casting, late F Super	1.00

All items listed are ex-Factory spares as originally supplied to Morgan dealers.

They are offered to compliment and not compete with the range of re-manufactured parts available from Mogspares.

Owing to their age some are 'shop soiled' but still perfectly serviceable.

Prior to ordering, it is recommended that you obtain a copy of the reprinted Spare Parts List from Regalia. The full part number sequence it contains will help identification.

Please quote part numbers where shown and send cheque with order payable to:

David Browne Gorse Farm, Fulletby, Horncastle, Lincs LN9 6LA Tel: 01507 534315

Postage and packing charges should be added at : 15% UK or £2 minimum. 20% Europe and 30% Overseas for small packet air mail.



PARTS WANTED:

Passr side Dogear barrel (DB) ;
passr side 50* Rockerbox barrel (JS) ;
pr trunnions (DB) ;
0 – 70 Cooper Stewart speedo (DG) ;
2 speeder steering column (DG) ;
orig sound nearside valanced mudguard (DH)
top feed Amal float chamber assy – horiz banjo (RF) ;
F clutch disc for salvage (EB) ;
pr JAP LTZ detachable heads & KT small port crankcases (NT) ;
60°cb cam for O' Shea assy (GC) ;
2 speeder brakeless front hub & pr Lucas R510 headlamps (RO) ;
pr sound MX barrels (IH) .

If you can help with any of the Wanted items, take your pick from the Parts for Exchange, send me your Parts Wanted list , have a parts credit or money.

PARTS FOR EXCHANGE:

JAP OHV & Common SV

Assortment of cams & camfols 50°& 60°

JAP SV

KTW barrels ; DTZ inlet manifold ; mix of large & small port camfols

Matchless:

Mix of MX camfols & cam

Ford

“Silvertop” cyl head ; new “ long ” valves

Transmission

Mix of gears F & Twin ; Coventry gearset with new cluster & input , all shafts ; selector forks & rods ; 3 speeder clutch cover assy, release fork, pivot brackets & several release plates ; 2 spd clutch cone & cross shafts

Hubs, Drums, Brakes, Wheels

3 spd rear hub assy; 2 spd front wheels – trailer spec ; new Wide B rear hub spindle

Steering and Suspension

New pr medium front springs & pr long F Super ones with spare ; trackrod & draglink ends ; pr 3 spd rear springs ; pr good twin sliders

Instruments and Electrical

Vokes tubular vacuum w/s/w for spares ; Lucas round mag ign switchbox ; Cooper Stewart speedo drive ; Smiths rev count drive 1:1 with adaptor plate

Carbs and Controls

Amal TT9 carb for spares ; type 29 clip fit carb assy

Chassis and Body

Pr F chassis cross members 30 ins long , free for collection



POWER WITHOUT GLORY:

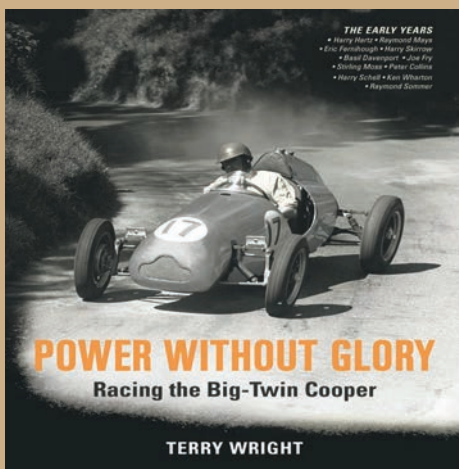
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Advertisements

One-off Morgan-related small advertisements in *The Floggery* are free for members. Details should be received by the 5th of the previous month. Continuous free ads at the discretion of the editor.

To submit an advert please contact:

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2 Woods Batch
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douglasforbes141@btinternet.com

Requests for commercial advertisements or *Bulletin* enclosures should be discussed with the Editor.

Subscriptions and membership records

New membership forms, subscription renewals, and notification of changes of address and non-arrival of your Bulletin should be sent to the Membership Secretary

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Material submitted for publication MUST reach the Editor **before the 10th day of the month** preceding the date of issue, except when earlier delivery has been agreed or by contacting:

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Editor.mtwc@gmail.com

Group Reports

Group officers should submit their reports and dates of events and meetings, **BEFORE** the 10th day of the month preceding the date of issue, to the Assistant Editor with a copy to the Editor

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Back issues and the Index

Back issues of the *Bulletin* up to the year 2010 can be read on the CDs advertised in *Regalia*.

Nev Lear's Index of *Bulletin* articles is also included.

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Space is reserved (hopefully) for additional volunteer organisers/contacts Maybe from Spain/Portugal or Japan

In accordance with the Club principles, no officer of the Club, nor the Club itself will enter into any mediation between any member and a commercial organisation over any dispute or complaint, even if the said organisation advertises in *The Bulletin*.

Group Reports

BROOKLANDS

They say "*it is an ill wind that blows nobody good*". Our esteemed retiring editor Nick Taylor received a jolt of 30,000 volts when the magneto of his Gordon three wheeler shorted out on the seat frame. This is good for us. In one hit Nick received the restorative shock treatment to enable him to continue as editor for a few more months. I would avoid shaking his hand however, at least until his hair is lies flat. Welcome back Mr Editor.

Congratulations and our best wishes for your future happiness to Andrew and Nina Morrison who were married on 27th October.

Roger Gates came along for a second month and gave us a progress report of the rebuild of his Sports. He is at the point of assembling the crankcases. It has taken many years to get started but the restoration is underway.

We had another new face to the group meeting. Long-standing member John Wandless is moving to the Petersfield and Brooklands Group is one of the closest meetings. He dropped in to see what we are about. He was introduced to everyone, some he already knew. John was once the club librarian and he met the present incumbent Pete Thompson. I think he was made welcome. He tells me he has a Family Morgan under restoration. It sounds well underway.

There were thirteen ladies at the meeting and they were certainly doing a lot of laughing. One member told me his wife was not interested in vintage cars. I pointed to our girls who clearly appeared to enjoy the meetings. I didn't think the cars were the attraction, however they do give us handsome and interesting blokes so much support it would not be the same without them.

I did a quick straw poll about venues for the Christmas Bash. I will go ahead and arrange it at the Canadian Pavilion where we had it last year. I should have details next month.

The evening was a bit wet when we arrived at the New Inn in the Sports

Family. Apart from damp faces we were perfectly dry - and we got the do it all again on the way home.

I will be at Brooklands Museum for New Year's Day - see you there 10.30 am onwards. If you arrive in a vintage car you can enter via the Campbell gate and park in the paddock. Happy Christmas and New Year everyone.

Trevor Seymour

*Next meeting 1st December at the New Inn, Send,
Surrey GU23 7EN
New Years Day at Brooklands Museum
10.30am onwards.*

EAST ANGLIA

Looking back at the month, one could be led to believe, that not much has happened. The regulars were all in lively attendance at the Hare Arms mid month meeting.

Main topic of conversation, by a certain person, who doesn't wish to be named, was his enthusing over his new arrival. A vehicle with an odd number of wheels[5], on which he was about to embark on an epic journey from somewhere, to the capital of the South Coast, along with many others. I have it on good authority he has a big grin now, having successfully completed this mission. I do wish he would spend a bit more time on his other project!

The November Sunday pub lunch will be history by the time you read this. Organised by Mr and Mrs C Clyn at The Bull at Lytcham, one of their favourite haunts. Thanks for that, good excuse to get the old banger out for a run. Hopefully we can arrange a similar day for December. Keep in touch I'll let you know.

Meilleurs Voeux,

M. Josnes.

Next group meeting, 3rd tuesday of month.

'Hare Arms' Stow Bardolph. 8 pm

EAST ANGLIA – WOOLPIT

The hottest November day ever recorded in Britain produced a good turnout the following day. Maurice and Eileen again came more than 60 miles in their racing green 5-Speeder, whilst Martin's similar car pessimistically sported a couple of outsize umbrellas strapped to the luggage rack.

The colourful car park line-up also included Mike's yellow Super-Aero and Brian's blue F4. Sadly Frank had to leave his trike at home, his arm being swathed in the most bulbous sling we have ever seen, following a recent

cont/...

operation, so Graham gave him a lift in comfort. Also by tinware came Jeremy, whose Aero is hors de combat, and Trevor, who has begun work on his F4, starting with steering wheel restoration and compiling a job list. He plans to follow the "at least ten minutes a day" rule to ensure the rebuild progresses.

Jeremy has dismantled his Aero's body in order to attend to the bevel-box, which has become noisy with a suspected worn pinion bearing. He is also diligently removing an encrustation of gunge in a quest for the elusive B-Type chassis number stamping.

We discussed the relative merits of felt seals (do they have any ?) versus sealed bearings (which leave the dogs dry), and the joys of meshing bevel gears correctly for quietness and longevity. Next month may be cold, but please come by trike if you can.

Raedwald"

First Tuesday, every month. The Bull, Woolpit, 12 noon.

EAST MIDLANDS

The October group meeting was a busy one, I was later arriving than my usual time, as I was moving a canal barge from Coventry to Braunstone. It took much longer than thought as we were delayed with leaves in the water fouling the propeller - which makes a change from leaves on the lines, holding up trains.

Paul was busy taking bookings for the Christmas dinner, which looks to be a record turnout, we will have the normal fun and I hope games, with the ODD bit of entertainment thrown in. If you have not been before, come along, and see what fun you can add to the night.

Brian Clutterbuck once again joined us, and brought along some posters, to give away, which was very good, and typical of him. Jane and John Atkins came all the way to see us, saving my seat for me, we hope they may be able to join us, for the Christmas dinner, as they have not been able to for the last few years.

Sunday the 25th was the Restoration Show, at Stoneleigh, I had one of my other three wheelers, which I have recently got on the road, there on show, giving a place for members to meet up, seen there were Bob Morley, Pat Jeal, Martyn Baylis, Richard

Woodcock, June and Ted Williams, Andrew Ball, Charles Smith, and it was reported that Sue and George Derbyshire were there, but I never saw them. I hope I have not missed any one. Most had found things to spend money on, even if it was not for Morgans. I had intended not to spend much, but ended up getting a few consumables, as they were at such prices, they could not be passed over.

The season is drawing to a close, with not much to look forward to, so come and join us at the Christmas dinner. booking is essential.

Finally, on a sad note, John Wandless is leaving the area, and moving down south, but we hope he will not loose contact with the group.

Malcolm D Bull

Next meeting: Wednesday December 16th, Group Christmas Dinner. For details and to book speak to Paul Baker or myself 29th to 31st July 2016 SILVERSTONE CLASSIC, book early, you will not be disappointed.

FAR, FAR SOUTH WEST

It's back to the wild winds and rain, although we had a reasonable summer, it was over far too quickly, F2 is off the road for its winter fettle together with the four speed gear box conversion, work is processing, so far so good, hope to have the box back in the car before the year end. Ken Burton is considering a four speed box but, really would like a reverse gear, when I have the gearbox up and running we shall investigate the addition of a reverse, one step at a time eh !!

We have a new member joining us this month, Nick Howell from Penzance, just round the corner from Ken, Nick does not a Morgan at the moment but, is actively looking with good advice from Ken, What Nick does have is a 1901 Steam car which he takes each year on the Brighton run, hopefully we may see the car at one of our meetings, maybe even get to ride in this unique veteran vehicle.

The VSCC were having difficulty finding marshals to man the sections on the Tamar Trial, I went along to help them out at the Davidstow section not far from Launceston, lots of slipping and sliding, wheel spin and smoke, bumps and falls, the competitors took it in their stride, always a smile on their faces even when they failed the section, this was just a fun day out for everyone.

cont/...

Our own group meeting at the Fox & Hounds was enjoyable with a few friends gathered, John Layte and his battle with South West water, Lloyd and aluminium welding using a Mig machine, Dave Blight trying to get on with the restoration of a Morgan, Pat Ward without his dog!! Others were not attending for one reason or another? Must do better.

The regular Black and White breakfast meet early November, despite the weather, produced a surprisingly fair number of attendees, this meeting is proving to be very popular, everyone is always welcome whatever your mode of transport.

Rumour has it, my Triking friend Steve hinted he might join the MTWC, watch this space.

Eric Bayley.

Fri 4th Dec. Black & White breakfast meet, 10.00am, Fox & Hounds, Scorrier

Tue 8th Dec. VSCC Group meet, 7.30pm, Hawkins Arms, Zelah.

Thur 17th Dec. MTWC Group meet, 7.30pm, Fox & Hounds, Scorrier

Sun 20th Dec. VMCC End of Year run, 10.30am, Lanivet.

FAR SOUTH WEST

The October meeting produced a variety of modern heated machinery in the pub car park, this being the season of mists, mellow fruitfulness and frozen-fingered, barked knuckle activity in workshops throughout the country.

Despite the merits of keeping a vintage vehicle original, I subscribe to the school of thought that the addition of a few modern modifications in order to feel a little more secure at this time of the year is not a bad idea.

Expressing these sentiments led to the main topic for discussion and, of course, the ongoing review of the historic taxation class by the DVLA. Better brakes, lights you can see with, a modicum of suspension and a slightly stronger transmission, to name but a few, would seem to be a no-brainer and a charitable act on behalf of the vintage community to fellow motorists.

However, we may shortly come under severe scrutiny and possible chastisement by the DVLA should we have ventured down this path.

Many years ago, I attempted to create a Bentley Special following the well-accepted route - "first take your rusted out Mark VI saloon and dispose of the bodywork". With the massive indestructible chassis revealed, and modified, an open style vintage body was planned and a "shortcut" turned up when a torpedo-tailed two-seat body from a 6.5 litre Bentley Special (originally Mark VI) turned up for sale. The belted Earl owner was removing this from his Bentley to create yet a second body style modification, eventually a four-seat Le-Mans open four-seater.

My project was never completed but the Le Mans styled "historic" Bentley Special still resides at its stately home. The car is pictured in both styles in "Special Bentleys and Bentley Specials" together with a host of other modified Mark VI's which are accepted by the Bentley Owners Club. Most are valued in excess of £100,000 despite having modified chassis, bodywork, suspensions and transmissions.

Personally, I want to be there when the inspecting officer from the DVLA turns up at the stately pile to tell his Lordship (and all those others) this his Q plate is in the post.

Don't they watch Downton Abbey at the DVLA? As Asquith said, "wait and see".

Mike Goldring

Next Meeting as usual, Third Tuesday, The Hunting Lodge, Lee Mill.

HERTS, BEDS AND BUCKS.

Good attendance – equal to previous highest of November 2014. But still NO Three Wheelers!

Very nice surprise to have Marian, Ian and Diane Whitehead with us, up from Harefield. Marian is threatening 3 wheels next time. The three wheeler badge pattern has been circulating among the ladies. Chris Bowerman had resurrected it from "The best of the Bulletin." Woolly hats and sweaters for Christmas lads?

A suggestion has been put forward for evening technical group meetings to help and encourage those unable to attend lunchtime meets. A good idea. Your input will be most appreciated. How, where and when, etc.? We are spread far and wide so maybe a roving meet akin to the South West and

cont/...

other groups could be considered? Please communicate - this is your group!

The Swallows have left the outdoor covered seating area, the Pigs are back, grubby and aloof, and the Rambling Section appear not to be performing locally.

By the time you read this Clare Tozer-Roodt will have helped ('man, woman or person?') the MTWC stand at the Classic Motor Show at NEC. Well done you girls!

Angus Tozer.

3rd Wednesday, every month: Noon,

The Swan, Northall, Beds. LU6 2EY.

Next meeting and Christmas Lunch

Wednesday 16th December Noon at The Swan

LANCS AND LAKES

Not much news this month I'm afraid (*he says that every month but still manages at least half a page ... Ed*) but by the time you are reading this we will have had our 20th anniversary pre-Christmas dinner which hopefully will have gone well. Thank you again Deryck for organising this for us.

There will be no December meeting at Garstang but in place of that we have our New Year lunch meeting on Monday the 28th December at The Calf's Head (Worston) to look forward to. Please let me know in advance by phone or email if you are intending to come so that I can reserve space for us in the restaurant. It would be great to see some of the Leeds & Bradford contingent if you can make it!

In January, we are intending to have a curry night at Carnforth towards the end of the month as an additional meeting and I will send you more details by email in due course. We are looking at the possibility of having a two day event for our opening run next year so that we can go a little further afield. This would be on the weekend of 23rd -24th April to coincide with "drive-it day" with an overnight stay in Swaledale on the Saturday night. Please let me have your thoughts on this and whether you would be keen to do that or to stick with a Sunday run only as "normal".

We have loads of Morgan work to progress over the coming winter months and I hope that between us we can look forward to having a couple more cars on the road in our group next year.

May Val and I offer you and yours all our best wishes for Christmas and the New Year and let's try and make it another successful year for the group!

If you haven't already done so, would you send off your membership renewals now please!

Steve Hughes

Monday 28th December – lunch meeting at

The Calf's Head, Worston from 12.30

NORTH AMERICA.

Don't forget to renew your membership! You can do it online with PayPal now! Instructions are on page 21 of last month's Bulletin.

Laney Thornton of San Francisco reports, "*My '34 Matchless is slowly lumbering toward completion. As I am not a mechanic myself, I rely on others for work and finding competent folks out here in this remote part of the colonies has been problematic, especially as I am busy with other stuff in my busy life to do the required hand holding and parts hunting. Authentic trikes are quite unknown in these parts.*"

Graeme Addie of Georgia, who wrote the recent Bulletin article regarding keeping a 5-speeder's bevel box cool, adds that he recently had the chassis brace recall work done (under warranty) to prevent formation of cracks in the tube chassis.

He doesn't notice a significant change in driving characteristics and that only a look at a finite element stress analysis would show how and why it improves. He assumes that it does not improve stiffness but rather that it spreads the stresses. His oil pump/cooler/sight glass for the bevel box oil is working well and he feels that he may never need to change the bevel box oil.

Dale Barry of Los Angeles is out of his neck brace and is committed to getting BGO 8 back on the race track by mid-2016. Structural damage from the rollover was mostly to the area that supports the dash and steering wheel and to the roll bar and its supporting structure, which all hit the wall.

Woodwork is being restored and the aluminum bodywork will be straightened out at a local shop as will the radiator, which got mashed a bit on one side near the top.

cont/...

David Smith of Ontario reports that his car “...came out of hibernation from last winter with a leaking front seal on the gearbox and a crack in the water jacket on number 2 cylinder...I decided that a small number of outings could be managed as long as I kept the mileage down.” He took the car to six or seven shows and “Kept the one way drives below 5 kilometers, carried extra gear oil and told people it was a total loss oil system! Very rare. They are usually on the engine, not the transmission! Also, probably told 100 people that, ‘yes, I know there’s a crack. But it’s only leaking a bit, not a lot!’ The engine will be off by the end of the week, and my friendly welding wizard is going to see if he can fix the water jacket crack, without my stripping the whole engine down.

Sheetmetal should be off and in my buddy Ed’s garage for new paint, whilst I play with the woodwork and gearbox. According to my brilliant plan, it should all be coming together again by February!

Who knows, maybe this time I’ve got it right!

Duncan Charlton

NORTH WEST

Is it too early to wish you a Merry Christmas? I trust not, particularly as our Christmas lunch is (or was) on the 2nd. Trying out a new and very accessible venue this time. A room with a bit more space. If it works, it could be a base for future meetings, but I shall need your opinions.

Both our Wednesday and Friday meetings have been well supported the Whipping Stocks meeting being particularly lively with feedback and fall-out from the AGM. Also birthday celebrations, but we think she was over 21 we won’t say who (O.K. Sue?).

The lunch meeting was followed by the usual tea and cakes (in T.D.’s new house) and Bob Haynes brought along part of his portfolio of engineering drawings which have been the bedrock for much of MogSpares success.

Some members have even found time to support the Lancs and Lakes Christmas dinner, even earlier than ours, but we know how folk up here will go anywhere if food is on offer, and the company good.

By the time you read this the newly painted body of my Super Sports should be back home and I shall be cursing myself for not yet having fitted all the bits and pieces on the chassis, however, there are other members in the Group with the same dilemma!

Please note that “end of month” meeting this month is brought forward to the 18th. The publican wasn’t prepared to stay open on Christmas night just for us.

Mike Guess

**2nd December - Christmas Lunch,
The Windmill Inn, A556, Tabley
18th December - Friday meeting at
The Whipping Stocks, A 50, Lower Peover**

OXFORD

Jo Rose brought his recently acquired racing three wheeler to the October meeting, the only other trike being Tony Tebby’s Super Sports, but the weather was very good and lots of our members turned up in other things, including a 911 Porsche and a newish Plus 4.

Sorry for the wrong date which appeared in last month’s Bulletin for the November meeting. Everyone knows that November has thirty days, except perhaps for the printers of the 2015 Morgan Sports Car Club calendar, which clearly shows the last day of the month as Tuesday 31st! It also seems that the Abingdon Arms have decided to close on Mondays for the winter months, so not only the date was wrong but also the venue. We will revert to the Talk House for the November meeting, although the December Bulletin will probably arrive on your doorsteps after the event. I have checked with the landlord of the Abingdon Arms and the pub will definitely be open for our New Year’s Eve meeting. The four wheeler Club are not the only ones to suffer from gremlins at the printers; Enclosed with the November Bulletin was a form of poxy! (another proxy form to fill in?)

Sue Darbyshire is organising the annual lunchtime meeting at the Gate Inn in Lower Brailles on Monday 28th December (see page 46 of the November Bulletin). We went last year and thoroughly enjoyed it.

Bob Cragg

**Next Meeting: Thursday 31st December,
The Abingdon Arms, Beckley, noon.**

SCANDINAVIAN

Dear friends, I start with the most important information.

The date for the Viking Run in Horsens is changed to 5-7 of August 2016 See p38

For more information please see the advert in this Bulletin. You can also contact me for more up to date information as I write this 3 weeks before you get it. In January the Danish enthusiasts organizing of the Viking Run will have more detailed info about prices, program etc. Then the booking will also start.

It will surely be a frightening experience staying in a state prison! Nevertheless it is so positive to have these events to look forward to in the dark and cold winter up here. There is still no snow though and I hope to attend the last old car meeting here with Penny. It is in December though so it may be a lot of snow. It's quite a distance on main roads, so my almost worn out rear tyre is is probably not ideal for snow.

Sablar! I just thught that I should have bought a new Blockley tyre when I came over for the AGM! I normally don't use oaths and I don't believe in devils (which in swdedish is the mort common oath) but my father was a police constable wearing sabre in his service. For me that was a symbol of power and I have always used 'sablar' which is a plural of sabel, the Swedish word for sabre. I checked my dictionary now and found that 'sablar' is a common oath for Sweden and UK, very weak in Sweden but how is it in UK? Perhaps more frightening than staying in a prison.

In order to find out you must come to Horsens next year. Welcome and enjoy your winter preparing your Morgans for a new exciting season.

Lennart Nilsson

SCOTLAND and NORTH EAST

The start of a quiet time of the year, so a shorter report this month.

John Macdonald has been to visit our latest member, Robin Spearling in St. Fillans, and reports a very smart JAP SS in black. I will get to see it in due course, but envy the sound of a 'good sized workshop'. I have been favoured with the temporary use of Bob Brough's garage in which to house the Mog

whilst working on engine and gearbox, in addition to working on my house, so much busy-ness just now.

John passed details to me of the gear selector rod modification to avoid two gears at once, so will incorporate this in the reassembly.

Tom Rae has been showing off driving around in the rain, with the benefit of a hood...and TWO windscreen wipers. His carburettor floods though - Yin and yang. I note that Kim has been robustly defending his F Super steering mods in the Bulletin article, so we watch that with interest.

By the time you read this, the Edinburgh inner circle will have met to plan activities for 2016, so you should have had e-mail notification of our proposals, but still not too late to pass on your own ideas.

I will be away in NZ again in the New Year, so will communicate from the antipodes, but in the meantime, a good Christmas and Hogmanay to all!

Dan The Oily Fingered

SOUTH COAST

In September the ultra-smooth French road surfaces highlighted some tremors in Maud's steering. Upon examination I found the wheels to be tolerably round but the tracking somewhat haywire. Correction merely achieved a terrifying, bucking-bronco wheel-wobble above 5 mph but subsequent replacement of the quite worn tyres and use of a very accurate home-made tracking-gauge, described to me by Andy Brown over the 'phone, cured all ills. The steering and ride are now rock-steady.

If you include Basil and Molly – Sarah and Mark Harley's adorable Airedales – thirty-one of us took our seats at the Chiddingfold Electric Palace on 21st October. **"Holding Steady"** is the story of Ronald "Steady" Barker - motoring journalist, raconteur and all-round good egg. Filmed during 90th birthday celebrations which included his wing-walking aboard a vintage biplane, "Steady" reminisces about his colourful life and career. Unfortunately the Airedales had to leave us in the intermission and missed the next treat - "The Home-made Car". In this dialogue-free 1962 film, a young man buys the remains of a Bullnose Morris from a

scrapyard and restores it with help from a little girl and hindrance from a slobbery St. Bernard. The quaint Morris endears him to a pretty brunette who, accordingly, dumps her obnoxious boyfriend and his raucous Austin-Healey. Many thanks to Chris Booth, Nick Sermon and Grahame Joseph for their help that evening.

The following Saturday, I joined Sam Savage and Grahame Joseph at Goodwood for the VSCC Autumn sprint. Brian Stevens and David Flippance had also come over from the Isle of Wight. Bouts of drizzle made the track treacherous and several competitors came badly unstuck. Rain set in later and the event was stopped early, but not before Gary Caroline and Sue Darbyshire had recorded cracking times.

Mrs. C. and I observed the Brighton Run from Clayton as usual on 1st November. This year's event was characterised by fog and the impatient and downright dangerous driving of non-participants. Dave Noakes, every inch the Edwardian tricyclist in calf-height brown boots and a herringbone-tweed three-piece, pulled in to the Jack and Jill on his De Dion for a mid-run bracer. A disgruntled local biddy moaned that car enthusiasts had no business enjoying themselves on public roads (or anywhere else, I imagined). I pretended to be French and moved on.

In the penultimate episode of plodding old Downton Abbey the producers tried to re-create a Bentley-Boys-style Brooklands race. Predictably there was no Brooklands atmosphere whatsoever; hardly surprising since it was filmed at Goodwood. There was little sense of competition or even speed as ten period racers potted along in fixed formation; more likely they were off to West Wittering for a beach-picnic. What tosh!

See you at the Holly Run in Lewes on Sunday 13th December (full details will follow by email) and the Scalextric GP at Chiddingfold on Wednesday 16th.

Stephen Clark

*Sunday, 13th December, Holly Run, Lewes.
Wednesday, 16th December, 7.30 pm. Scalextric
Grand Prix. Six Bells, Chiddingfold.*

SOUTH EAST

Dennis Plater and Colin Wilson flew the Morgan flag at the Veteran Car Club's Mid East Section's event on Sunday 4th October. Colin drove Dennis' 1916 Grand Prix round the Essex lanes for over 50 miles, showing an impressive turn of speed when the opportunity arose.

At the Group meeting on 7th November Colin brought along the passenger-side stub axle from the Grand Prix which had failed following the long drive. Fortunately the break occurred when Colin was manoeuvring the car around by hand in his garden. The implications of what could have happened while driving on the tour are only too obvious, so all members who are driving on original stub axles are strongly advised to get them crack-tested as soon as possible.

Despite Dave James's failure to sell his F Super at auction he has now taken delivery of a new 5 Speeder. When he went to start it to drive to the mid-week meeting on 4th November the battery was flat even though he had used the car about a week before. To compound Dave's disappointment the battery refused to co-operate when he resorted to jump-leads from his modern car.

The Group meeting on 7th November featured an interesting, wide-ranging discussion, mainly between Bob Wood and Colin Wilson, covering many topics including some aspects of machining and even excavating a basement without disturbing the rest of the house.

Dave Fripp's restoration of his 1930 Aero is proceeding well; completion is expected sometime in 2017. Dave took delivery of new and improved hub and brake assemblies for the front wheels from Colin.

Duoika

Next meetings

Wednesday 2nd December – informal midweek meeting

Saturday 5th December - The Swan, Horndon-on-the-Hill

Wednesday 9th December - Wednesday Irregulars pre-Christmas lunch (if interested, please contact Dennis Plater for details)

Wednesday 16th December – Wednesday Irregulars informal midweek meeting

Saturday 2nd January 2016 - The Swan, Horndon-on-the-Hill

Brian Watts asked me to mention somewhere that "*When Clarrie's "at home" meetings finished I started having meetings at my home in Chelmsford.*

Always a Wednesday and I supply sausage rolls and cake with unlimited tea. Usually around nine to a dozen Mogmen appear at noon and leave up to four hours later. I try to show a Morgan film and others bring oily bits and tell jokes. When I am away Dennis Plater kindly takes over". Brian Watts.

bhwatts@gmail.com ' so I will Ed.

SOUTH WEST

The group meeting at the Bell Inn, Frampton on 7th November was well attended, given the very wet weather, with 14 souls braving the elements. New member, Tony Wright, came along armed with a whole load of questions relating to his recently acquired 1929 nearly complete SV JAP Aero. Let's hope we did not confuse him too much with our answers.

Tony Quinn arrived looking as if he was the only one of us attending in a proper Morgan i.e. looking like a drowned rat! However, it transpired that he started out with the roof (of the Plus 4) down and got soaked when he stopped to put the hood up during a cloudburst.

Our efforts to find an alternative to The Bell in this area for Saturday 6th February 2016 continue. Look out for more information on the emailed 'round robin'.

On Friday 1st Jan 2016 we plan a meeting and run with the Morgan Sports Car Club to the Westonzoyland Museum of Steam Power and Land Drainage, which will be in steam that day (see separate advertisement). We will meet at 12:00 noon at The Ring O' Bells, Moorlinch for lunch followed by a short run to the museum for 14:00 hrs. We will include directions to the Pub in our round robin email but you are welcome to ring us for more information.

Our Ace reporter has now dried out and tells us that the competition season has come to a close with both David Poplar and Tony Quinn having competed in a number of the club's Challenge Series events. Tony is finding his latest Touring Modified MX2 SS significantly different in 'feel' to his well-used blue SS. Meanwhile David is preparing a pre-war F2 for 2016 which will use the race parts from his F Super, the latter being reverted to standard spec.

Finally, we hope you all have a Happy Christmas and New Year and look forward to seeing all your Morgans on the 2016 runs, starting with the 1st January of course!

Dick and Sue

Sat 5th Dec: 12:00 hrs Hare and Hounds, Sidbury EX10 0QQ

Tue 8th December 2015: 11:00 hrs Farrington

Farm Shop Café BS39 6UB for coffee then Book Barn and lunch at Farrington Inn

Fri 1st January 2016: 12:00 hrs Ring O'Bells, Moorlinch, lunch TA7 9B

14:00 hrs Westonzoyland Steam Museum TA7 0L

WEST MIDLANDS

A larger-than-usual gathering, including many wives and partners, attended the October monthly group meeting to welcome back Sheena Lazenbury after her prolonged visit to Scotland and for her to receive the annual Group Enthusiast award on behalf of Alan. Although this must have been an occasion of mixed emotions for Sheena, we all hope that the obvious and sincere warmth of her welcome will persuade her to attend in future as regularly as before.

Our next group event will be the customary Holly Run on Sunday 13th December. We are returning this year to our regular venue of the Island Pool (which has now reverted to its traditional name after a period as the Cookley Arms). The pub is on the A449 a couple of miles north of Kidderminster, postcode DY10 3RX. Please park on the upper car park when you arrive. As a bonus for those coming from afar (or not so far), the pub will be open and breakfast will be available from 8:30 a.m. (booking not required). The run will start at 10 a.m. and as usual, will include about 20 miles of country roads. A carvery lunch will be available at the end but, if you want to be sure of getting a meal, it is essential that you book as soon as possible in advance as the pub gets very busy on Sunday lunchtimes. Please book for 12 o'clock on 01562 850311 and mention the MTWC. I hope to see you there.

Dave Anscombe

Wednesday, 9th December, Mid-month Meeting. Fruiterer's Arms, Ombersley 20:00

Sunday, 13th December, Holly Run. The Island Pool, A449 10:00 See p43

Wednesday, 30th December, Monthly Meeting. The Clent Club 20:00

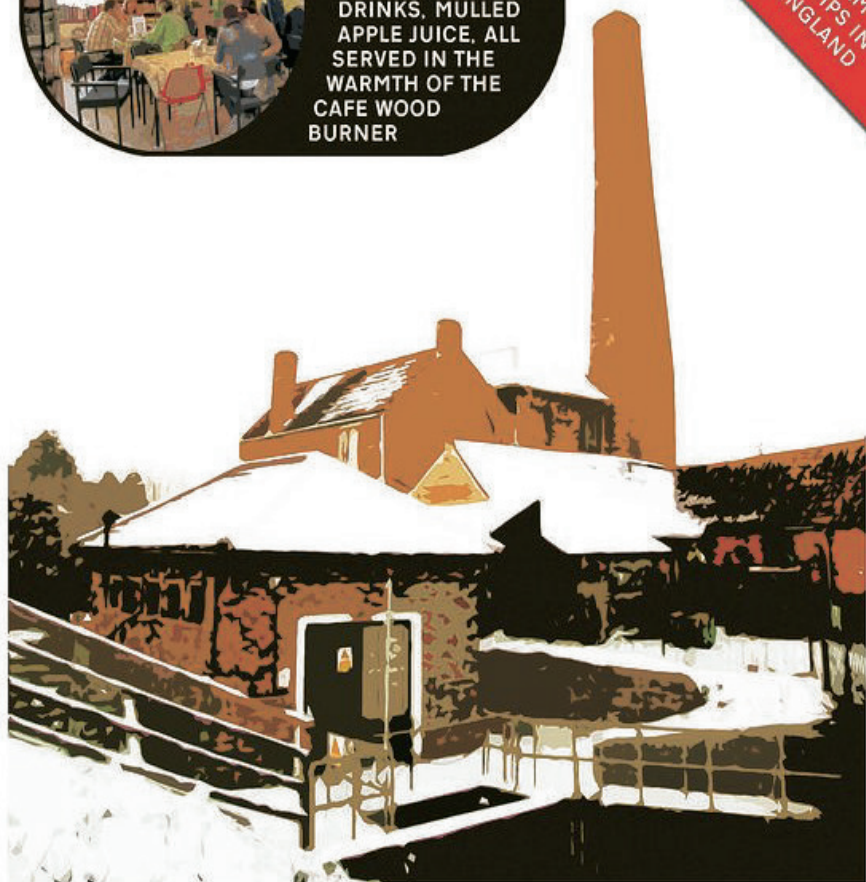
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YORKS., NOTTS. & DERBYS.

On a beautifully clear but cold night I was greeted by a lone Morgan amongst the tin tops – yes you’ve guessed it, Terry Green’s faithful F4. The Sat Nav indicated a max speed of 62mph had been attained on the way and there was the 60 miles return still to go, doing well for a 8HP Ford! In the pub were 12 members good and true; the Bay Horse is a lovely place to gather for Morgan nuts and partners alike and there remains plenty of space for more to come along (the food has great recommendation too).

Many issues Morgan and otherwise were mulled over but the following 3 topics need opening to the masses

Does anyone offer ‘new’ aluminium spare wheel covers?

Does anyone know of a simple, practical way of testing a re-built Ford oil pump before risking potential ruination of a pain stakingly renovated engine. Or are they so reliable that delivery volume and pressure are always on the ball?

In the 1960s Brian Clutterbuck did a total re-build of a black, boat tailed 3 speeder with a 1100cc, OHV JAP that acquired the name ‘Safari’. It’s history seems to have become clouded in mystery during the 1970s up until around a year ago when it was bought in good working order at auction by a current YND member.

Any information relating to this car in the last 40 years or so would be much appreciated. Please contact me 01709 379037, h_eadon@hotmail.com and I will pass it on. Queries also on p

Now on to the social bit and the ‘C’ word. Does anyone have any ideas, suggestions or great desires regarding a YND Christmas event? Our last offering was a buffet and quiz type evening which was held at the March club night, it seemed to go down well despite minimal paper hat wearing. Would people like to follow this buffet format again, upgrade to a more expensive sit down ‘Doo’ either at the Bay Horse or at an alternative venue. Stick to a club night or look at different days/nights nearer/further away from the actual yuletide period. As I have said before if you don’t let me know what you want you may not get it or anything at all or perhaps even worse you may get what I want! (Just to clarify for those who don’t already know dad is a teetotal, vegetarian atheist – H). I look forward to a deluge of requests/(appropriate) suggestions.

And my final comment – I am delighted to hear that ‘The Devil, Old Nick’ is to continue as Editor. *(I say, Eric!...Less of the Old...Ed)*

Eric Eadon (and Heather)

8th Dec - The Bay Horse, Scholes. M1, J35, A629 Rotherham, 3rd left Scholes. Sat Nav S61 2RQ.



Scandinavia Viking Run 5 to 7 August 2016 In Horsens - Denmark



**Scandinavia Viking Run will take place in Horsens.
22 rooms are booked at the former National State prison.
Book your calendar, this will be big. Details will follow.
Host:
Søren Moesmann, Mogens Dalsgaard and Poul Pagaard
Details will follow.**

The “Gwenda Stewart” Car

Gary Caroline was chatting with a friend at Brooklands who later emailed:

“We talked about ‘Gwenda Stewart’s Morgan at the Goodwood Sprint. The prints I showed you were poor quality, and I wonder if looking at the original photos might provide some more clues.

I am going down to Lyon where the car is next week so hopefully I will be able to get some more information”. ...

And here are some of the photos:



“Well”, he mused, “here I am, it’s 1929 already and I still haven’t a clue what to do with myself”. He’d always fancied himself as an inventor, making a living from ingenious contrivances of wheels, cogs and what-not. The trouble was that he lacked at least one of the essential job requirements. He hadn’t managed to invent anything that worked, let alone anything that people might actually want to buy. In reality, he was a bit of a dreamer, always hankering after the impossible dream. Not a bit like his practically minded father, a real hands-on practical type who worked on the railways, and spent a lot of his spare time tinkering with bits of machinery (usually picked up cheaply and smuggled into the shed without telling the rest of the family).

The desire to be an inventor had started when our hero was very young, sparked off by a gift of H G Wells’ book “The Time Machine” which had been given to him by an uncle. The inscription on the flyleaf “Here’s something to aim at” was intended as a sort of joke, but to its young recipient, it had seemed more like a challenge, and so the desire to be an inventor was born.

Unfortunately, Mr Wells failed to include any constructional details in his book, but this did nothing to stem the enthusiastic obsession of our hero. “I *shall* build it”, he vowed. “That’ll show ‘em. They won’t laugh at me when I’m flitting backwards and forwards through time”. For quite some time, after he’d confided his dream to his father, the project went on the back burner. He’d been quite dispirited by a comment from the old man. “Look son, it’s like this, see. Time travel just ain’t possible. I don’t mean it ain’t possible for you”, he went on, “It ain’t possible at all, and I’ll tell you why. Let’s say you want to travel back in time, for, let’s say a few seconds. Now then, your machine is going to take some amount of time to get you back there, and while that’s happening, you and your machine (and everything else) will be travelling through time in the normal direction, which we can call ‘forwards’ so while it’s taking you back, it’s also going forwards! Obviously, it just ain’t possible for

anything to travel through time in two directions at once, and so, son, time travel is just an impossible dream”

Our hero wasn’t entirely convinced by this, but it did seem to have some sort of logic, so for the next few days he tried to stop thinking about time travel, and devoted himself to what he was actually not very good at, which was trying to invent something else. But, the time travel idea kept popping back into his mind, and slowly, very slowly (did I mention that our hero wasn’t the quickest of thinkers?) an idea started to form in his mind. Seeing his son moping about looking a bit despondent, the old man announced after dinner on day “Look, I’ve been thinking. I know you’re struggling a bit with this invention lark, so I thought if I took you out into the shed, you can see my newest acquisition, and have a look at the sort of thing that real inventors come up with”.

Reluctantly, he followed his father out to the shed. Pulling back a tarpaulin sheet, he was confronted by his father’s latest pride and joy. It was a strange, crude, old fashioned looking three wheeled motor car. Although obviously pretty basic, it did have a certain interesting elegance about it. It occurred to him that it had the look of something that had been conceived as a whole, all at once as it were, as if it’s inventor had seen it in a dream, then gone off and built it. It was a small single seater, with its engine hanging out at the front, and instead of a steering wheel, it had a long tiller. “there, said the father, “the fellow what invented that thought the whole thing up out of his head. Don’t know where such folks get their ideas from, but that’s what I’d call real inventiveness. Twenty years old, that is. According to the chap I got it from, it’s the first one the inventor ever made – a prototype, I think he called it”

It didn’t look all that impressive to the young man. As a machine, it was undoubtedly old fashioned and very basic, but still, he couldn’t help admiring the ingenuity of whoever had dreamt it up and put it together in the first place. “I bet people told him it was impossible, yet here it is”

Over the next few weeks he couldn't get the thought out of his mind, that if someone as long ago as 1909 could build the funny little car, perhaps he could after all master the problems of inventing something himself. If only he worked long enough and hard enough, he reasoned, anything might be possible. Anything, that is, including a time machine.

He restarted work on his pet project with renewed enthusiasm. He read everything he could get his hands on relating to every subject he thought might help. He studied Engineering, cosmology, horology and even astrology (well, you never know). He filled notebook after notebook with formulae, equations and diagrams. Several times he almost gave up, but something inside him wouldn't let it go. He solved all manner of practical problems, unwittingly invented several entirely new technologies, and even found a way round his father's "two directions at once" paradox.

After weeks of effort, he had a, what was the word? Ah yes, "Prototype" machine ready to test. His only remaining problem was the lack of a suitable power source. His calculations showed that he would need several thousand volts, and somehow he knew that the accumulator from the family wireless set wasn't going to be anywhere near enough. To his astonishment, it was his father who came up with the answer. "Why can't you use the ignition circuit from the old three wheeler? That certainly gives out a lot of volts, or at least it did when I accidentally touched it" he said, looking at the burn on the back of his hand.

Despite the immense complexity of the machine, it was actually very compact – a little over the size of a couple of house bricks, so once it had been connected up to the ignition leads, it just about fitted in the footwell of the tiny vehicle. "Ready?" asked the old man. "Ready!" replied the son. With a vigorous winding of the handle, and not a little muttered cursing, the engine fired.

At first, nothing seemed to be happening. Then slowly, a faint blue glow appeared around the driver's feet. At the same time, everything else around the car seemed to fade until it eventually disappeared.....

The view grew hazy, as though it was some-how not quite there. This struck our hero as a bit strange, since Stoke Lacey village had always seemed such a solid, down to earth sort of place. Not at all the sort of place to suddenly take it upon itself to fade away!

Before he had time to properly consider what was happening the blue glow gradually grew dimmer again, and much to his relief, his surroundings came back into view. It all looked familiar enough at first glance, although closer observation revealed that his familiar village wasn't quite as he remembered it. The railings round a nearby field looked newer, and some of the more modern buildings he had grown up with simply weren't there at all.

The few people he could see looked as if they were going to some sort of Old Time social event, as they all wore clothes which had been popular at the end of the twentieth century's first decade. Suddenly, it dawned on him! His machine had actually worked, and had transported him back some twenty years.

Getting his bearings, he realised that he must have move a bit through space as well as time, since he seemed to have come to rest outside the old Rectory. He was just getting over the shock of all this, when a voice from a nearby gateway piped up "Hey, mister, what's that?, Did you make it yourself?" The owner of the voice was a young man wearing one of those oversized flat caps which were popular before the first world war. Walking across to the car, the newcomer launched into a string of detailed questions about how it worked, what this bit was for, and what that bit did.

He seemed particularly interested in how fast it could go, and how had its owner solved the problems of vibration. He didn't seem to notice the time machine near the driver's feet, nor did he seem the slightest bit interested in how the car had got there.

His interest was entirely centred on the car. "Ah well," our hero thought, "it takes all sorts, I suppose". Pulling a scrap of paper from his pocket, and licking the tip of a well used pencil, the newcomer proceeded to make copious notes and drawings, all the while keeping up a relentless barrage of questions.

When the flow of enquiries began to slow a little, it occurred to the time traveller that he ought to be thinking about the return journey. He didn't want to leave it too long, as he wasn't entirely confident of his (and the vehicle's) ability to return to its point of origin. It might take several attempts, and the sooner he got started, the better. Enlisting the help of his new found friend, the engine was soon started, and the faint blue glow returned.

Just as the surroundings were starting to fade, the time traveller realised he had forgotten to ask the other man his name. "Sorry," he yelled over the clatter of the engine, "I completely forgot to ask your name". As the whine of the time machine rose to drown out the sound of the engine, he saw the young man's lips move, and through the din, just made out his reply. "It's Morgan", he yelled, "Henry Morgan, but my friends usually just call me HFS".



HOLLY RUN



Starting at 10:00 a.m.

SUNDAY, 13th DECEMBER 2015

Start and Finish at our old venue

"The Island Pool"

(Formerly The Cookley Arms)

**A449, 2½ miles NORTH OF
KIDDERMINSTER**

(O.S. Sheet 139 854804, DY10 3RX)

Please park on the upper car park.

~ : ~

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FLOGGERY

For Sale: 5 speeder, Rolls Royce claret and tan trim, low mileage, Fairbourne screen, immaculate, £25k Dave Young F6199 Tel 01580 766637 or dave-young@talktalk.net

For Sale: Rebuilt 1938 F Super Sports. New Re-con exchange engine, new split prop shaft and trunions. New loom and 12v electrics. All new chrome. Radiator recored. New Tyres and body and lots of spare parts. £14995 of o.v.n.o (See picture below) David James 02084291216 (Nr Harrow)



Wanted: I am looking for a Morgan Three Wheeler Family Sports circa. 1934 in good, usable condition. I have three children and they always fight about who is to join me in my 1929 Aero. I would like to solve this problem for the future. Christian Tel. +49 151 1662 7002 c.willer@antonwiller.de

Wanted : I am searching for a pair of JAP crankcases. They are of the 1100 cc LTZ-type. The engine number is LTZ/F54589/SN. They are still alive and have been sold on an autojumble a few years ago. Are they under your bench? Christian Tel. +49 151 1662 7002 c.willer@antonwiller.de

For Sale: 1937 Morgan Super Sports MX2 Matchless air-cooled. This has been fully nut and bolt restored under the supervision of Chris Booth. The paint job was re-done by D&A Wood Carriages (Duncan & Francis Wood). Original steel body-tub in burgundy maroon with all new quilted leather seats, restored dashboard re-chromed fittings etc and only 110 miles since. Long tailed Barrel-back body with inset spare wheel, chrome

luggage rack, chrome winged 'M' radiator mascot and full weather equipment with hood. A superb drive with an extensive history file, matching numbers and its original first registration of 1937 retained. Provenance checks out with the Morgan factory and MTWC. A fine blue-chip investment to love and enjoy! Agreed value for insurance is £75,000, so looking for offers over £50,000....Only selling to fund my new Morgan delivery in the spring. Currently located in Brighton, Sussex. For further details Email geoffreygeorgeweiner@virginmedia.com Call 01273 622722 or 07890 836734 **but no texts please, thank you.** (see picture below).



For Sale: VERY lively, well-sorted 1932 AERO SPORTS FAMILY long-stroke (1220cc) OHV W/C JAP,



Merlin crank and rods, 8" brakes, wide track, electronic ignition and tacho. Alternator, Varley red-top battery. Recent new gears in "R" type box. Practical, comfortable and great fun to drive. Sensible offers please. Robin Rew 01295 788338 robinrew@tiscali.co.uk



The Brolt Sidelight

Paul Scholes

These sidelights were specifically fitted to the side of the scuttle and were 'handed' left and right so that the brass Brolt badge, riveted on the top such that the script faced forward.

The fixing was via a slotted clip with a pinch screw and lock ring so that they could be taken off very swiftly.

Thanks Paul, Editor's Question fully answered.



New and Rejoined Members

Eric Bayley

Uk	Nick Howell. Jonathan Williams. Colin Rogers.	Roshill, Penzance Cornwall, TR20 8TE. Sissinghurst, Cranbrook, Kent, TN17 2HY. Cliffe, Rochester, Kent, ME3 7TR.
Rejoined.	John Andrews. Robert Thredder	Tasley, Bridgenorth, Shropshire, WV16 4NW. Purley, Surrey, CR8 1DD.
EU+	Aaldert Postma. Lars Doren. Antonio Bondi. John Patek.	Assendelft, Holland, 1566V. Skanor, Sweden, SE 23039. Venezia Mestre, Italy, 30172. Vienna, Austria, 1140.
ROW	Stuart & Nancy Laidlow. Chris Powell. Trevor Voevodin.	Redding, CT 06896, USA. Emerald, Victoria, 3782, Australia. Bribane, Queensland, 4152, Australia.
Rejoined	Gary Marquis.	Chico, Ca 95928, USA.



Robin Rew's Annual Christmas gathering will take place on Monday 28th December (Bank Holiday) at the Gate Inn in Lower Brailes any time after 12 noon.

Please come and join us at this informal post-Christmas gathering for a noggin and natter.

A full range of food is available and lots of parking.

Morgans are desirable but not mandatory.

Any questions, call me: Sue Darbyshire on 01608 664996.

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Angell Fabrications

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New: Front hub protection plates, laser-cut for accuracy and flatness.
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Beetleback catches. As original but with internal spacers to prevent crushing; polished stainless steel. Drawings showing fitting details and clip positions available if required. £110.00 per set of four.

Morgan heat shields. 'Morgan' in script with or without the wording 'Super Sports' in small print underneath, or just a set of holes like a cheese-grater. Polished stainless ready to clamp to your exhaust pipes - no more burnt elbows. £100.00 per pair.

Front spring covers, in polished stainless;
£100.00 per car set.

Hi and low level exhaust systems for all twins in stainless steel, p.o.a.
All prices plus post and packing.

Castle Bank Cottage, Ewloe, Deeside, Flintshire CH5 3BZ

Tel. 01244 532 714 bobangell@btinternet.com

The *Bulletin* is printed by Lavenham Press Limited, Water Street, Lavenham,
Sudbury, Suffolk, CO10 9RN. Tel: 01787 247436



Front cover ... side view



Seen at the recent UPE Stall, AGM Spares Fair, by Suzanne Browne ... apparently