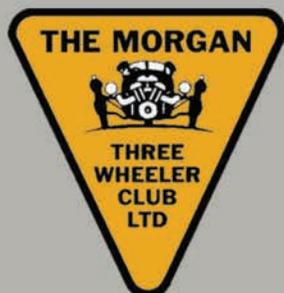


FEBRUARY  
2014

# The Bulletin



**MTWC Group Events in Feb to check with GO's see contact details p29**

1	Feb	South East Group meeting, The Swan Hornden on the Hill 8.00pm
4	Feb	Brooklands Group meeting, New Inn Send
5	Feb	East Anglia, Woolpit Group meeting, The Bull Woolpit 12.00noon
8	Feb	South West Group meeting, The Hare and Hounds, Honiton, Lunch
11	Feb	Yorks Notts & Derby Group meeting, Bay Horse Scholes
12	Feb	West Midlands Group meeting, Fruiterers Arms Ombersley 8.00pm
12	Feb	North West Group meeting, The Smoker Plumley
18	Feb	Far South West Group meeting, The Huntsman
18	Feb	East Anglia Group meeting, The Hare Arms Stow Bardulph 8.00pm
19	Feb	East Midlands Group meeting, Royal Oak Brandon from 6.00pm
19	Feb	South Coast Group meeting, Six Bells Chiddingley 8.00pm
20	Feb	Far Far South West Group meeting, Fox and Hounds 7.30pm
20	Feb	Lancs and Lakes Group meeting, The Royal Oak Garstang 8.00pm
22	Feb	Brooklands Group dinner. See Group report
26	Feb	West Midlands Group meeting, Clent club 8.00pm
28	Feb	North West Group meeting, The Whipping Stocks Over Peover 7.00
28	Feb	Oxford Group meeting, The Abingdon Arms Beckley 7.30pm

**Dates for your 2014 diary**

**INVITATION for 7th DUTCH RUN: June 6 – 9, 2014: Dokkum**

**4th May. MTWC Opening Run. Cosford Aerospace Museum.  
Between Wolverhampton and Stafford. West Midlands.  
Full details next month.**

**1st—3rd August: Viking Run, Vrådal, Norway. Contact Lennart for more info.  
0046 480 492 933 or, [lennart.n.nilsson@telia.com](mailto:lennart.n.nilsson@telia.com)**

**15th Feb. Sporting section CCM Tadmarten Village Hall**

**16th Feb. MTWC CCM at Tadmarten Village Hall**

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	<b>Steering Column</b>	<b>16</b>	<b>Sporting Calendar</b>		<b>conversion</b>
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**Cover picture: Chloe Pilbeam having a driving lesson with Chas? Not really. Actually pictured racing by Dennis Rushton.**

# THE BULLETIN

THE MONTHLY MAGAZINE  
OF THE MORGAN THREE-WHEELER CLUB  
AFFILIATED TO THE ACU: NON-TERRITORIAL  
CLUB WEBSITE WWW.MTWC.CO.UK

## *From the Editor.*

I hope that none of our UK members were too flooded or storm damaged during the inclement weather that ensued over the festive season. Being on high ground we missed the floods but with all the oak trees in and around the garden it was a little fraught at times.

I have had some internal e-mails complaining about letters not being printed and my statement on page 19 of the January Bulletin. I am influenced by my own gut feelings, good manners, and the advice of fellow Club officers, so I'm afraid there is little I can do other than apologise. I'm sorry that I mentioned the Committee but I wrongly assumed our officers would be content with my Editorial decision given the little time I had available to make a statement. Personally I felt that the controversy surrounding the AGM and the Amiens problems were best consigned to history as I believed continuing to argue them would eventually result in ill-will between friends.

Moving on to more productive and pleasant Morgan matters, mine has not done many miles recently. I do not enjoy driving it in the rain unless it is unavoidable. I can remember commuting in one, and many trials when the weather did not co-operate, but somehow the weather was then accepted as just another aspect of driving a Mog. Standing in the garage these days looking out at the rain is a different matter entirely.

So what to do? Well get the spanners out of course. Young Oliver was helping to clean off the residue of my trip to Lymington when he heard a distinct crack of an electrical spark. Closer examination revealed two bare

wires which used to have a horn attached. It had gone! The three piece spring steel bracket which I thought would solve the problem of fatigued horn fixing, had fatigue cracked and given my horn to whoever picked it up from the roadside. Since fitting my oil filter I transferred the horn to the left hand chassis member. Since then I have suffered at least three cracked brackets. On the same side my exhaust pipe flange has cracked several times as well as the headlight and mudguard. Even when the flying wire has broken it has been on that side. Why always on the left hand side? Is there a logical explanation? I might try a rubber fabric exhaust fixing for my new horn. At least it will then 'dangle' in the correct position.

I missed my traditional Christmas day run this year. I had removed the covers and the engine was running when it decided to rain which soon turned to hail, so I decided to help with the lunch arrangements instead. The Boxing Day sun enabled me to get a run in, but with the amount of water coming from the fields it still resulted in the following day spent cleaning. Roll on the spring.

My New Year resolution was to avoid being a bristly old git whilst brushing off mischievous influences with good nature.

I concur that my mail box reveals that I have far more friends than otherwise, and for this I thank you all. Your good wishes have stood me in good stead over the past few weeks. So shall we put the past behind us and give our new chairman a fair crack of the whip. We really must all try to remain friends and not lose sight of the reason for being in the Club, the enjoyment of Morgan Three-wheelers.

## Hon Chairman : Steering column

Michael Joseph

The whole point of a club is to share and benefit from each other. By 'clubbing together' we can all achieve so much more than if we were on our own. The process of giving, helping, receiving, learning and progressing is what bonds us together and should be a satisfying and enjoyable experience. Excitement comes from two things; creativity and anticipation - I am not just thinking about sex! As younger men and women, more things are new; we have optimism and fun. As we get older and more experienced we can so easily become cynical, critical and grumpy. We look back at the 'good old days' when in fact it is us and our attitudes that have changed.

Times of course do change. Apart from a few exceptions, Morgan three-wheelers

nowadays are rarely used as everyday transport. You can no longer buy one for a few pounds or find another in a scrapyard. Their cost makes them precious collectors' items but the true value of a Morgan is only revealed when it is being used. An investment is not very

thrilling sitting under a dust cover in the garage but start it up and it comes to life with anticipation and excitement. The unknown is all part of the adventure: will it start; will it get me there? Little targets, one step at a time, build results and reap rewards.

Together they combine to form an album of memories that include disappointment and great moments of achievement. It is often said that the journey is as important as the destination.

The other day I was asked if the Technical Advisors could contribute more articles to the Bulletin in the manner of the late Clarrie Coombes. I remember driving to Essex on a couple of occasions for his help and I regularly refer to his "Best of" book. Clarrie was very generous with his equipment,

expertise and time and helped me make some bits to get my Morgan going. When his wife died, he ran regular workshops for local members that doubled as happy social occasions.

Luke Pachol tragically died in his thirties. He left behind his widow Mandy and his Morgan Sports two seater. Mandy is a city accountant with Ernst & Young but now has oil in her fingernails like the rest of us.

Members of the South Coast Group replaced the hydraulic brake system and taught her a bit of basic maintenance. Last year Mandy won both Rowell Trophies for driving the furthest distance to the A.G.M. Together with her friend Nikki, she enjoys the car to the full on camping trips and Club runs. This is a good story and I like to think that in a

small way we have helped her through her bereavement. What it demonstrates is that we as a Club need a training programme for a new generation of drivers, engineers and mechanics.

If you were lucky enough to have had a Morgan in your youth, you will have learnt

from experience and trial and error what to do. If you messed it up, you could find plenty of spares or buy the latest copy of *Exchange and Mart* to get another one. How are we going to pass on knowledge and skills? How do we get the investor to realise his asset? How do you double declutch? This is where the Club needs to adapt to the times and meet challenges. Rather than rely on armchair experts and internet forums we also need practical 'hands-on' help and encouragement.

We would like to hear from you if your project has stalled and you need assistance. Perhaps you now have difficulty getting in and out but could help someone more agile to experience the thrill of driving your car. Maybe you could be an instructor or mentor.



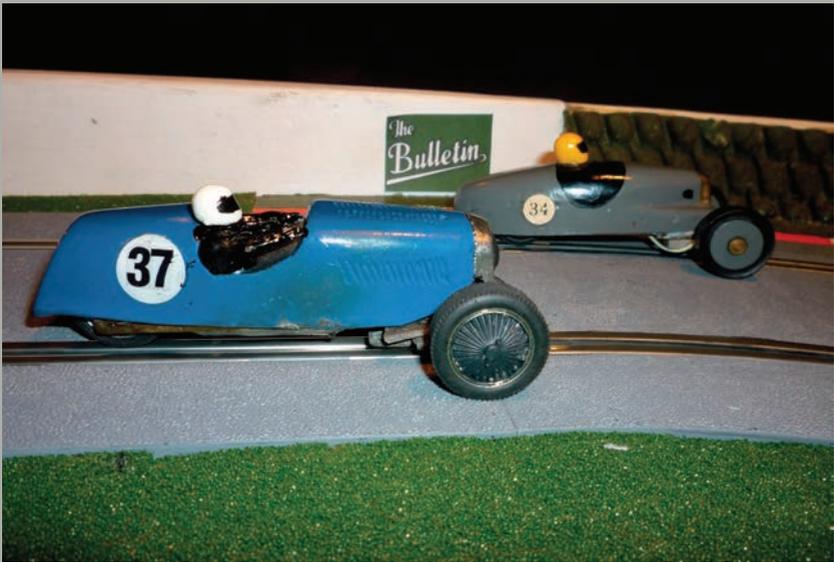
Dave Anscombe sends this picture of the West Mids Holly Run. The Mog contingent with Dave Newbery (in the Hi-viz) of the TR Register, (who kindly organised the event on my behalf) trying to herd cats (aka organising the Morganists).



Below, Dennis Williams contemplates the latest re-paint.



Photos taken at the South Coast group 'Scalextric Grand Prix' in December. One showing John Houlihan (with recent beard!) receiving the Courage cockerel trophy from GO Stephen Clark (Bruce Campbell seems pleased he did not win!). The other one shows two of the Joseph built Morgan racers. **Chris Booth**





We get everywhere... This rather poor copy of a cover from a Japanese car magazine shows member Hiroo Tanahashi from Tokyo enjoying his Matchless Super Sports. He also owns a new 5 speeder. *I point out that the translations are not mine. Ed...*



**No... not the latest Alcatraz re-union photo.  
Most of your Committee pictured at the recent sporting AGM.  
Class of 1957???**

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## The 2013 VIKING RUN

The 2013 Viking Run for Morgan 3 wheelers was held on the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> of August at the Talldungen Hotel in Brösarp, Österlen.

Twenty nine Vikings and one reserve Viking attended in an assortment of 9 pre-war JAP and Matchless engined 2-3 speeders and 3 recently built 5 speeders. Added to this were three 3 wheelers of other manufacture and a couple of four-wheeler Morgans.

There were four visitors from Denmark, seven from Norway, two from the UK and seventeen from Sweden

Arrivals began around lunch on Friday and a short 25km run, that afternoon, took the early comers around Brösarp's Backar, Ravlunda and Kivik including the "Kings grave", Vitemölla and Haväng, all along the Baltic coast, then back to the hotel for a "noggin" with those who had arrived later. The weather was beautiful over the whole weekend allowing outdoor noggins to be enjoyed. On Saturday, we made a longer tour of 126 kms (78 miles) heading south from Brösarp and included Tryde, Andrarum, Lövestad, Vanstad and a visit to the "Nostalgia Museum and Café". The group drove through the beautiful Fyledalen and on to Kåseberga to visit the "Ales Stenar" an iron-age cult centre built in stones in the style of Stonehenge. Lunch was held at the harbour restaurant "Klara Maria" in the village of Skillinge on the Baltic coast. On the way back the group visited Brantevik harbour, once an important home port for sailing ships in the 18<sup>th</sup> and 19<sup>th</sup> centuries.

Brösarp was once again reached via the Baltic towns and villages of Simrishamn, Baskemölla and Vik.

The days run reliability problems were

few. A Norwegian Matchless powered SS broke down; however, as it was an original it was relatively simple to repair by the roadside as usual, whereas when one of the new 5 speeders broke down it had to be carted away to Vetlanda, some 350 kms away, to be fixed as no one amongst us had the faintest idea of what goes on inside these electronic boxes of tricks.

The 3 wheeler AGM was held prior to dinner at the hotel. The AGM once again unanimously elected Lennart Nillson as Scandinavian GO and had some preliminary discussion around the 2014 Viking Run planned to be held in Norway

At dinner, thanks were offered to Lennart and Ingvor for an excellently organised meeting, not least the choice of rendezvous. Thanks were offered to Kent Storm and Lena for their excellent road book which led to Kent rightly being awarded the "Scandinavian Enthusiast Award" for 2013, which was collected on his behalf at the MTWC AGM in Malvern later in September. On Sunday the group drove north through the village of Degeberga, visited the stately home of Maltesholm with its spectacular driveway up to the house. Then on to Åhus the traditional home of Absolut vodka. Unfortunately there were no free samples to be obtained but as compensation, after lunch at the "Spice of Åhus" restaurant, we were all invited to the summer house of Britt-Marie and Michael Roos on the outskirts of Åhus by the sea where we imbibed some good champagne.

This was the point where we said our goodbyes and made our ways home. The days run had been 60km (37 miles). All agreed that it had been an excellent weekend together.

**Geoff.Dykes**  
(Reserve Viking)

## Dad's Morgan

What does a 75 year old who can't ride a Harley Davidson, and hasn't got a motorcycle licence do, to fulfil an "Easy Rider" ambition?

Answer - He goes out and buys a Morgan 3 Wheeler! Not a 30's Classic, but the new 2012 Model with the Harley type engine! "off-plan" and without even a trial run! He's madly in love with his new toy, and takes great delight in showing it off to all and sundry as he's a bit of a "poser".

Now although he loves the machine, he does have niggling doubts as to whether it's really worth the £35,000 he's splashed out on it! As he lives half the year in France, he had the machine delivered to his daughter's house in Birmingham from where he eventually picked it up and drove to Portsmouth to catch the St Malo Ferry. On the way down he stopped off at the Morgan factory in Malvern to have a strange rattle under the driver's seat investigated. This meant a 2hr wait while a new Bevel Box was fitted. Not a good start with a brand new machine!

After landing at St Malo he took off for Beziers in the South of France, a 600 odd mile journey which he normally does in a day and a half, stopping overnight on the way.

All went well with admiring comments and loads of photos taken on the way until day 2 on the *Autoroute* nearing Toulouse, when the steering started to pull to the side and looking down he saw that the Drivers side front tyre was losing air. As luck would have it he was coming up to a Services and was able to pull in. By this time the tyre was completely flat. He tried putting air in but was puzzled as to why the air was coming out from around the wheel rim and he couldn't find an offending nail or the cause of the puncture.

After contacting the AA for help without success, he was rescued by a local garage who mended the puncture after 2 attempts. They found that the puncture was caused by pinching, due to the tyre being badly fitted. This didn't fill him with confidence in the

machine, with a further 200 miles to travel. To add insult to injury, the AA claimed he wasn't covered for garage labour charge, as his Breakdown Insurance didn't cover motorcycles! Later he recovered the charge from the AA by pointing out that the Morgan was a *tricycle*.

However, he reached his destination over half a day late owing to the puncture saga and the fact that he rarely went above 60 mph and felt a trifle uneasy about doing so at this stage.

Although it's claimed to be capable of over 100mph, it is thought that 70ish is safer, especially in the Southern French side winds, or is this being a wimp? A few days later, another strange rattle. This time caused by a broken strip of metal holding a strange little square metal thing at the side of the engine sump -don't know what it does! However made a new metal bar to fit and ok now. Still, this was fault No3-on a new machine? He has since also removed the boot floor to enable him to reach the rear tyre air valve via the boot, instead of lying on the ground to do so.

Sent the M3W to a Morgan Distributors, 200 miles away to have its first 1000mile Service. Oh the joys of living abroad. Only 2 Morgan Distributors in France. Another moan, he asked for a replacement front wheel inner tube to replace the dodgy mended one. £80 ish! Is this Tricycle a cash cow?

However, he (**me!**) still loves it for all its possible faults and am hoping for lots of enjoyment to come with it.

Now joined the M3W Club, and *The Morgan Club de France*, and The Royal British Legion (Riders Branch) and have all 3 badges displayed on badge bar.

I think *The Bulletin* is going to become very useful.

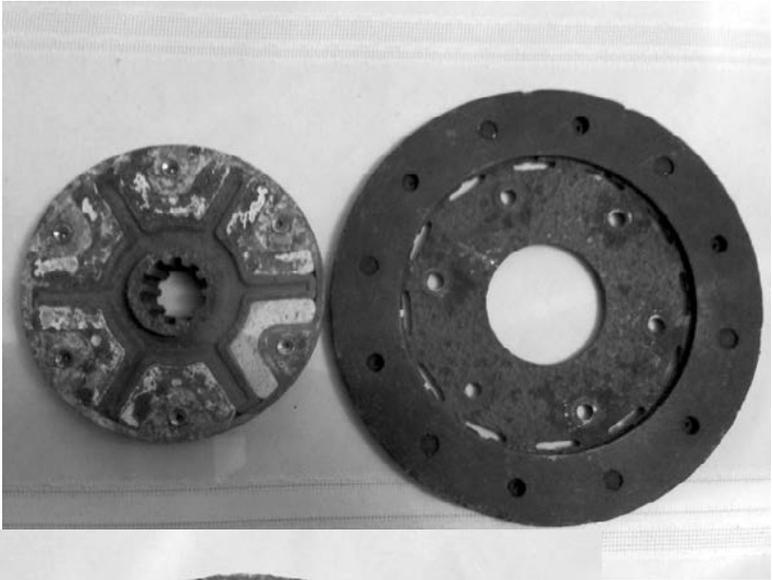
From "**Mike**" Doyle. NoF10718

PS,

Since writing the above, the rear brake pipe has developed a leak and will have to be replaced when I return from France in the spring. -more cash!

### Original 3 Speeder plate clutches.

The article on plate clutches and vibration by Andy Brown in the Nov Bulletin was most interesting as I have recently replaced the almost sheared rivets on my F 4 clutch plate. I was intrigued to see the method of construction on the early Borg & Beck plate with its rubber damping. Brian Clutterbuck came up with the answer, a badly corroded plate from which I then drilled out the rivets to reveal the white rubber segments acting as a cush drive. I refer to photos. These units look expensive to reproduce as Andy says, but if it is a case of just renewing the plate friction linings I would be happy to look into this solution. Wishing all members of the club a good Morganing year in 2014. **Richard Bowerman** F 2731



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The Nurseries, Fleckney Road, Kibworth Beauchamp,  
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 Email; [ross@harelevfarm.co.uk](mailto:ross@harelevfarm.co.uk) Tel: 01886 884362

*For background information, see the articles on page 18, March 2004 and page 34, July 2006.*

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## CLUB NOTICE BOARD.

The gremlins appear to have got into **Gernot Schwab's** advert for his 1922 Grand Prix last month. His real e-mail is [gernot.schwab@gmail.com](mailto:gernot.schwab@gmail.com) and just in case, his telephone number is 0049 69 422005 His advert is repeated in this months Floggery to make up for this problem.

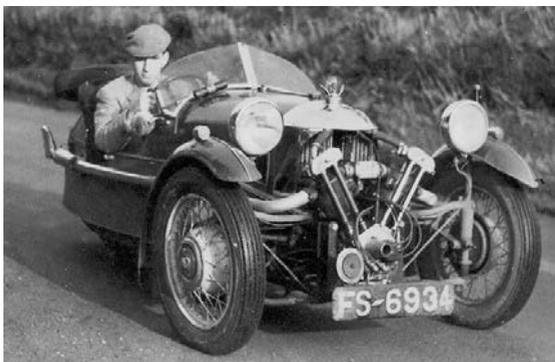
**June 2014 is the anniversary of Clarrie Coombes' Birthday.** If anyone has any particular memories of this great Club member please forward them to the Editor for possible inclusion in a planned tribute to a fine Morganist. Photographs of him would also be welcome even though many of them may be in poor condition. Photo-shop works wonders.

**Editors comment on page 19 of Jan issue** was discussed with both the Chairman and some other Committee members and agreed upon. It is pointed out however that contrary to how some have interpreted this, it was not discussed at a CCM, and for this the Editor withdraws any inference that it was. The Editor apologises to those Committee members who were upset at the wording.

### A Search for a long lost South West Morgan By Nev. Lear

Sixty years ago John Tudor, having just completed his National Service, returned to his family home in the village of Dowlish Wake, near Ilminster, Somerset and looked to improve his means of transport for his daily commute to work, having previously used a motorcycle. For the princely sum of £185 he purchased a JAP Super Sports Reg. FS 6934 as shown.

This car was used regularly and John recalls turning it on its side once as he drove up the bank to avoid contact with a flock of sheep. Recorded in the Bulletin as joining the club in March 1952, John also was mentioned in July 1953 by the SW Group Organiser Paddy O'Shea, as having left home at 5.00 am to drive to the Whitsun Rally at Chateau Impney, (Near Droitwich, Worcs.) This was reported elsewhere as a rally with 50 to 60 Morgans present, with



some 28 members entered for the driving tests. John recalls competing in one of the tests, where having caught the hand throttle in his great-coat he recorded the fastest time! A year or two later, marriage and a move to Bristol meant that the Morgan was sold, but on retirement having worked elsewhere in the UK, John returned to Somerset residing a couple of miles from his original home. It was here that the 'Morgan Bug' returned with the purchase of a new 4/4 direct from the Factory in 1992, and he remained an active member for the next 20 years within the local MSCC 'Wessex' Centre.

Unfortunately the MTWC records of John and his original Morgan have disappeared, but John would dearly like to know what happened to his first Morgan **FS 6934**. Does anyone have any knowledge of its present whereabouts, or even if it still exists?

I have a small icon of a clock on my computer which whizzes round backwards as the computer backs up its content and I often wish I could wind real time backwards so that I could make better use of it because now is the time I realise that I should have done much more towards the coming season. Getting the Calendar organised seems to have been far more difficult this year. All Permits are applied for, we have the officials to run the meetings and most of the arrangements with other clubs are sorted. Medical cover for Curborough is a particular problem as the company we usually use cannot cover the date and finding a replacement is proving difficult and time consuming.

### **Kane Trophy**

We are familiar with Sue Darbyshire winning the VSCC Ladies Trophy, which she has done again this year, but it has been Sue's ambition to win the coveted Kane Trophy presented for the best performance in a vintage car. She has achieved this by 4 points following her superb performance at Goodwood and I am sure that everyone in the club will join me in offering our congratulations.

Very well done Sue and George, what next?

### **Sprint Series**

At the Sporting AGM it was decided to run a Sprint Series to encourage new talent into our sport and perhaps tempt out some of the Club members who fancy a bit of sport but don't want it to become too serious. I spoke to Club member Grant Sellars, who runs two ACU permitted Sprints for Middlesborough Motor Club and he, and I, think they would be ideal for our Morgans, so although the dates are provisional they are now included on the calendar. The Aske Sprint is run along the drive of Aske Hall near Ripon and the Catterick one on MOD land. Grant tells me that both are for pre and just post war machinery and run in a relaxed way reminiscent of earlier times, rather like our Curborough. The remaining sprints will be our MTWC Curborough and a straight line Sprint from VMCC or NSA whose dates are

not available yet. All these events can be entered on a one event licence. There will be awards for Racing, TM, Standard and 5 Speeders so it is a chance for anyone in the club to have a go at one or more of the Sprints without breaking the bank or the Morgan. Curborough entry is being kept at £55 and the other Sprints will be similar.

### **Mallory Park**

The VMCC have decided to hold a 2 day meeting at Mallory Park following its rescue by Real Motorsport and although this has traditionally been a Round of the MTWC Challenge Series keeping it as such this season would have meant that we had 3 Rounds in June then nothing until September, so the VMCC Rounds will be Darley Moor and Cadwell Park. This does not of course mean that Morgans will not be at other VMCC meetings racing in the B3 races; they will.

### **2014 Season**

The MTWC Challenge events follow the pattern of the last few years starting with Loton Park (hopefully a little warmer than last year) on Easter Monday followed by The BOC *La Vie en Bleu* meeting at Prescott on Sunday 25th May. Both of these hill-climbs are the ideal places to polish the Mog, bring a picnic and watch the sport. We are a friendly group and will make you welcome so don't be shy about coming to chat. VSCC Cadwell is one of the best vintage meetings on the calendar and it is important we have the best possible grid both from the point of view of promoting the MTWC and from the financial viewpoint. I know I say this every year but Curborough is an event for the whole club and there was much discussion at the Sporting AGM about how we could make it more attractive for everyone to enter. Ideas being considered; include an auto-jumble and a barbecue any other ideas are welcome. It is really pleasing to see a thaw in the ice that had developed between the MTWC and the Morgan Motor Company and hopefully we will be able to work together again from now on for the mutual benefit of us all.

**Pete.**

## MTWC SPORTING CALENDAR 2014 (DRAFT 5)

<b>APRIL</b>	6th 12/13th 12/13th <b>21st</b> 24/25/26th	Prescott Bike Festival Anglesey Silverstone 'Spring Start' <b>Loton Park</b> Manx Classic	Severn Freewheelers Charity VMCC VSCC <b>H&amp;DLCC/MTWC</b> Manx Motor Racing Club
<b>MAY</b>	4th 4th 2/3/4th 10/11th 11th <b>25th</b>	Opening Run Costford Curborough Sprint Mad Jack Donington Historic Festival Three Sisters Wiscombe <b>Prescott 'La Vie en Bleu'</b>	MTWC VSCC VSCC VMCC VSCC <b>BOC/MTWC</b>
<b>JUNE</b>	<b>7th</b> 8th 14/15th 14/15th <b>22nd</b> 28/29th	<b>Cadwell</b> Harewood Mallory Park Brooklands Double 12 <b>Curborough</b> Pembrey	<b>VSCC/MTWC</b> BARC VMCC VSCC <b>MTWC</b> VSCC
<b>JULY</b>	5/6th 6th 12th 19th 19th <b>26/27th</b> 26/27th	Lydden Shelsley Walsh Thrill on the Hill Donington Park Aske Hall Sprint <b>Darley Moor</b> LPND	VMCC VSCC Morgan Motor Company VSCC MMC <b>VMCC</b>
<b>AUGUST</b>	2/3rd 4-10th 30/31st	Prescott VSCC 80th Anniversary Events Etretat Hillclimb	VSCC
<b>SEPTEMBER</b>	11th - 14th 13/14th 19th-21st <b>27/28th</b> 28th	Arosa Loton Park Angouleme <b>Cadwell</b> Snettorton	Arosa Classic Car VSCC FFSA <b>VMCC</b> VSCC
<b>OCTOBER</b>	19th 25th	Catterick Twisty Sprint Goodwood Sprint	MMC VSCC

**Events in bold black are proposed MTWC Challenge Rounds**

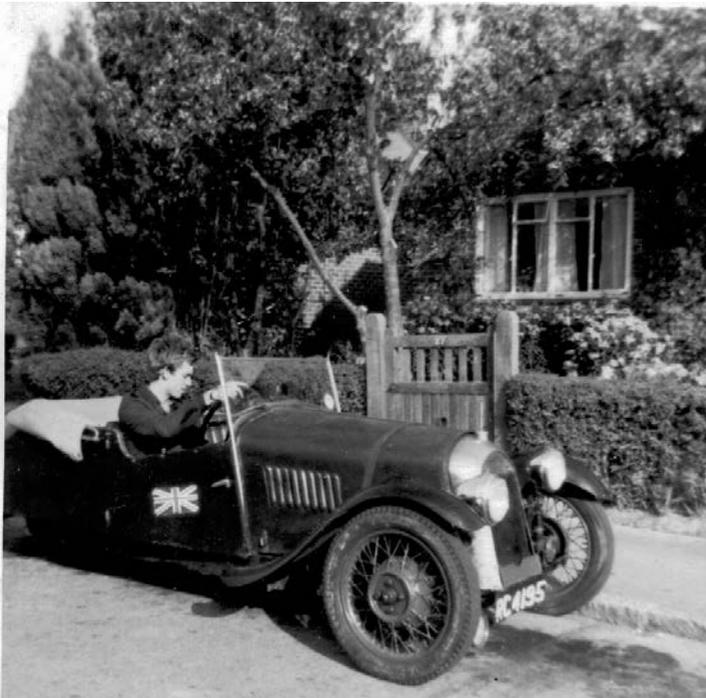
## Registry Rumbblings. *Steve Lister.*

I've been contacted by **David Barry** in Australia enquiring if the 1936 F4 he owned (registration **RC 4195**) is still around. Sadly, it doesn't appear on the Registry, but perhaps the attached photo might prompt someone's memory of the car.

David has some interesting recollections of Morgan ownership:

As a sixteen year old teenager I had all sorts of fun with it including trying and succeeding to get its unladen weight under 8 cwt in order to qualify for cheaper road tax. This was achieved by replacing a part of the rear body with painted hardboard, ditching the spare wheel, passenger's seat, and removing the starter, dynamo and most of the petrol and water just around the corner from the Council weighbridge! It was also required that no reverse gear be fitted, so all I did was to fashion a steel bracket and bolt it to prevent the gear lever from selecting reverse. Nobody checked that, and obviously once I had the required certificate all the removed items went back on the car! I used to drive the thing to school and was allowed special permission to put it in the staff car park! If you study the front you will notice the odd headlamps and the bent upper and lower suspension cross tubes! It had obviously had a hard life, but I think the MOT tester took pity on it! An MOT in those days was 5 shillings! I'm not really surprised that there is no record of my car as I suspect it was probably broken up for spares after being accident damaged. I bought the car in Haywards Heath, when it was pale blue. I painted it maroon and added the Union flag to the doors in 1967. It was sold to a buyer who came from I think Mitcham, South London, in about September 1967. He wrote to me from hospital after being involved in a collision and banging his head on the windscreen! He included a long list of problems he had with it including a whining gearbox and the number plate falling off!

Happy days! Regards, **Steve.**



## REWMINATIONS 1.

The Bassinet Trials car. Dr. Jake Alderson wrote recently about the trials car known as the Bassinet which used a JAP Vee twin. I remember that this was around in the 1950s but although it was on the entry list for a trial near to Northampton, I cannot remember seeing it. It was an era when most of the trials cars used Ford 100E engines and a specialist car builder Mike Cannon was offering his machines which had extreme flexibility in the suspension front and rear. I had imagined that the Bassinet would have had a water-cooled LTOW engine and was interested to know that it had a JTOR. The car itself may have been rendered obsolete by the Cannons.

## REWMINATIONS 2.

Threads and things. Nut tightness is an important factor in the assembly of engines, in particular the fitting of flanged cylinders to crankcases and in fitting cylinder heads to the cylinders. It is not necessary to over-tighten nuts on the base flanges because this merely puts more stress on the crankcase threads. If the nut is tightened to a point close to the yield point in the crankcase, it could easily strip the thread in the alloy in service. My own practice is to fit the stud in its thread using Loctite Studlock and fit the nut, done to only moderate tightness with Loctite Thread lock. Use normal (not high temperature) Loctite. In the case of the head bolts, I suggest tightening to 75 lbs/ft torque after 'very lightly' oiling the threads. Do not put any oil down into the female threaded holes because you could hydraulic the barrel hole and crack it.

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## Dear John Letters

Dear John,

**Sprocket Life** Responding to Patrick Robotham's query in the January *Bulletin* I can only quote from my experience of 49 years and 207,000 miles in my F4 where I have regularly written in these pages about chains and the sprockets with they run. Being somewhat eccentric I have also kept good records of component life to totally bore you with should anyone so wish.

Chains and sprockets have a very hard life under the tail of a Morgan exposed to all weathers. The rear sprocket teeth were broken off when I first had the car and I have had similar experiences since.

The important test is to check that the chain has not excessively stretched in use. This can happen very quickly if not lubricated enough or put away dripping wet so that the pins rust away inside the rollers. With the chain

correctly adjusted, (about 1 to 1½" up and down play in the bottom run) try to lift the chain away from the rear sprocket teeth half way round the sprocket. If you can lift it more than half way up the height of the teeth then it needs replacing; continue to run that way it will ride up the cast iron teeth and break them off. Similar wear will occur on the gearbox sprocket, but being steel it will just bend the teeth to a hook shape.

I can back this argument up with my records which show that usually rear drums have to be replaced about every 15-20,000 miles, although I did have one last in excess of 60,000 miles... my current one is still in use after 23,000 miles.

These mileages were obtained with sprockets from various sources, initially the Morgan Motor Company itself and from batches produced by Mogspares, from the 1970's to the present day.

The golden rule is :- **LOOK AFTER THE CHAIN!** ” Regards, **Nev. Lear**

Dear John,

I read Patrick Robotham's letter about rear drum sprockets in the January Bulletin. I have never come across a similar problem in 45 years of owning and driving a three wheeler. Many years ago I replaced an

original drum sprocket because the teeth were worn and "hooky". I fitted a Mogspares replacement which has done at least 20,000 miles. On this drum sprocket the teeth are worn but, unlike me, all the teeth are there. I discussed the problem with six chums (collective Morgan ownership in excess of 300 years) and none of them had seen the problem in the past. They agreed with me that, since Patrick has had a problem with an original as well as a Mogspares sprocket, the problem is more likely to be with the setup of his Morgan. If, for example, the tie bar in the rear forks is loose or worn, the rear wheel (and sprocket) could lean left and right but the gearbox sprocket, which is made of a harder material, would remain vertical. The twisting on the chain could wear and break the teeth on the drum, especially if a good, new chain is being used. Just a thought.

Cheers... **Steve Upchurch**

Dear John,

Most of us are familiar with the problems caused by Ethanol in fuel. It corrodes fuel lines, dissolves seals and is generally incompatible with vehicles over a certain age. It also dissolves petrol tank sealants such as Petseal, often used in fuel tanks, which then causes problems with blocked carburetors etc.

There is however a kit available containing chemically impregnated cotton wool buds. These buds accurately show the presence of Ethanol by allowing the chemical dye to dissolve into any fuel containing Ethanol. The buds can also be re-used apparently, if dried out between tests.

The kit was originally brought out for aircraft use as the Civil Aviation Authority prohibits the use of fuel containing Ethanol in aircraft. It can be purchased from Air World. Visit [shop.airworld.uk.com](http://shop.airworld.uk.com). Look under Care and Maintenance and you will find 'Blue Bud Alcohol Test Kit for Mogas'. A kit costs less than £20. I have no connection with the company.

BP Ultimate is at present believed to be Ethanol free and probably also Murco – although this may vary depending from which refinery the fuel is obtained.

**Jack Pearson.**

Dear John.

Let me first congratulate you on a smooth transition into what must be one of the most underestimated tasks on the planet. I have been a newsletter editor over many years, and just looking at the quality of *The Bulletin*, I know what it takes to get there. And to do this at such a consistent level month after month is heroic. So, all *Bulletin* readers out there, pause a moment in quiet thanks for a task that is so often under appreciated. So, having swollen our Dear Editor's head to several PSI above recommended tyre pressure, let me deflate it just a little. It's about those apostrophes. When the Chairman wrote "...brought up with Morgan's..." he didn't intend a possessive, just a plural. Do him a favour next time and edit him; he won't mind. And on Page 46 "Oreste Bianchis" is a plural, but should be a possessive, unless his second name is Bianchis. But I really shouldn't let these little quirks get up my nose, because the apostrophe is just a leftover from the past anyway. In fact, I wouldn't be surprised, the way English is headed, that we'll soon lose all these little diacritical marks that old farts like me consider so important. After all, nearly 1,000 years ago we lost all the ridiculous genders you still see in languages like French and German! (*Apologies to our European readers.*) Now, if you choose to publish this letter, as is your editorial prerogative, the chief thing it will do is show the entire membership of the MTWC what a nit-picky old bastard Bob Barclay is. But I'm prepared to take the flak if means no more of those apostrophic howlers. How's that for a trade-off? Keep up the good work Dear John; you're doing a great job. And I wouldn't do it for a pension, especially when you get people like me writing in and criticizing!

**Bob Barclay.** Curmudgeon in the Ottawa deep-freeze.

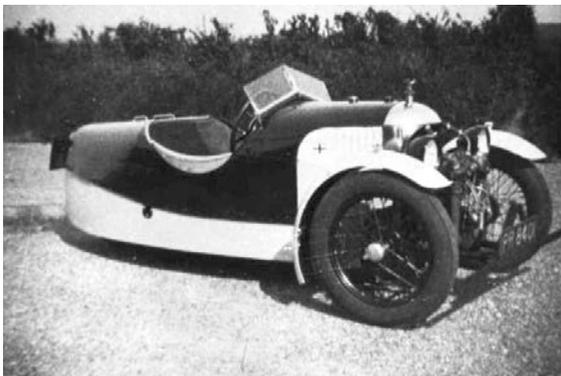
*Oops! Very sorry Bob. I must take more care with 'spell-check'. 'Computer-speak' and Queens English sometimes make uneasy bed fellows, but thank you. Ed...*

Dear John,

A couple of things in answer to letters in the last Bulletin, Page 21, ref the Sprocket Brake drums. The earliest of these made initially for the 'M' type 2 speeders appear to be Steel, and have completely open centres and a separate plate to cover the bearing, identifiable also in that they have a couple of 'ribs' around the brake drum. These were also fitted to the first 3 speeders. Then they seemed to follow on with the Cast Iron version that has the integral cover for the bearing. The early type also comes in 43 tooth for lower gear on Family models. I have actually had a much worn 43t one re-cut to 38t. Being steel these early types could no doubt be re-toothed with a welded on ring.

**Page 19,** Roy Summerscales makes some comments about Charlie Jenner's Morgan, I think that it 'became' very 'original' in Charlie's long term ownership. In the December Bulletin Bob Cragg mentions that he owned the Morgan in the early 1960s, and it was later burnt out. I remember Charlie telling the story that he and his Brother George were on their way to look at Bob's Morgan when they were overtaken by a Fire engine, and George said "I hope that's not the Morgan on fire". Charlie bought the remains, and then bought another Aero with a dog ear JAP engine that had dropped a valve and had other problems. From these two cars PR 8401 was reborn. First painted dark blue with red chassis, and wheels from a 1928 Super Aero, he had also acquired, a 'V' windscreen, valanced' cycle mudguards, low level exhausts and Butler headlights. After a few years he decided to put the Morgan back to a more correct form, so on went the correct detachable rim wheels, flared Aero mudguards, new Aero Morgan windscreen castings were obtained, exhausts went back through the chassis and some correct Lucas lamps were fitted. Initially the red chassis and wheels were shared with a lighter blue for the body. Still later The Morgan was repainted grey, with black chassis and wheels. At some time during the 1970s I met up with a couple who had owned PR 8401 in the 1950s; as you can see from the photo they had tried to 'modernise' it by adding a lower skirt to the body and raising the

cockpit sides, fitting later mudguards and larger headlamps. It has kept its Eagle mascot though. Now of course it has been nicely restored again ready for another life, and if Charlie had ever fitted that dog ear JAP from the other Aero it would have looked very similar to how it does now in his ownership. **Chris Booth.** *Picture below...*



Dear John,  
On the back of my earlier article, re. John Tudor's missing SS JAP.....it transpires that his brother Ray Tudor owned a JAP Family Sports, Reg. JJ 37 at about the same time. Never a club member, does Ray's Morgan still survive? *Poor quality picture attached, below.* **Nev. Lear.**



Dear John.

The January issue of the *Bulletin* shows two instances of muddled thinking in my opinion. Rear wheel sprockets: The Morgan Motor Co: specified the material, Chromidium, which is cast iron alloy containing 0.3% Chromium which gives a result of Brinel 230. The drawing number is F4/46, copies of which are held in the Club library. Grade 250

cast iron is readily available from steel stockists.

In 2008 I purchased two blanks of this grade for £25 each, so that I could make two sprockets. The teeth were cut on a CNC milling machine. I inspect the teeth on a regular basis and have found no wear or tooth distortion to date. By using readily available material I have saved the use of a foundry. The machining time may have been longer but for 'me' it was worth the effort.

**JAP valve length and valve springs:**

Could these have been caused when the Club started to make rocker arms in mid 2007? I purchased Club valves in 1990, the valve length was 4.370" The dimension to the centre of the circlip groove is 4.174". During 1995, and again in 2002, I purchased valve spring sets from the Club; the large spring has the following dimensions; free length 2.225", outside diameter 1.600", five turns of .162" diameter wire. Ends closed and ground. During use I have never experienced spring binding or any

other faults. The gap between the spring coils when the inlet valves are open and closed are as follows; Number one cylinder, valve open, .114". valve closed .192".

Number two cylinder, valve open .124", valve closed .202".

The engine number is LTOWV. SV. 26481.SMA.

Yours sincerely, **D H Brown.**  
F7635

## New items in stock

**JAP:** LTOW & LTOWZ Rocker Box engine Cylinder Heads: ½ Timing Pinion, 60° Coarse Tooth: ½ Timing Pinion, 60° Coarse Tooth +0.010": Push-Rod End Top, Dog-Ear 7/16": Ignition Cam 60°: Cam Lever Roller/Pin/Bush Sets, Floating: Cam Lever Roller/Pin/Bush Sets, Trapped.

**Matchless:** Cam Lever Roller/Pin/Bush sets: Oil Feed Needle Valves: Push-Rod Cover Tubes Chrome Plated: Oil Pump Shaft End Cap, Plain: Push-Rod Ball End: Rocker Box Securing Bolt, Double Hexagon, Chrome Plated: Cylinder Head Gasket, Solid Copper, MX2: Piston Ring Sets, Accralite.

**Transmission:** Gear Sets, Standard & Close Ratio: F-Type Reverse Gear Pinion: Wheel Nut ½" BSF: Brake Cable Yoke (Clevis): Compression Spring, Steering Ball Joint: Spring, Rebound: Spring, Main (Twin/Early F-Type: Spring, Main (Long, F-Type): Spring, Main (Soft, Morgan Type): Track Rod End Taper Pin, Slotted Nut: Clutch Toggle Adjuster Screw: Clutch Toggle Adjuster Lock Nut: Brake Cable, (Clarrie Type Front, Foot Conversion: Advance/Retard Cable: Exhaust Valve Lifter Cable.

## Head of the Technical Panel

It has not been possible to find anyone to replace Peter Faulkner who resigned back in August last year but, with much relief, thankfully he has been persuaded back into the job. He was greatly encouraged, not only by the Mogspares team, but also many other members who voiced and wrote of their appreciation. Welcome back Peter. Your expertise, experience, facilities, time and effort, along with your good sense of humour is of tremendous value to the Club.

## Buying Mogspares items

**Ordering.** You order spares from the appropriate **Sales Officers**, (see below), who keep stocks of spares, as listed in most issues of *The Bulletin*. (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 sent, **on receipt of items**, with the remittance advice, or copy of invoice to the **Mogspares Financial Administrator** - *not to the Sales Officer*.

### Payment can be made by:

1. Cheque payable to "Mogspares"
2. BACS electronic transfer (internet or telephone banking) directly into the account stated on the remittance form. Please state your name and the invoice number so that we can identify payment.
3. Bank Card, by contacting 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.

**Administration** The Mogspares Co-ordinator manages the Mogspares system and arranges the ordering of new spares and 'may' be contacted about problems and queries. *He does not deal with sales, or stock spares himself, nor do the Mogspares Financial Administrator or Technical Advisors.*

Lists of Club spares are shown on the website [www.mtwc.co.uk](http://www.mtwc.co.uk) and in previous copies of *The Bulletin*. Sales Officers will advise of availability and any price changes.  
**Misc** Feb 14, **Ford** Dec 13, **JAP** Oct 13,  
**Matchless** Aug 13, **Transmission** June 13.

<b>JAP sales</b>	Andrew Morison, Dolphin House, Durford Wood, Petersfield, Hants GU31 5AW	01730 890 199 japsales@mtwc.co.uk
<b>Matchless sales</b>	Roger Orford (T), Nethergreen Farm, Ridgeway Cross, Malvern, Worcs WR13 5JS	Tel/fax 01886 880 387 (Mobile 07969 950015) mogrog@hotmail.co.uk
<b>Transmission sales</b>	Bob Derricott, The Laurels, Langley Road, Lower Penn, South Staffordshire WV4 4XX	01902 762 017 robert@derricott.freemove.co.uk
<b>Ford sales</b>	Dave Young, The Garden Cottage, West Cross, Tenterden, Kent, TN30 6JL	01580 766637 dave-young@talktalk.net

## **What are the differences between the two and three speeder Mog3Ws related to the new 5 speeder? A personal view from Sweden.**

At the time of writing, December 2013, the 5 speeder has been available to the general public for nearly 2 years. Regarding Sweden, the first car was collected by Hasse and Co from Classic and Sportscar Centre, Vetlanda, in March 2012. Mine, nr 138, was collected directly from the UK in early June of the same year.

When relating a personal, overall comparison between the 2, 3 and 5 speeders it is perhaps important to explain where one is coming from and what is being compared.

Mog 3 wheelers are not only of technical interest to an enthusiast but also a life style so there can be an important social aspect involved.

My lifelong love for Mog3Ws began with a 1936 Matchless barrel-back, purchased in 1957, for the sole use of getting to work each day in London. In those days you could drive a Mog 3W in the UK on an MC licence and the plan was to learn to drive the trike, which was also potentially a car if the reverse was not blocked of for use as an MC, and then use the trike to take the test for a full drivers licence. Once passed 18 years, this was put to the test several times, but the plan failed owing to the difficulty of manoeuvring the Mog3W in traffic while at the same time, trying to concentrate on keeping to the Highway Code rules. You could see on the face of the tester when he first saw the trike that there was no way I would pass the driving test. Finally, a borrowed driving school car, belonging to a friend's father, did the trick, I passed and gained a full licence. However, the Mog was kept for a few years, it was cheap to run and easy to repair.

In the 50s I lived in north London and worked in Fulham. We worked five and a half days a week which left Saturday afternoon to buy spares at Douglas in Ealing and Sunday to fix up the trike so it would be serviceable for the following week. One quickly learned the Mog3Ws voracious need for constant attention. The car ran well in general and some quite long summer trips, including Cornwall, were taken in it. However, after a while I succumbed to a lovely 1936 Rover 10 which had a sumptuous back seat with a blind for the rear window, necessary for a new found interest which was not easy to fulfil in an open two seater.

The years passed, retirement arrived, and once again it was possible to turn to the important things in life, 3wheelers. I had moved to Sweden in the late 1960s and during the years up to 1997 saw very little Mog activity and apart from Mog3W friends in the UK, there was little contact with these machines. In 1997, a Guzzi powered JZR arrived in the garage and remained with us until early 2012 when it retired to France. This particular 3W is mentioned because it is worth reflecting on this outsider. It is a trike that, like the Triking, is a development stage between the Mog 2 and 3 and the 5 speeder. In 1997 the JZR, besides excellent performance, offered the things that made me wary of having an original Mog3W in Sweden, which were reliability and the availability of spare parts. The JZR was new, reliable, served us well and took us as far as the South of France and to the UK.

Generally, when making a comparison between the old and new Mog 3Ws, my bias is towards reliability and the possibility to make longer journeys knowing that there is at least a 90% chance of getting home without a breakdown. The simple joy of tinkering with a Mog3W is not enough; I want to use it. I had always wanted another Mog3W, in particular, a beetle-back SS from 1932 onwards. We had owned a couple of Mog 4Ws but it was the 3Ws that interested me most. Chugging around Sweden and Denmark in my JZR I finally ran into the Mog3W folks and shortly after a Mog3W meeting in Mön, Denmark, a 1930 2 speeder JAP Aero was purchased from the UK. Quite soon it once again became apparent that these early machines require a lot of maintenance and often parts replacement, so although the Aero came at a high price and with a bunch of bills for repairs and replacement parts from a qualified UK Mog3W specialist, reliability was not the Aero's strongest point. We seemed to spend more time together in the garage than on the road. Despite this, a number of longer trips were made, including to Norway, although the two speed gearbox was found to be difficult in traffic especially at roundabouts. Either one stopped, whether the roundabout was clear or not, changed into first and drew around the roundabout in first, often with an irritated driver behind, or a took a kamikaze approach, remained in top gear and took the roundabout at speed and irritated those drivers already on the roundabout who had the right of way.

The Aero was replaced by the other Mog3W included in this comparison. This was a 1933, 3 speeder SS. This machine is a true example of a broom that has had many heads and many handles. It has a JAP 8/80, Mk 2 mix engine built by Gösta Svensson in Äminne Sweden which has been reliable despite a lot of initial magneto problems. The car was attractive to buy as it was fairly recently rebuilt, many parts were new so engine spares were readily available in Sweden and sufficiently backed up for other parts by Mogspares in the UK.

The non-synco three speed gearbox was familiar and found to be much easier to use than the two speeder bevel-box which I never really mastered comfortably, and the reverse was useful. The car was bought in non-working condition, which is always a risk. Basically it was very sound and well built; however, during a re-build in the early 1990's a number of decidedly non original or wrongly designed ideas, which ultimately failed, had been introduced and it took a while to bring the car back as close as possible to HSF's original design and make it work properly. Once again the summers went by with the car mostly in the garage. Finally, during 2012 the remaining problems were solved and after 5 years the trike has achieved a degree of reliability. When at work the SS Jap is magnificent to drive, the 8/80 being rather more powerful than the standard V twins.

At the 2009 MTWC AGM the sister of Charles Morgan confirmed the rumour that had been around for some time that the MMC was preparing the introduction of a new three wheeler model generally based on the US made Liberty Ace. It was to have a Harley Davison motor. Later when data images were available I decided "I'll 'ave one of them" Bit by bit more information became available and in November 2009 a deposit was placed. The following March I got my first look at the 5 speeder at the Motor Show in Geneva. The first reaction was "Oh dear" it's too fat, the pots look like big upturned dustbins, the inward leaning suspension looks awful, the standard black pipes and other details like the cowl in paint etc also looked awful; it was all a bit disappointing. The information that the "bright pack" would be available made things a bit better.

Nevertheless, I decided not to retrieve my deposit and try to get to know more about the car. The future would show that there would be plenty of time to contemplate as it became apparent that it would be some time before the 5 speeder became available on the market.

The next opportunity to see the 5 speeder, in reality, was at the factory in September 2011. Together with some American MTWC members I had the opportunity of visiting the factory and driving the new 3W. Once again I was not so sure it was the car for me and driving the prototype did not increase my desire to have one, the main problem, being the transmission noise, the bumpy steering and the prototype rattled a lot.

It was to be another eight months before my car was ready, giving time to consider what to do.

Everything on the new trike that was published was digested in order to get other peoples impressions and to see if the new 3W had been well received and what people thought about it.

Friends asked if the 33 SS would be for sale once the new 5 speeder was in the garage, but of course the answer was no. Slowly I came to the realisation that the problem was that I really wanted a 3W that was exactly the same as the 30s model in every detail but more reliable, trouble free and suitable for longer journeys. In many ways the JZR already fitted the bill but it suffered from the problem of being a sort of hybrid using an MC motor and gearbox with a 3 wheel layout. For its price it was a superb machine but somehow it was bits brought together that did not always relate to each other. It was in essence a very fine "kit car".

So began the process of looking at the new 5 speeder from a different angle and to accept it for what it is and what it could offer. It was in fact not a replacement for the 33 SS but rather our 97 +8. What then did the new 5 speeder offer compared with the 30's models? From the purely social point of view it was a "Morgan" and accepted by the MTWC as grounds for full membership; it was not to become an outsider. It was of course the subject of much initial chiding from some of the more die-hard club members. Someone in the club pointed out that it was lucky that the MTWC was not started at the time when only the 2 speeder was available, as there would have been members who considered that the new fangled 3speeder was also not a real Mog let alone the later F type.

Duly the new 5 speeder was collected in the UK on the weekend of the Queen's 60<sup>th</sup> jubilee in 2012, and driven back to Sweden over Denmark. Once used to the controls the fun began. However, a minor catastrophe heralded the beginning of the journey. When stopping for petrol in Braintree and trying to put the 55 litres of petrol into the almost empty tank in accordance with the Morgan Handbook, the pump handle shut off at about 20 litres When continuing to fill the tank slowly to try to reach 50 odd litres, petrol began to pour out from under the car Subsequently an alarm went off, all the pumps were shut off so no one could fill up and chaos reigned. When trying to pay, the tills had also closed down. The queues got longer and the personnel could not find the way to turn on the pumps and tills again. I placed a handful of cash on the till, including a bonus, and retreated quickly towards Harwich. Experience showed that in fact the tank takes about 34 litres. Also the digital fuel gauge needs getting used to. It seems to live a life of its own. In fact, the handbook has shown itself to be slightly less accurate or short of information on several points more than could be wished for.

The 500 km drive back to Sweden offered a number of experiences. Despite the bump-steer the ride in the 5 speeder is more comfortable and stable than the 2 and 3 speeders and although I am fairly tall the driving position, dictated by the position of the 3 pedals, is not bad. In an attempt to reduce the steer bump I installed a VW 1300 steering damper which was mildly successful. I had seen this solution on a member's car at the 2012 AGM. The pedal frame is adjusted for max length. The first thought was to make new holes but as this would not gain very much additional leg room the idea was shelved. The horizontal line of the wind screen cuts across my sight line. The bevel-box noise was atrocious but this problem was eventually almost solved by a replacement bevel-box for the 2013 season. Unlike the 3 speeder that does not whine in top gear, early 5 speeders whine in all forward gears. It is important to keep the revs up in the 5 speeder as the box feels high-g geared. 70 kph is a suitable cruising speed in 5<sup>th</sup> gear. The gearbox is excellent with easy changing, but the clutch pedal must be fully depressed. When it comes to power, the S&S motor is fully sufficient and handles overtaking well when put into a lower gear. In all, the 5 speeder is relaxing to drive, there is a sense that one is in control of all three corners. Road holding is good if you remember the elementary rules of cornering with a 3 wheeler with two wheels at the front. The brakes are excellent and make for driving at higher average speeds than the 2 and 3 speeders where, at best, the braking power is low and often unevenly applied.

So! How do they compare, the old 'uns against the new 'uns?

In many ways they are the same. However, most of the points for elegance go to the 1930 –1938 Aero and SS models. However bit for bit I have begun to appreciate the lines of the 5 speeder. Perhaps a smaller engine would have been prettier. The lines grow on you. When you see a number of old and new 3Ws together they blend well. One should try to imagine how a 2012 Mog V twin 3W would look if had been the result of a continuous production line since 1938 and influenced by early post war designers. Having accepted that the new 5 speeder cannot be a perfect replica of the 30s models for many reasons, including the unavailability of a suitable UK motor, it is however, a trike in its own right and one must admire the factory design team for the result. The old 3W design was a hard act to follow; while at the same time trying to build a vehicle that is up to date in its mechanics, comfortable for today's passengers and drivers, whilst easy to maintain and can keep up with today's traffic patterns. Both 3W types are children of their time. The old 3Ws have an unsurpassable elegance in their design. They need maintenance and patience and can be tiring to drive. Care must be taken to allow for their braking performance, so in consequence I have never really driven a 2 or 3 speeder at full power to experience the full JAP/Matchless 1000cc performance capability. For someone like myself, mechanical problems, especially while on the road, limit my risking long transit distances so the 33 SS is mostly trailered to rallies. Within a short time of having the 5 speeder I widened my field and took longer runs including the transit distances. The security of the 5 speeders inherent reliability makes a long run more fun although an electrical fault in the engine cost me a 600 km journey to seek repairs as I had no way of knowing what was wrong with the complex electrics of the S&S and the Morgan 5 speeder owners handbook doesn't make it easier.

Both the old and new cars have their individual performance behaviour. Little can beat the clatter and sight of the ohv JAP valve rockers at full speed, or the 5 speeders brilliant acceleration and feeling of safety in an overtaking situation. The mass of controls on the old cars offer great fun in trying to get it all right and at the same time sticking your arm out to indicate a turn off, while the 5 speeder controls offer pliance when manoeuvring at higher cruising speeds.

I don't miss the oil leaks of the old cars and I do like the storage details of the new one. I think that the need to remove the front mudguard to remove the front wheel on the 5 speeder is daft design and when compared, rear wheel removal on the old cars is a "doddle" compared to the new one. It appears that a couple of new innovations involving the steering and bevel-box mounting to be used in the 2014 model will be available, even for the first models, and should be worth a try.

I would like to see more detailed information for the 5 speeder, from the factory, in the form of exploded views of the engine, bevel-box, chassis and body. Also useful would be a fault finding list for the engine. There are many of us who do their own maintenance and like to make preventative checks. A proper, descriptive service schedule would be useful. The two model types compliment each other and to be the owner of both types is a very interesting and, for me, a fitting evolution in 56 years of MOG 3W interest.

I think perhaps Duncan Charlton, a MTWC member in the US, best summed up the comparison between the two generations of Morgan 3Ws when he wrote in the Club Bulletin in November 2012 *"Perhaps one way to categorise the difference between the new and old is that one lets you experience the drive with few demands on the driver from the vehicle itself whereas the other has you experience the car itself, with all senses, whether you are going anywhere or not"* **Geoff. Dykes** MTWC Sweden

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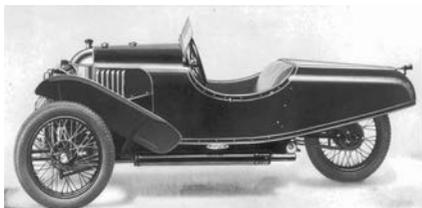
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00004/060	SPLIT COTTER PIN 3/64" - 1/2"	0.03	0.04
00004/235	MIXING CHAMBER CAP RING SPRING CLIP	0.33	0.40
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00004/42/142	MAIN JET SIZE 142	3.00	3.61
00004/42/160	MAIN JET SIZE 160	3.00	3.61
00004/42/230	MAIN JET SIZE 230	3.00	3.61
00004/42/240	MAIN JET SIZE 240	3.00	3.61
00006/031	MIXING CHAMBER TOP RING	5.92	7.11
00006/032	MIXING CHAMBER TOP	15.00	18.01
00006/040	JET BLOCK WASHER	0.15	0.18
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Details below.**

**Or  
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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.

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

Back copies of individual issues from 2011 can be purchased from the Membership Secretary, plus postage at cost.

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## Group Reports

### BROOKLANDS

To celebrate New Years Day five hardy types braved the rain and flooding to drive our Morgans to the Brooklands Museum, the world's first purpose built race track - named after our Group meetings?! John Hamer, the Carolines, Carol and I met up with other group members Peter Faulkner, Andy and Trudy Messent. The river Wye had flooded the Museum a few days before, the water line two feet up the wall of the club house was clearly visible. Despite this the Museum was fully operational. Apparently staff had been called in to jack up the museum cars until the waters receded. *See top picture on page 47 showing brown shading...*

Carol and I drove to the January group meeting in the Sports Family. I was told it was a wonder anyone would drive an open top car in such weather – I wondered why I had left the tonneau behind.

It was a lively meeting as usual. Sam Savage (also known as Sam Smith) accused me of getting his name wrong in the last report. No, never; it's something I never do. I do apologise. He had some classic motoring mags for those who wanted them.

Following the rains and flooding I received calls from a couple of people to check if the roads were OK. I naturally assured them they were without really knowing. John Hamer and the Carolines both had to avoid flooded roads.

The Carolines and Messents among others will have taken part in the VSCC driving test at Brooklands by the time you read this.

The organising of the Brooklands Group dinner on the 22<sup>nd</sup> of February is coming along and I will shortly be sending out booking forms with details and choice of menu. Please return them as soon as you can.

Time to go home, Carol's 12 volt electric blanket covering the seats was now a soggy mess however the rain was a bit lighter so she was talking to me again by the time we got home. I find a ride in the Morgan will always cheer us up.

**Trevor Seymour**

**Next meetings: 4<sup>th</sup> Febuary at the New Inn, Send  
Brooklands group dinner 22<sup>nd</sup> February**

### EAST ANGLIA

Thank you, to Simon and Sylvia Rayfield for the group's pre-Christmas bash. A full kitchen of Anglian members sat down to a menu of soups, several seasonal varieties plus herring and banana. Your leader didn't see any orders for this, was it a red banana? Following mince pies and coffee the boys disappeared to inspect the happenings in Simon's workshop. A +8 there, stripped to the bulkhead, every thing in pieces, including the V8. All this for a problem with rusty wings - my advice, stick to 3 wheeled versions. Unfortunately, Maurice & Eileen Cook left early, Maurice feeling unwell. We hope he's back on both cylinders now.

Seasonal weather has curtailed 3 wheeled activities, however a lady was spotted in a red F type, attending a Christmas Fayre and street market in the Fens.

Think about getting away from your log burners, back in workshop; exciting things will be happening.

**Mr Josnes.**

**Next meet, tues, 18 feb. 8pm, the Hare Arms, Stow Bardolph, we'll be pleased see you.**

### EAST ANGLIA – WOOLPIT

Many thanks to Sylvia & Simon Rayfield for the warm welcome at their December soup kitchen. From remote Norfolk, they braved the tempest to attend our January meeting, where Brian Finch's solitary F4 upheld the honour of the marque. The £4 hot lunch included Christmas Pud, a welcome winter warmer. Frank David reckoned he had received the most unusual Christmas gift – a very large air dried ham on a stand complete with carving knife and it continues to satiate his hunger. Reminiscing on insurance encounters and brushes with the law, Frank recalled a Copper's "come hither young man" index finger whilst trying out his first

motor-cycle a few days before receiving his first provisional licence and “tax applied for”. Chastened, he set off to push the bike home uphill, with difficulty. “Ride it,” said the Copper “don’t let me catch you again before 1<sup>st</sup> January!” Would he respond thus nowadays? An Alfa Romeo driver was stopped by a police car which had followed for several miles before overtaking. “Good evening Sir, are we aware our rear number plate is not illuminated?” “Snap, Officer.” “Oh! Er, yes. Good evening Sir, drive carefully!”

Mike Pilgrim announced that Grand Prix *Retro d’Yvois* entry forms are now on the website, to be submitted by 30 April. Nine of us enjoyed good company and an excellent value for money lunch. Do join us next time. “**Raedwald**”

**Tuesday 4<sup>th</sup> February, The Bull, Woolpit, 12 noon**

#### **EAST MIDLANDS.**

December was time for our traditional Christmas Dinner, and we had a record number of 38 sit down to a very good meal, with Paul Baker, Charles Smith and me keeping up the standards by wearing bow ties. However Charles set the standard, with white jacket and black bow tie!

The raffle was won by Dorrie Berry (Chuck’s mum) getting the first number out, and a guest, Clive Villiers getting the last out of the hat. Commiserations to Jenny Harris as she was the second one drawn out but did not win anything, only first and last! Many thanks to Dorrie for not only composing a poem, but also reading it out. It was most amusing. Paul then responded with a kind of life story about Dorrie, as advised by the 2 sons, but corrections were forth coming. The evening was over far too soon, so on behalf of all there I would like to thank Paul for organising the event.

Boxing Day was a great disappointment, as with the closure of Mallory Park, there were no plum pudding races for 2013. But the good news is that there are new people in charge and racing should be back for 2014.

Monday 30th was the pre-war Austin 7

Butts Hill Quarry trial. Chuck and myself attended to watch, while Jenny and Mike Harris were in charge of one of the hills. Rain made the hills very muddy, but it was still possible for some of the cars to get to the top, including a very nice V twin powered cycle-car. In the car park, there was a very nice single-seat Aero style Morgan, but with GN rear end and a Harley Davidson engine. I could have happily taken that or the cycle car home but I just do not have the room. Indeed, I may have to thin down the collection I already have.

**Malcolm D Bull**

**February meeting Wednesday 19th from 6pm (when the pub opens) till late**

#### **FFSW**

Start of a new year with continued support from our small and enthusiastic Group members and friends down here in Cornwall. Hopefully there will be lots of events we can attend, and with other clubs in our area. If we could get a couple more Morgans on the road this year to join Ken B and me, we could organise runs and social gatherings with our cars, weather permitting!

Just to round off 2013, rather than our usual evening monthly meeting, a chance to drive our cars in daylight hours, we had a midday Christmas lunch organised on Sunday 14th Dec at the Victoria Inn, Three Mile Stone. Nine members and friends sat down to a very friendly gathering; excellent food at a reasonable price, everyone agreed they enjoyed themselves among real friends.

There was another pre Christmas get together at the Hawkins arms for VSCC members and friends, Brian G, Doug Y and I went along for another enjoyable evening.

Another pre Christmas meeting and run organised by VMCC took everyone for a short jaunt through Clay country back to Lanivet to partake of bacon sandwiches and beverage, good weather and company as usual.

**Eric Bayley. Continued overleaf...**

**Next Meeting: See at our usual pub meeting, Fox & Hounds, 20th Feb, 7.30pm**

## **FSW**

FSW saw out the year quietly, with Christmas looming over us all. The absence of Ron and Pete Clements also made for a decorous evening. They were enduring the endless sun of South Africa (surprised that they had no invitations to Nelson Mandela's funeral, no doubt?).

In the reduced activity during the winter, no nasties were reported; may the New Year be gentle with the brethren.

I was saddened by the ructions in the Club last year, arising from the Amiens do, what a shame. We are still awaiting some gen about the event, now that it seems steps have been taken to resolve the bad vibrations which resulted.

Even worse, the pieces in the "quality" papers re M.M.C.'s tribulations have worried us in the sticks since we have more concerns than most.

More germane, is a vote of thanks due to the Editorial bods, Contributors and Printers who delivered the January "Bulletin" before Christmas, thanks chaps, it was appreciated.

Happy New Year and no more antagonisms, I hope.

## **John T**

**Next Huntsman meetings. February 18<sup>th</sup> and March 18<sup>th</sup>**

## **LANCS and LAKES**

An excellent turn out for our December 30<sup>th</sup> lunch meeting at Worston with 22 members and guests present, good food and good company! It was very wet on New Years Day for the VSCC gathering at Briers Hall but congratulations to the hardy Roy Summerscales for turning up in his super sports and shaming the rest of us who were there! Well done Roy!

The Newbys and the Moores have both moved house recently to Cockerham and Penrith respectively so I hope that all went well, although I hear that the Newbys' move was particularly traumatic during the storms

and floods. We trust that normal workshop service will be resumed as soon as possible!

Our opening run should be on the 27<sup>th</sup> April (Drive-it day), to be confirmed at the January meeting. This is usually well supported by NW group members and we look forward to that continuing. Additional runs/visits for this year are under discussion so please watch this space!

## **Steve Hughes**

**20<sup>th</sup> February – Club night at The Royal Oak, Garstang 8pm. (meet up for dinner beforehand!)**

## **NORTH AMERICA**

During these winter months a few of us living in warmer climes can still get out for a drive. The reconditioned magneto for my 1931 Super Aero has been returned and I await a warm winter's day for a test drive. Weather reports indicate our unusually cold winter weather in Texas is not an isolated phenomenon!

Bob Barclay reports: Ottawa is deep in snow and registering temperatures in the -20s. However, my basement workshop is always nice and warm, and that's where I go to finish work on the 1923 Grand Prix. This mass of bits is coming together very nicely and all the major work is done. The engine was tested last year, bolted to a trailer and taken to my son-in-law's place out in the country where the lack of silencers would be less remarked upon. Dismantlement and hauling up the basement stairs in the Spring, followed by a paint job should see the Morgan finished and on the road. So, the weather can do what it likes!

Kent Riddle of Michigan says his 1928 JAP LTOW Aero should be running by fall 2014. A 1937 F4 (FPF 841) has surfaced in California under the ownership of Dave McArthur, who has owned it since 1979. Perhaps some of our west coast members will remember him and his car, which was once owned by "Boots" Land.

Kim Freeman of Texas is nearing the finish line on his restoration of the barn-find car of J. B. Gunn (see Apr. 2012 and Mar.

2013 Bulletins) with the wiring done, now moving on to the interior trim. I hope to see it running this spring!

## **Duncan Charlton**

### **NORTH WEST**

It was great to see so many at our Christmas lunch. We were really on the limit of our private dining room. I don't mind seeking alternative arrangements if next Christmas's numbers are even greater. In spite of my suggestion that answering the quiz might benefit from some female input, the chocolates were won by an all male table led by Pete Newham.

Not much news on offer this month although there have been reports of various members suffering post-Christmas falls, none of which, we believe, can be attributed to seasonal over indulgence, although we did hear that one member on helping his wife up from her fall, offered the sympathetic observation "you need to go on a diet!" (Nearly had another one in A&E). We wish speedy recoveries.

Nine of our Group are joining five from the South-west for a trip to the Isle of Man Classic T.T. in August. This is not a "club event". I'm quite envious although content that my camping days are behind me.

Rebuild, re-creation, call it what you will, doesn't come more comprehensively or immaculately engineered than Ken Davoston's Family 2-Speeder. We understand that wheels have rolled and engine has fired and we look forward to hearing that both have happened at the same time. Locally there are another five 2-Speeders under rebuild and at least a couple of 3-Speeder twins and an F-type. They're still out there!

Once upon a time your Club membership number determined which Group's activities you supported. Nowadays the boundaries are blurred if they exist at all. Between the North-west group and the Lancs and Lakes we have no boundaries and we are also more than happy to see invaders from Derbyshire and Shropshire and even from the other side of Offa's Dyke.

## **Mike Guess**

**Lunch, Wednesday 12<sup>th</sup> February, The Smoker Inn, A556, Plumley**  
**Meeting, Friday 28 February, 7.00pm, The Whipping Stocks, A 50, Over Peover.**

### **OXFORD**

Several of our members attended Robin Rew's gathering at the Gate Inn in Upper Brailles on 28th December. The weather was kind to us for a change, and there were six trikes parked outside the pub. In all, it was a good day out, and we may well decide to join in again this December instead of having our customary New Year's Eve meeting at a pub.

The invitation to Tony and Peta Tebby's "at home" on 31st December was gratefully accepted by many of us and there was quite a houseful. Many thanks to them both for their hospitality and for putting on such a marvellous spread.

Don't forget that you can now keep up to date with the Group's activities on the Club website, again thanks to Tony Tebby's efforts.

## **Bob Cragg**

**28 Feb. Oxford Group Meeting, The Abingdon Arms, Beckley, 7.30pm.**

### **SCANDINAVIAN**

The span for the variation in weather seems to be wider nowadays. Last year we had about two feet of snow at this time. All the shovelling around our garden caused me the navel hernia. This year it is the opposite. Yesterday we celebrated Ingvor's birthday together with friends in a picnic. They travelled in their '54 +4 and we in Penny. I am also very pleased with this weather as I am still working on my roof after a few weeks rest over Christmas. Morganwise there are a few things worth mentioning. Two of our members are preparing books about Morgans, one of Morgans in Sweden in general and one about the racing Morgan

Three-wheelers. That is exciting and I would really like to write more myself, but that will have to wait.

We have also got one more member in Sweden, Jan Sundin i Falun, who has bought an odd one with a Blackburne Aero engine twin converted to 3W use. The engine is quite spectacular. The frame has an early M number indicating 1929, but it has a later registration. There will be more information and the members' list will be updated. The area called Bergslagen in Sweden has become a new 3W cluster with four old ones and some new!

I am sorry that the invitation for our Viking Run was not in the January Bulletin, but there was apparently too much material to be included and the Dutch Run is much earlier than our Run. *Lennart, it 'was' mentioned on page 2. but I have not yet received a poster type invite. Ed...* I did however send out the invitation page to all Scandinavian Group members and also to our regular and former visitors. All club members could not get it the same time but we can normally take care of all those who want to come anyway. Ferries are the main restriction.

I wish you good luck in preparing your loved Three-Wheelers for the season and hope to see you out there.

**Lennart Nilsson**

## **SCOTLAND**

No report this month.

## **SOUTH COAST**

The old, rather obvious, adage that you never know what's around the corner, was particularly apt for the villagers of Amberley, West Sussex on Sunday 8<sup>th</sup> December. At 12.59 pm in The Village That Time Forgot, wood-smoke curled from cottage chimneys, echoes of Two-Way Family Favourites (or was it Educating Archie?) drifted from mullioned windows into the silent lane and the church clock creaked into life to chime the hour. This sleepy idyll was rudely ended as our Holly Run erupted into the main

street. Curtains twitched and leaded lights rattled as twelve three-wheelers, Gatling-gun exhausts ablaze, took their places alongside Grahame Joseph's picturesque thatched barn. Some hours earlier fourteen three-wheelers, two 4/4s, an E Type, a Bristol, a Ferrari and sundry moderns and their crews had foregathered at the Orchard Restaurant, West Grinstead, for breakfast and chit-chat; what a pleasure to see that several members from the Brooklands group had joined us too. At mid-day Andy Brown, The Buttons, The Cowleys, The Courages, The Houlihan, Grahame Joseph, The Lowes, Mandy Pachol, The Penns, The Pittucks, Sam Savage and the Thomases set off on the pretty 23 mile run expertly prepared by Mandy Pachol and Brian Courage. The air was mild, the sunshine golden and the scenery lovely. Twelve cars were counted out and twelve arrived safely at Amberley. Grahame and Di had worked like Trojans to provide a magnificent lunch for about forty of us assembled in the barn. The Holly Trophy, awarded to the member who drives furthest from home, was won by the ever-intrepid Andy Brown who had left the Isle of Wight's shores before some of us had even left our beds. Amberley finally regained its composure at teatime. Truly a day to remember.

The residents of Chiddingly, on the other hand, suffer minimal disturbance from the annual Scalextric Grand Prix held at the Six Bells, the tiny exhausts of the miniature three-wheeled marvels being all but inaudible and winter weather keeping life-size Morgans largely at bay. We met for this popular event on 20<sup>th</sup> December. An impressive field of 30 entrants was reduced to two finalists over the course of the evening's tightly fought elimination heats. John Houlihan and Dave Young came head to head and dived for 20 laps with hardly a sheet of Bronco between them, but it was John who crossed the line first and took home the coveted silver cockerel and - for one month only - the Morgan jigsaw puzzle (more about this in a future report). Immersed in festive spirit and high-octane concentration we had been oblivious to the rainstorm raging outside. We needed rowing boats to re-join our cars when

we finally emerged into the night but, alas, had to make do with water-wings.

Any South Coast member who has not yet received an email from me must not be on my circulation list. Please contact me if you would like to be added to, or removed from, the list and I will make the necessary amendments.

**Stephen Clark**

**Wednesday, 19<sup>th</sup> February, 8pm. Six Bells, Chiddingly.**

## **SOUTH EAST**

Even quieter on the SE Group front since the last report. The turnout for the January Group meeting was low and non-members and members from the South Coast Group outnumbered local members. The decision that the Club should have a Child Protection Officer was discussed; some felt that numbers alone indicated an even greater need for a Pensioners Protection Officer for members aged 70 or over who are even more likely to be at risk.

Water deterred members from attending old car events over the Christmas/New Year period, either coming downward from the skies or, in Bob Towell's case, from a leaking engine gasket.

The good news is that SE Group camping weekend will again be held at Stiffkey, Norfolk from 11<sup>th</sup>-14<sup>th</sup> July 2014 (when fine weather is guaranteed!) To book your place (or even your favourite patch of greensward) you should contact either Bob Wood (on 0208 462 6466) Howard Andermahr (on 01494 862 762) or Jerry Rea (on 0208 864 8526) as soon as possible.

**Duoika**

**Next meetings:**

**Saturday 1<sup>st</sup> February at The Swan, Horndon-on-the-Hill at 8.00 pm**

**Saturday 1<sup>st</sup> March – SE Group Mog-jumble at the Swan, Horndon-on-the-Hill**

## **SOUTH WEST**

Not much happening. The New Year's Day gathering at the Strode Arms was down on attendees from all three clubs (VSCC, MSCC & MTWC) owing to the heavy rain which had been falling for days beforehand and on the day. No three-wheelers, just Nev and Julia Lear's 4/4, my Plus 4 and Jack and Carol Pearson in a modern.

There are only four places remaining on Dick and Sue Fripp's gastronomic narrow-boat day out on the Avon. Contact Dick on 01934 743378.

**Tony Quinn**

**Saturday 8 February, lunchtime – The Hare & Hounds, Putts corner on the A375 near Honiton. Please park in the car park adjacent to the Ottery St Mary road.**

## **WEST MIDLANDS**

Torrential rain and flooded roads on New Year's Day meant that only the most die-hard of lunatics made the journey to the Royal Oak for the VSCC gathering. Only a handful of trikes, a clutch of Austin Sevens and a dozen or so others meant that the usually jammed car park was relatively empty. One particularly hardy soul had arrived in a 1905 De-Dion with no windscreen and a very low scuttle. I hope his waterproofs were good! I wasn't sure whether I was driving or waterskiing much of the way there but the rain had eased off slightly by the time we left for the customary (and very welcome) soup and refreshments at the Clutterbuck residence. Many thanks to Liz.

Our annual dinner is now booked at the Four Stones Restaurant at the top of Adam's Hill, Clent, DY9 9PS on Saturday, 15<sup>th</sup> March. They have a wide choice of dishes on their menu and the three course meal is £20.95. Please contact me if you wish to come and I will send you a sample menu (Their menu is "seasonal" and the final selection will be available a couple of weeks before the date).

On the following Sunday, 23<sup>rd</sup> March, we will join our friends from the South West

Group for the Daffodil Run at the Beauchamp Arms in Dymock. We are again being allowed to park on the grass in front of the church (weather permitting) and, if you want lunch at the pub, please book for around 12:00 on 01531 890266. I am assured that the local ladies will be serving the tea and cakes (so beloved of our President) in the church during the afternoon. I am hoping that we don't suffer the snow and ice which characterized last year's event.

Wrap up well and enjoy your Mog.

### **Dave Ancombe**

**Wednesday, 12<sup>th</sup> February, Mid-month Meeting. Fruiterer's Arms, Ombersley 20:00**

**Wednesday 26<sup>th</sup> February, Monthly Meeting. The Clent Club 20:00**

**Wednesday, 12<sup>th</sup> March, Mid-month Meeting. Fruiterer's Arms, Ombersley 20:00**

**Saturday, 15<sup>th</sup> March, Annual Dinner, Four Stones Restaurant, Clent 19:00 for 19:30**

**Sunday, 23<sup>rd</sup> March, Daffodil Run, Beauchamp Arms, Dymock, 11:00**

### **Y.N.D.**

The week before the December meeting I rang a couple of members who live close to 'The Bay Horse' and Joe Carney turned up. I arrived late as usual and found 9 enthusiasts all deep in discussion about something or other and Joe about 2 yards away on his own staring into his pint – that was put right very quickly! Joe has a 1933 Super Sports Beetle-back with an LTOWZ JAP at the reassembly stage, possibly ready for next summer? But the main point of the story is, as we try to kindle more attendance unfamiliar members are likely to turn up - please keep an eye open, we can't afford to lose them at the first hurdle. See you next month Joe.

It was tentatively suggested that we might have a go at some sort of opening run or group dinner, so here's a feeler to test interest. The Bay Horse has a standard menu from 6.30pm-8.30pm, or we could have a special 'do' (either a sit down meal or buffet)

if we guarantee at least 20 and provide a £5.00 per head deposit. It could be a club-night or weekday afternoon but the latter could exclude some people as not all of us are retired. Weekends are possible but the pub has a very large Sunday lunch clientele so we would have to fit in late afternoon or early evening, perhaps after a run. Or would people prefer an opening run and make own food arrangements. I await comments or other ideas on 01 709 379037, h\_eadon@hotmail.com or at the next meeting.

I have also heard a whisper that there is a possible candidate for GO, sounds good to me. She has my vote.

Don't forget meetings are 2<sup>nd</sup> Tuesday of the month at The Bay Horse, Scholes, Rotherham - M1, junction 35, A629 towards Rotherham, 3<sup>rd</sup> left to Scholes. The Bay Horse is on the right, half way through the village. (SAT NAV S61 2RQ). All welcome.

### **Eric Eadon (Not GO)**

**Next Meeting, 2nd Tuesday of month, The Bay Horse, Scholes, Rotherham**

**Stop Press.** Here's a little news from the **West Coast**. The Oyster Run XX event hosted by Larry and Donna (with assistance from Morgan owners Bob and Ben LaMar) was held on 12 Jan 2014 with a great turnout of 30 cars and their delightful occupants. Most of the entries were Morgans as the day was sunny with blue skies and temperatures hovering around 65 degrees. Three of the new 5 speed trikes graced the event; those of Kevin Rivette, Paul Marchant, and Larry Ayers. All were nicely turned out and Kevin has made many modifications to his trike including fitting padded roll bar covers, a vintage V-shaped windscreen and installing a hood for weather and wind protection. Other mods he has made include those to eliminate bump steering, a panel in the rear shelf to allow easier rear tire pressure check, and a foot storage box for the passenger side foot well. He's also installed neat rubber bonnet lift latches to replace those clumsy twist affairs that are standard fitments. Some neat mods from a creative individual. Perhaps the MMC will eventually incorporate some of them. Cheers and keep triking, **Larry Ayers**

## Bulletin Index January 1962 to December 2013 by Nev.Lear

More miserable weather over the Christmas break means I have found the time to update my index of Technical and Historical articles extracted from the Bulletins dated 1962 until the present. Now updated to version 18, with a category list at the front, it runs to 55 single sided pages of A4.

The previous applicants from 2013, who asked for e-mail copies, should have already have received an updated copy

Copies are of course available to club members as follows:

- 1) The first and most easy option is to find it on our excellent club website
- 2) I can e-mail you a copy (contact me at: - [nevjulia.toadhall@googlemail.com](mailto:nevjulia.toadhall@googlemail.com))
- 3) I can send you a 55-page hard copy. Please send me your mailing address together with £5.00 (a five-pound-note will do) to cover postage & photocopying costs.
- 4) My address is :- Toad Hall, 14, St. Michael's Gardens, South Petherton, Somerset TA13 5BD (Tel. 01460 240978)
- 5) For an electronic copy send me a Memory Stick or a writeable CD Disc together with an SAE for its return. Please indicate which format you would like the file saved in for your system. Word 2003 is the preferred format, although sometimes I have had success, by sending members versions in the RTF (Rich Text Format), as a Document Template or any of the earlier versions of 'Word'.

The advantages of an electronic copy are considerable as you can use the edit/find options on your computer quickly to find references to your chosen subject or author. This can be quicker than using the word search facility provided with the Club *Bulletin* CDs, excellent as they are.

Using the CDs, which already include one of the previous versions, (v.15) of my index, or the Club library in conjunction with my index, will open a whole new world to you!

If you would like a copy, I'll be delighted to send you one. Regards Nev.

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### **JAP ohv & common sv.**

60° timing chest internals; New con-rod b/e sleeves; pr new + 030" pistons, flat top; Drivers side rocker-box barrel, New 60° 5 spline coarse timing pinions;

### **JAP sv.**

A mass of KT & KTW spares; several KTW barrels-automotive & industrial; pr new + 040" pistons, flat top, 1¼" comp height; KT engine on chassis cross-head;

### **Matchless.**

Pair new JP pistons for fork & blade rods, bare, + 080"; Set S/S con-rods; timing chest internals; flywheel assy with S/S rods; circular m/cycle timing covers; pr new + 060" pistons; MX inlet manifold, cam followers and new head gaskets; Rocker box internal arms, new, drivers inlet/passenger exhaust; Matchless: Pair of new Accralite pistons for ohv 86.5mm bore:

### **Transmission.**

Twin & F clutch cover assemblies; Mix 3 speed gears & shafts; new 'twin' input gear; Coventry gear set with shafts, selectors & forks; Relined clutch disc for F-Type; 16t sprocket blank; 2 speed clutch cone for repair to square;

### **Hubs, drums, brakes & wheels.**

Many back plates, flat & dished; o/s brake assy for M-type; 3 speed rear hub; New 14 mm wheel nuts; Mix 3 speed brake shoes, cams & arms;

### **Steering & suspension.**

Sliders, twin main springs; 3 speed rear springs; pair new late twin/F-Type track rod end assemblies;

### **Instruments & Electrical.**

Range of Lucas V-twin magnetos; 6v double-ended coil; Lucas CF3 cut-out; twin dynamo; Electric Klaxon horn; Lucas R510 headlamps; mix of side-lamps; 5 sided Lucas switch box for salvage of parts; 3 spd dynamo brackets;

### **Carbs' & controls.**

Mixture of various Amal carburettors & float chambers;

### **Chassis & body.**

Family fuel/oil tank; R-type torque tube flange for gearbox; lengths of CDS tubing for 2 spd sliders ¾" x 12g; & for slim wing stays, ½" x 16g.

### **Wanted:**

Original parts only please. Still needed are; JAP rocker box heads; narrow C type rear wheels or hubs; Pr Dog-ear con-rods; JAP KT & KTW inlet manifolds; JAP 50° ohv crankcase front half; F-Super steering wheel;

Fresh stock always needed. Please download and use the form on the Club website, to help yourself and others with exchanges.

### **Mr Rotide Ramblings.**

If you cannot obtain the correct brake linings and then take your shoes to a specialist, be aware that modern composite bonded material is unsuitable for mechanically operated brakes. Cable brakes work best with a woven material which is normally riveted on because of its open weave constituent. This material is still used on machinery band brakes to this day. Any company that deals with the construction and mining industry will have it in stock.

An old fashioned, or even motorcycle-type horn push, mounted underneath/behind the left side of the dashboard, makes an ideal headlamp flasher switch by merely taking a live feed to the main beam wire via this switch. This enables instructions or acknowledgments in the popular modern parlance without an unsightly switch on view.

## Regalia Literature

LP1 - **Anzani Anthology.** The illustrated story of the Anzani engine and its use in Morgan Three-wheelers

LP2 – **Story of the Three-wheeler.** Brian Watt’s essential guide to the manufacturing details of the three-wheeler. A must have for dating your pride and joy. (Many illustrations)

LP3 – **Best of Clarrie.** What is there to say about this publication. A collection of articles written by the late Clarrie Coombes, describing his activities whilst owning and driving a 3W. It doesn’t tell you exactly how to tackle each and every job on a 3W (it is not a workshop manual) but it gives you the confidence to try. A ‘must’ for all 3W owners. *Wouldn’t be without mine! Ed...*

LP4 – **F-type Handbook - MMC.** A facsimile reprint of the Morgan Motor Company’s original handbook supplied with every F-type sold.

LP5 – **Matchless Engine Handbook.** A superb small reference book for all Matchless engine models

LP6 – **MMC Three-wheeler Instruction Book.** A facsimile reprint of the Morgan Motor Company’s original handbook supplied with all ‘twin’ engined three-wheelers sold.

LP7 – **Book of The Morgan .** A very useful illustrated general guide to owning and driving a Morgan three-wheeler

OP2 – **Lubrication Chart.** A copy of the original Castrol lubrication chart for the 2 speeder. (Useful for 3 speeder owners as well). Makes a great garage wall hanging

OP3 – **List of Parts.** An A4 version of the List of parts, prepared by our librarian.

OP7 – **1937 catalogue.** An (unfolded if you want) reprint of the 1937 company catalogue, showing all models available at that time. (B&W)  
OP13 – **Morgan Three-wheeler Handbook – Ford Engine Models.** Tony Birks definitive book of the F-type, full of helpful hints, photos, drawings and data. Includes a great deal of useful information for 3 speeder owners especially on the disassembly and assembly of the gearbox. (soon to be reprinted)

O3 – **The Bulletin DVD.** Every edition of the Bulletin from 1944 to the end of 2010, with index, search facilities and some video clips. Every serious three-wheeler owner should have one. A massive reference source. £20.00. + p&p.

**Whisky tumblers** at £28-£34 + p&p depending upon engraved text.

## **Regalia;**

**John Barker, 83 County Park Ave,  
Halesowen, West Mids, B62 8SX**

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## Morgan Foot Throttle. Ian Haynes.

To many, the steering wheel mounted hand throttle represents an intrinsic part of the Three Wheeler Driving experience and could even be considered a major contributory factor to the essential character of the car; so why bother with a foot throttle? Well, according to Mike Guess, a foot throttle may be one of the best “go faster mods” you can make to your Morgan and having a foot throttle makes it easier for new drivers, allowing them to concentrate on the lack of brakes and the herculean strength required to steer the car.

The foot throttle was used in period, and the original item is thought to have been manufactured by Bowden and used in a wide range of applications – three-wheeler Morgans being just one of them. I started doing a bit of research, and in addition to the various photos that turned up, I was able to borrow an original item from TD Green that provided the basis for the reproduction units. Pattern work for lost wax casting was made and new castings produced.

You will see in the photo that in addition to the main pedal mechanism, there is a supplementary lever mounted to one side. This additional lever provides a secondary means of actuating the throttle. I discussed this lever with Roger Orford considering whether this was intended as a means of providing both a hand throttle and foot throttle, or whether this was simply provided as an “idle offset” device allowing you to set the idle speed – more on this later when we look at how to connect up the device. The second photo, courtesy of Gordon Naisby, shows an origi-

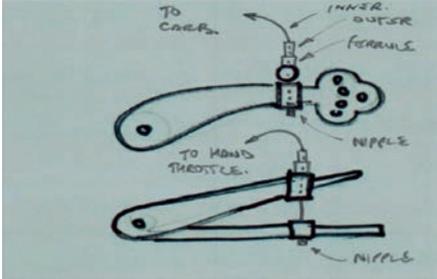
nal device in situ in the foot-well of a car. You can see that the supplementary lever is in use here and is mounted on the opposite side of the assembly in comparison with the earlier photo. There are two Bowden cables involved – the one that can be clearly seen to the right of the photo being connected to the hand throttle. You can just pick out the nipple of the other cable on the trunnion which exits through the base of the assembly and is connected to the carb. This set up allows the use of both the hand and foot throttles. This slightly wider photo shows that in order to accommodate the foot throttle in the already rather cramped foot-well, the brake and clutch pedals are offset toward the torque tube, alternatively a “bulge” may be added to the bodywork to accommodate the device. Now for the interesting bit – how to connect it all up!



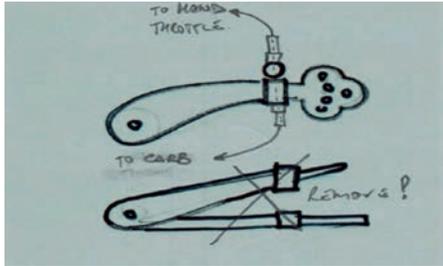
There seem to be a number of ways to do this – I have no personal experience yet of any of them and I am waiting for some feedback on the half dozen or so units that are being fitted to cars now.

Version 1: Following a chat with Roger Orford we concluded that originally the thin lever was probably used on some cars (probably non three-wheelers) as a throttle stop rather than a proper hand -throttle. In this set-up, a cable would come from the throttle stop control lever – the outer would terminate in a ferrule in the thin lever and the cable inner would terminate in the lug on the side of the base casting. Operating the lever then pushes the thin lever downwards opening the throttle via the pin you can clearly

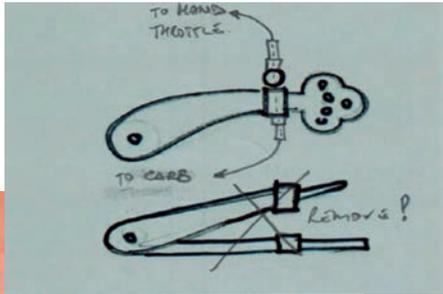
see in the first photo. The other half of this arrangement would be to take a second cable off the top of the ferrule to the carburettor - the nipple of this cable being in the counter-bore of the main lever. The car would then be driven utilising the foot throttle alone.



Version 2 : *Upper right* Roger's own version of the foot throttle does not feature the supplementary lever and he believes that the device when used in Morgans was connected with a single cable with the outer being split across the main lever. I think that this is a neat way of utilising the device and gives you both hand throttle control and foot throttle.



Version 3: *Below* This is the version shown in Gordon's photos. It would appear that the hand throttle cable operates on the thin lever – applying the hand throttle opens the throttle just like version 1, but it looks like the cable to the carb comes off in the other direction – it is probably more accurately version 1a rather than a whole new version and has the advantage of keeping the foot-well tidy.



## We bid a hearty welcome to the following new members.

New UK.

Peter & Mary Knowles.	Inkberrow, Worcs, WR7 4HX.
Anfrew Jolliffe.	Moreton, Bucks, MK18 1QA.
Anthony Williamson.	Combe, Witney, Oxon, OX29 8NS.
Joseph Pilley.	Earlswood, Solihull, B84 5SJ.
Alan Price.	Battersea, London, SW11 3TP

Family UK

Susan & Philip Clark.	Hailsham, Essex, BN27 4QU.
Denise Daglish.	Edinburgh, Scotland, EH10 5XD.
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## Floggery

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**For Sale:** Grand Prix 1922 (DP 4080) Red with black upholstery. It comes with two engines 1. JAP water cooled small port side valve 2. MAG ioe. (Built up from 2 engines) Last restored in 2001 by The Light Car & Cyclecar Restoration Co who fitted front brakes. PRICE €30000 Contact by email only to: [gernot.schwab@gmail.com](mailto:gernot.schwab@gmail.com) **Gernot Schwab** F7622 (See picture of car below. Detailed specification available on request).



**The 1910 – 1913 Harrods Connection.**

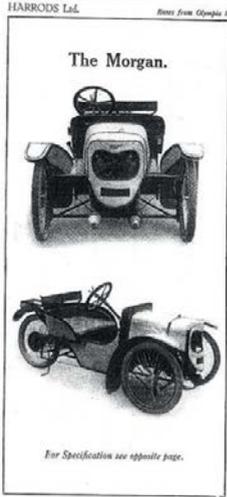
**Eric Eadon.**

T<sup>h</sup> was Christmas Day, NO NOT IN THE WORKHOUSE, at my daughter's (I'm not sure there's a difference! - H) My last present from my daughter was a postcard sized parcel and to my great delight contained a 1913 Harrods Cyclecar Sales Catalogue. She's good at things like that – thanks Heather. (The powers of eBay! – H). The agreement between HFS and Harrods in 1910 was that they placed an order for 50 cars and paid a deposit of £500 and they were to deal exclusively with enquiries, ignored by HFS as demand for Morgans took off. I thought it was the only cyclecar they marketed; however the 1913 catalogue suggests a different story. It lists the specifications of 17 different types of 3 and 4 wheeled cyclecars i.e. AC, Enfield Autorette, Averies, Bayard, CLC, GWK, Humberette, LEA, Motorette, Metz-Lion, Morgan, Premier, Peugeot (Baby), Phanomobile, Singer, Violette, Warne

prices ranged from £92.50 (Morgan) to £185 all available for ¼ deposit and 13 monthly payments for an extra 2½%. As you can see from the Morgan spec. and advert the Harrods price is £92 10s – about the same as HFS was charging, I wonder what he was getting from Harrods? Perhaps that's why he decided to ignore the agreement; it

couldn't have been very tight because as far as I know it wasn't contested in court. I thought that by early 1912 demand was such that HFS could only supply Harrods with rolling chassis and they fitted their own bodies (there are contemporary photographs) but here it is still offered for 1913; the picture however is a 1912 car as the 1913 'Standard' has an upholstered seat back and flat topped box like rear mudguard. There are no references of special bodies or

modifications to order in the catalogue. There are many contradictions in the early history and the Harrods involvement but this publication adds a little more information to the story! (I think it will have to be socks next year!! – H)



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## News from the Custodian

### Ross Herbert

A few minor renovations have been carried out on 'The Gerald' over the winter months; the clutch problem appears to have gone away and would seem to have been a temporary over-heating issue. The seat-backs have been renovated by Diane Finch at Powick and now match the recently reworked squabs. A slightly less elegant fix has been found to the spare fuel can conundrum. Morgan owners will be familiar with the 'I thought there was more petrol in the tank than that.' problem and the carrying of a plastic fuel can on the back seat was the previously preferred action.



Having acquired a suitable period can on eBay I looked for a way of attaching it to the car in a non-permanent way. The solution was a wooden carrier attached to the rear bonnet catch by the simple expedient of a 'G' type clamp. This gives any prospective

borrowers the choice of carrying the spare can or risking the tank capacity. The first outing for the F4 will be by the NSPCC auction winner of 2013. Once again a considerable sum was raised for the charity and the recipient will also have use of our holiday cottage for the weekend.





The New Year's Day car meet at Brooklands was wild and wet – with many of the vehicles leaving early. However a hardy few three-speeders (whose occupants obviously hadn't looked at the weather forecast) made it. The first picture shows the Carolines arriving, with the Seymours looking on. The second shows Trevor Seymour's car in the background and

John Hamer's car in front of it. The interesting non-standard mudguards on John's car do of course turn with the wheels and have an inner flat "skirt" or panel – not dissimilar to the mudguard arrangement of the new 5-speeder which perhaps they may have inspired; nothing is completely new.



**Andy Butler**  
No F4514

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*Parting shot: George Corbett in his Grand Prix. Sorry, that should read 'George Corbett's Grand Prix'.*



the door blew shut it wouldnt open what year is this ?



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