

The Bulletin

JUNE 2013



MTWC Group Events in June to check with GO see contact details p 29

4	June	Brooklands Group meeting, New Inn, Send
4	June	East Anglia Group meeting, 12.00 noon
8	June	East Midlands Group BBQ
8	June	South Coast Group lunch at Hare and Hounds
9	June	Brooklands Group visit to Mike Hawthorn museum
9	June	South Coast Group visit to Mike Hawthorn museum
11	June	South West Group, Forest of Dean run 10.30am Tintern Station
12	June	North West Group meeting, The Crown Goostrey
12	June	West Midlands Group meeting, The Fruiterers Arms Ombersley, 8.00pm
18	June	Far South West Group meeting at Huntsmans Lodge
19	June	East Midlands Group meeting, Royal Oak Brandon 8.00pm
19	June	South Coast Group, 'Come in a Morgan' Six bells Chiddingley
22	June	East Midlands Group, Wyken Fete at Croft School
26	June	West Midlands Group meeting Clent Club 8.00pm
28	June	North West Group meeting, Whipping Stocks, Over Peover
28-29-30		Buttermere camping weekend
30	June	Oxford Group meeting, The Star Stanton St John

Dates for your 2013 diary

- June 9th Brooklands/South Coast Groups, visit to Mike Hawthorn's cars.
- June 21-24 Worstead Weekend, more details to follow.
- June 23rd Club Sprint Curborough, Lichfield.
- June 28-29-30th Buttermere camping weekend. Contact Bob Barlow.
- July 26-28th Le Puy Notre Dame. (se page 14)
- Aug 2-4th Viking Run,

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Bob Towells 1924 JAP racer, push started at the VSCC Goodwood Sprint. Photo by Brian Stevens.

THE BULLETIN

THE MONTHLY MAGAZINE
OF THE MORGAN THREE-WHEELER CLUB

Affiliated to the ACU: non-territorial

CLUB WEBSITE www.mtwc.co.uk

There may yet be a slight, and I emphasise slight,

chance of some common sense being applied by the DVLA in the vexed question of three-wheeled car licence applications. Edward Foxell has replied to my latest letter demanding an explanation of the anomaly of a 17 year old being able to drive dads Ferrari on a provisional licence, but unable to drive a modest Morgan three-wheeler. He states that he has passed all of our many concerns higher up the chain to establish what can, (or cannot!) be done. We shall see. If all of our European members write to their respective authorities we may yet see a return to the *status quo*.

The Veteran Car Club have finally awoken to the fact that all of their De-Dion tricycles and similar, including **the worlds first 'car'**, the Benz, are now motorcycles! Our Stuart Tallack is asking for us all to join them in getting something done. A bit late I know, but there are some very wealthy characters in their membership who may easily have some definitive influence, so this should be welcomed.

I used the Mog for my latest trip to the CCM. Not wishing to join the formula one teams on the main and M-roads, I used the old main road route north. I have to say, it was a delightful run. Almost deserted roads and time to enjoy quaint villages and stunning scenery. At one stage it was convenient to use the A34, but after ten miles of 70mph motoring (in the slow lane!) it was a relief to leave it and carry on with other roads. My average speed and consumption seemed to be around 40mph and 40mpg. Not bad for an 80

From the Editor.

year old cyclecar. Or should I say motor-tricycle!

I understand that the ACU are off-loading permit granting for social gatherings of tricycles and combinations onto the MSA. Quite how it affects the rank and file is unclear yet, but for any sporting, or even suggestion of competitive content in a run, organisers should contact Pete Clews, Len Critchlow, or the Chairman for clarification of legality. Social gatherings or runs remain unaffected so long as there are no rewards or prizes. I believe that commemorative plaques are not considered thus.

I took the Mog to the IOW 'British Bikes Show' at the weekend and won a prize for, "The most interesting machine"! Better than nowt, I suppose. The next day we went and sat on the sea wall at Cowes to enjoy watching the BoB Flight Lancaster do four passes over the harbour during a boat racing event. I was in company with many old British cars and bike owners who seemed similarly minded to me. Very enjoyable in the glorious sunshine. During a conversation with one of them I discovered that there is another (fifth) Mog on the island. The Eason brothers have their father's three-wheeler in good order, but so far none of the family have ever joined the Club! *See page 6. Ed...* Coupled with the current reduction in membership, are we doing something wrong? Only you can tell us.

I understand that over 40 Mogs attended the Opening Run, including 3 Five Speeders. All very encouraging and I'm sure it would have been many more had the weather been a bit kinder. Well done everyone who attended.

Hon Chairman - on Safari

Brian Clutterbuck

We are currently with the Club members on the German opening run meeting. Travelling via Esbjerg, as motorcycles and sidecars, over three days to the event hotel near Caputh. (pronounced Kaput!) Following on from last month and the effects of ethanol I have now succumbed to lead replacement and 2 stroke oil additives. However, it may be that my problems were either water or dirt particles, or both, in the fuel, as we now seem to be running OK.

I remember misfiring problems on an F Type. Having cleaned the carburettor, changed the ignition points it would only run properly after changing the condenser. Old condensers, more properly capacitors, used to fail full stop. Modern ones, presumably to allow you to get home, don't fail completely but give you the misfire.

I recently attended the ACU non-territorial clubs meeting. The General Secretary assures me that they were not included in the Directive 2006/EC consultation document but would check with the BMF to see why they had not made a positive response. As a club we seem to be making some headway towards a positive outcome with the DVLA and the DfT. (Our German friends confirm that they are able to drive a three-wheeled car on a four-wheel licence!) As Graham Chivral points out in his letter. The UK government seem to be the only one that interprets such Directives to the last letter and full stop, then embellishes it

further. Sometimes the English quality of 'playing the game' gets in the way of common sense.

A look at the 2013 ACU handbook shows no restriction on engine capacity for three-wheelers in speed events. This means circuit racing, sprints and hill climbs. My 2010 handbook also shows "unlimited" and I have asked why and when the change took place. There may also be moves afoot concerning road trials, off-road trials and social gatherings at Government Department levels and liaison with the MSA. 5 speeder owners should contact Pete Clews for an entry to the Curborough sprint.

Is radiator boiling a fairly recent phenomenon? Do modern fuels mean higher running temperatures? If your engine does boil, take a tube from the overflow to a plastic bottle and collect the water. When the engine cools down the water is magically drawn back up the pipe and into the radiator. Make sure the pipe is right down to the bottom of the bottle and there is a vent hole in the cap. As Michael Joseph observes, even though his MX boils, it does not give any other signs of distress. Using one of these modern heat detecting guns the barrels are decidedly cooler than the top of the radiator. Perhaps only the driver suffers but we can always adopt Michael's attitude and pretend things are normal.

Off to Holland for the Dutch Opening Run next.

Vintage Montlhery, the cars that matter!

Photographs by Dennis and Wendy Rushton.

The Gill family head the line up in the final session.



Hodson Clews & Grey surprise the Harfields.



Trevor & Robert Gill overtake a Sandford.

Andy Messent overtaking another Sandford.

More info on page 8





Chris Booths group at Dungeness on April 21st Drive it day. See letter on page 20 for more details.

Oh how the racing brigade enjoy themselves! The Rew twin, the morning after Loton Park.



Left is a copy of a painting by John Wright of the late George Easons Morgan, recently discovered hiding on the Isle of Wight by the Editor. Clearly pictured at the same spot the editorial Mog was for Christmas 2012 parting shot.

THE MORGAN THREE WHEELER CLUB SPRINT 2013

Curborough Sprint Course
Round 5 of The MTWC Challenge
Sunday June 23rd 2013

(ACU Permit 37912)

VMCC members are invited. There will be classes for solos and outfits



Dave Hodgson at Curborough 2012

photo: Dennis Rushton

Entry forms available from:
The Secretary of the Meeting
Sue Clews
141 Stallington Road Blythe Bridge
Stoke on Trent
ST11 9PB

Tel: 01782 396762 email susan.clews@yahoo.com

Entries close on Tuesday 11 June 2013
One event licences available

More from Montlhéry.

Below the programme cover.

Right the running list for the three wheeler race.

20-21 avril 2013

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PLATEAU F

Matin : 11h30-11h45 / Ap Midi : 16h30-16h45

	Nom	Véhicule	N°
1	BOHNIFOY	DARMONT-MORGAN ETR 1928	165
2	CLEMENTS P	Morgan Super Sports Beetleback 1934	136
3	BLAIR	Morgan Super Sports 1932	137
4	BELLAN	DARMONT SPECIAL 1927	63
5	MESSENT A	Morgan Super Aéro 1927	126
6	DE PENFENTENYO LA	Morgan Super Sport 1935	179
7	COSTE D	MORGAN-JAP Super Sport Aéro 1926	170
8	LACOMBE	DARMONT SPECIAL 1926	73
9	HARFIELD	MORGAN F Super Sports 1938	128
10	GODIVELLE	MORGAN Super Sport Beetle back 1935	155
11	GUESS	MORGAN AERO 1932	129
12	GREEN T	MORGAN Super Aéro 1930	130
13	GRAY	MORGAN 880 RACER SS 1932	131
14	GILL T	MORGAN Super Sport Matchless 1936	132
15	GILL J	MORGAN Super Sport 1933	133
16	RUSHTON	MORGAN Super Sport Aéro 1929	124
17	SERVAIS	MORGAN SS Beetle Back 1934	25
18	GIRARD	MORGAN Racing Sport Alu 1933	71
19	PIETU	DARMONT SPECIAL Supercharger 1928	196
20	VANOVERSCHELDE	SANDFORD GS 1934	60
21	HENDRIX	SANDFORD GS 1927	197
22	BUCHEFON R	SANDFORD GS 1928	122
23	DU BOUCHERON	SANDFORD GS 1934	9
24	CHOLLEY S	SANDFORD FTS 1934	145
25	GARDE	SANDFORD GS 1926	149
26	FOURNIER R	SANDFORD S 1932	90
27	BAYART	SANDFORD S 1930	180
28	EGRON	SANDFORD ES 1928	72
29	GOLUPY	SANDFORD GS 1929	117
30	VORTEMANN	SANDFORD FTS 1935	153
31	RUCHEFON P	SANDFORD QUAD 1934	28
32	SILUPEN	DYRSAN 4 ROUES 1928	8
33	CLEMENTS R	MORGAN Super Sport 1933	135
34	HODGSON	MORGAN F2 3W SPORTS 1936	127
35	DU BOUCHERON G	MORGAN AERO 1927	10
36	CLEWIS	MORGAN F Super Sports 1935	134
37	DANO	MORGAN SPORT FAMILY 1934	92
38	NAISBY	MORGAN Super Sports 1939	125

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From a letter sent to the web-site

The driver of this late 20's Standard Model may not have been a member of the MTWC, but we would certainly have welcomed him for his undoubted intelligence. He was Gordon Welchman, a colleague of Alan Turing at Bletchley Park, who made important improvements to Turing's Bombe, and became head of 'Hut Six' responsible for breaking the German Army, Kriegsmarine and Luftwaffe ciphers. The photograph by kind permission of the publishers is taken from "Enigma. The Battle for the Code" by Hugh Sebag-Montefiore published by Weidenfeld & Nicolson, and a lot of you will almost certainly wish to buy it if the enthusiasm shown at the Opening Run at Bletchley Park a few years ago is anything to go by.

Although attempts at finding the copyright holder, believed to be the son Nicholas Welchman, now deceased, were unsuccessful, we wish to acknowledge the help of Orion Publishing in this matter.



The Beaulieu Autojumble.

In spite of the apparent lack of recognition of the Historic Vehicle movement in this country by our government, it is interesting to see just how much one event can generate in terms of boosting the economy. This event held over three days, has amassed a loyal following of stall-holders, traders and visitors from all over the world. At least 50% come from outside of the southern counties of UK. The largely rural area between Bournemouth and Southampton relies heavily upon tourism. The Beaulieu International Autojumble plays an important and significant

role in sustaining the local economy. A point that cannot be ignored by anyone even remotely interested in the recovery of this countries economy.

Summary: Brings nearly £3 million to the local business community. Generates over 11,000 person nights' accommodation in local hotels, guest houses etc; Provides direct temporary employment for over 220. Is responsible for over £11 million turnover for the national economy. Contributes £57,000 in VAT to government revenue. Summary of summary; The Historic Vehicle movement is quietly doing its share.

Résumé of the Club Committee Meeting held at Tadmarton Village Hall on Sunday 28th April 2013

13 Club Officers attended the meeting, including John Chatwin who drove his 1934 Super Sports all the way from the Isle of Wight. The meeting was also honoured by the presence of Chris Towner all the way from the USA, Charles Smith from the East Midlands Group and Eddie Gibbard from the South East Group.

Financial, Current funds remain very healthy; they are at about the same level as the same time last year. After Bulletin costs and Vat on subscriptions are taken into account, the balance of subscriptions from members in the Rest of the World is about £1.00 higher than that of UK and EU members.

Membership, Member numbers are down by about 14%. The current breakdown is
UK - Full 570, Associate 107, Family/2nd Full 215 Junior 40
EU - Full 100, Associate 8, Family/2nd Full 14, Junior 5
RoW - Full 108, Associate 10, Family/2nd Full 18, Junior 0
Members in 2012 who have not rejoined 200, new members 33, and lapsed members who have rejoined 10.
The availability of the Membership List was popular and 80 have been sent to members

Opening Run. Cosford Air Museum in the Midlands has been suggested as the venue for the 2014 Opening Run.

Night Trial 2013, No Group has yet volunteered to organise this year's event. Michael Joseph, who did such a splendid job in organising the Night Trial in 2012, has offered to support and help whoever takes it on in 2013.

Amiens Cyclecar Grand Prix Centenary, 32 Morgan three-wheelers are going from the UK, and over 50 individuals are expected to attend the Morgan Club de France's 40th Anniversary celebratory dinner.

Regalia, John Barker will welcome suggestions for new stock items for Regalia.

Mogspares, Grahame Joseph has indicated that he will be standing down as Co-ordinator in 2014.

Club structure, The meeting decided that the distinction between a Group and a sub-Group should be discontinued.

Event Authorisation

Anyone organising an event where there is the possibility of risk to a member of the public should consult the Chairman or L Critchlow for advice especially if the event is off-road.

Date of next CCM Sunday 18th August 2013.

The meeting closed at 3.14 pm.

Dennis Plater. (Club Secretary)



News from the Custodian

Now the Spring season has finally appeared there has been a flurry of bookings for the F4. Confirmed so far are: **10th-12th May:** Richard Atherton. **31st May-2nd June:** James Page. **6th July:** Bromyard Gala **16th 21st July:** Bertus Dierink. **10th 11th August:** Neil Levings. Slight panic just before Graham Stonehouse was due to collect for his weekend when the steering wheel finally succumbed to the repeated manoeuvres in and out of the workshop. Four of the wire spokes parted company from the hub but thankfully an urgent call to our Hon. Chairman produced a spare. Brian seems to think the original can be repaired so it can go back on in the future. It transpires most of Graham's family are Bentley enthusiasts and he said they were all impressed by the Morgan's reliability, condition and ease of use. I don't normally go in for endorsing products, but James Oakey of Bullet Polish Europe approached me and asked if he could demo his polish on the F4. The finish was certainly as good as, say, Autoglym and unlike most products there was no white residue. James is offering 15% discount to MTWC members. Go to www.bulletpolish.co.uk and quote MTWC15 when ordering.

And finally: There has been some discussion about how to refer to the F4, '**The Gerald Carr Memorial F4 Morgan**' is a bit of a mouthful, Richard Atherton favours '**The Gerald Carr, (car)**' Anyone got any other suggestions?

Ross Herbert. *I think most members refer to it thus, so why not? Ed...*

REWMINATIONS.

Loton Park hill-climb was the opening round for our own season with the Aero but disappointingly we had to scratch after our first practise run because of a worrying noise from the region of the flywheel. This subsequently turned out to be the flywheel nut sculling around behind the spigot bearing. *Mea Culpa* (again!). I will explain; tired of having the flywheel shearing the mainshaft key, I had shrunk the flywheel on (with it very hot) and quickly tightened the nut up to 60 lbs/ft. Obviously, I now realise, that as the hot flywheel cooled, the nut lost its tightness. Clearly I should have re-torqued it when cold. However, the process HAD worked in as much that the flywheel was still tight on its taper, albeit without the nut, after several events.

In partially stripping the motor, Alistair noticed

that both exhaust valves had kissed their piston and I found that they weren't getting any oil. No damage done, oiling system now improved.

My Sports Family came in for some TLC and in stripping the wheel bearings and shafts out, we found that the one side had a bit of a dogs breakfast with an outer bearing which was very loose (.012") on its shaft.

George Darbyshire supplied a replacement shaft and bearing. This has alleviated the steering shimmy which I had never previously been able to eradicate. It all looks good with a new tonneau cover and 350x19" Blockleys. It steers nicely on these and they come at a very reasonable price. The next purchase will be a new chain, before the sprockets start to suffer and go "hooky".

Robin.

George Darbyshire

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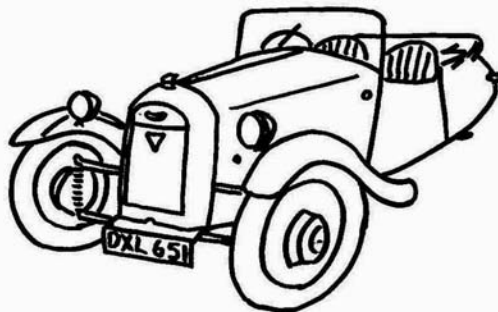
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The Gerald Carr F4: now available for borrowing by members

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.

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@hareleyfarm.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.

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Important notice.

Our Hon Secretary Dennis Plater will not be seeking re-election at the next AGM. Therefore we need a replacement for this important job. Anyone who wishes to be considered for the position may contact either their Group Organiser, or the Hon Chairman Brian Clutterbuck. Dennis is happy to discuss what the job entails on, 01277 352867.

Le Puy Notre Dame – 26-28 July, 2013

As is now customary, the week-end will start on the Friday evening with the MTWC's own meeting at the bar "le Puy a Vins" which is now under new ownership and is also building up a reputation for some pretty classy French cuisine.

Mike Guess mm.guess@talktalk.net

South East Group camping or B/B weekend in Stiffkey, Norfolk, over the weekend July 19th-22nd of July. The campsite provides very good shower/toilet facilities open 24 hours. There are several B/B's all within shouting distance of the campsite. The format begins with an evening meal in the local pub on Friday the 19th, again this is in walking distance of the campsite. Scenic runs on Saturday and Sunday finishing off with moonlight BBQ's. Departure is then on Monday morning the 22nd. The weekend is not to be missed. Please confirm if you are camping or B/B.

The second date is the Sunday the 22nd of September which is the SE group picnic in unison with the Kop Hill Climb (demonstration runs only). If you fancy the hill-climb you must book now via the link provided. Non hill-climb entrants will park in our reserved enclosure providing you have entered via the link provided. You can park in the general car park and walk over to the paddock area and join us. Entry is now a priority whichever option you chose.

Please contact **Jerry Rea** on helpco@hotmail.co.uk to let us know your plans, numbers are increasing as you read this.

New Darmont book. Can now be obtained from; PBC Editions, L'IsleThimé, 4 Routes des Parts, 37310-Chambourg-sur-Indre, FRANCE. Or boutique@pb-co.fr more info on, <http://editions.pb-co.fr> Price is €69 Please note that text is in French.

Editorial matter. Can contributors kindly try to send posters etc in jpeg format rather than pdf as this greatly reduces the editorial load by saving me the job of converting such items. Likewise please try to send reports in 'Times Roman' script and please try not to leave extra spaces between sentences. I notice that another anachronism is creeping in whereby some are leaving a space between the last word and the full stop at the end of a sentence. *Ta, Ed...*

Mogspares co-ordinator. Grahame Joseph has regrettably notified the Club that he is to stand down from the post next year. A vacancy will then exist for this vital job. Please search your souls to see if you could take on this important position. Mogspares has flourished under his leadership and Grahame is thanked by the Club for his time and skill throughout his tenure. Very well done.

The sun has finally emerged from its long winter hibernation and the competition season is well underway. We are still hopeful of a couple of new competitors to take the places of those who cannot compete this season but I expect the grids to be slightly down on last year. A couple of last year's entrants have either technical problems or have decided to try their hand at handling an extra wheel! I am sure they will be back when the withdrawal symptoms set in.

Loton Park 13th April

It's hard to believe now but Loton took place in the bleak midwinter! The day dawned dry and very cold for the 16 competitors and everyone had a dry practice although it was obvious that no records would fall this year as the track was very green and rain was promised for the afternoon. The 2 speeders had no luck in practice with Alistair Rew managing only one run of 72.94 secs before retiring with a strange noise emanating from the rear of the JTOR. Sue Darbyshire had a battery problem which restricted her to one cylinder for the first run and a brake problem which prevented her second attempt. The Touring Modified class looked like it would be very close with Dave Poplar just pipping Bruce Grant who was making a welcome return with his rejuvenated Matchless. Steve Lister had entered his 1927 Aero Blackburne in Standard Class and just sneaked in a time of 99.57 to finish practice ahead of last year's champion Chris Harfield. Racing Class practice was led by Bill Tuer with 65.66 while the fastest of the F-Types was Danny Hodgson with 78.17.

Lunch seemed very slow as the rain rolled in off the Welsh hills and by the time the Morgans lined up for their first run it was tipping down and stayed wet for the rest of the day. Steve Lister (97.16) had an oil leak which required the application of a rubber sleeve over his oil sight glass to stop Ruth Ross from being fried in oil but drawing on his vast experience he took the Standard

Class from Chris Harfield by 2 seconds. Dave Poplar (91.45) was a similar amount ahead of Bruce Grant to win the TM points while family rivalry between Chas and Chloe Pilbeam resulted in a win for Chloe with a time of 97.26. Bill Tuer (70.41) took the Racing Class ahead of Hamish Bibby and Tim Gray with Sue Darbyshire fourth. Danny Hodgson put in a superb performance to beat Tony Quinn while the Comp sec's F-Type misfired its way to last place. It is interesting to look at the times for the first 64 feet off the start line and see that Bill Tuer is half a second faster than the rest - a lesson for us all.

VSCC Silverstone 20/21st April

Sue Darbyshire, Bob Towell and Duncan Wood represented Morgans at this 2 day meeting competing against the might of the VSCC. Duncan had a throttle cable break in the assembly area and failed to start in the GP Itala Trophy and Sue was left as the lone Morgan. After 10 laps of hard racing against a strong field she finished 7th. Unfortunately Bob Towell holed a piston and failed to finish his race. On Sunday Sue finished 4th in the Standard and Modified Sportscar Class behind 2 GNs and an HRG.

VMCC Mallory Park 21st April

Hamish Bibby and Bill Tuer upheld the honour of the MTWC finishing 2nd and 3rd against a field of fast BMW and Vincent outfits in Race 4. In Race 15 it was a similar story with a Vincent outfit leading the way home.

Vintage Revival Monthery

These French "demonstration races" gave the chance to speed around this historic circuit and there was a very large grid of three-wheelers including 14 Club members, 4 from the regular racing group. I am sure there will be other reports elsewhere in the Bulletin but we all enjoyed ourselves and gave some good publicity to the Club.

"La Vie en Bleu" Prescott 1st June

This is round 3 of the MTWC Challenge so is halfway through the season already. We hope to have a good class of Morgans albeit several less than last year.

MTWC/VSCC Cadwell Park 8th June

This is one of the flagship events of the VSCC and is an excellent venue to promote the Morgan Three-Wheeler Club. It is a challenging circuit with superb spectating, particularly at Hall Bends.

MTWC Curborough Sprint 23rd June

This is the Club sprint and I would like to have a large number of Club members with their cars as well as the MTWC Challenge competitors and the invited VMCC members. You can enter using the ACU one event licence costing £10 on the day. We will be running the competition between Groups for entry and spectator attendance at the Sprint

as we did last year so enter if you can, and if you can't then come to watch. Entries have started to come in and I would appreciate early entry as it allows me to allocate places to the invited VMCC members. This year we are using the single lap format with one practice lap and three timed ones.

JUNE EVENTS

1st	Harewood	BARC
1/2nd	Three Sisters	VMCC
1st	Prescott 'La Vie en Bleu'	
	BOC/MTWC	
8th	Cadwell	
	VSCC/MTWC	
15/16th	Brooklands Double 12	VSCC
23rd	Curborough	MTWC

MTWC Challenge Round 1 Loton Park

Touring Modified Class

Place	No	Competitor	Round 1
1	53	Dave Poplar/Ballast	16
2=	48	Bruce Grant/Diane Grant	14
2=	18	Cathy Quinn/Phil Bridge	14
4	139	Chloe Pilbeam/Iain Stewart	13
5	39	Chas Pilbeam/Wendy Glen	12

Standard Class

Place	No	Competitor	Round 1
1=	5	Steve Lister/John Rowland	15
1=	11	Chris Harfield/Ann Harfield	15

Racing Class

Place	No	Competitor	Round 1
1	34	Bill Tuer/Maggie Tuer	15
2	134	Hamish Bibby/Maggie Tuer	14
3	95	Tim Gray/Annette Gray	13
4	37	Sue Darbyshire/Maggie Bridge	12
5	16	Danny Hodgson/Sandra Hodgson	11
6	81	Tony Quinn/Lily Quinn	10
7	38	Pete Clews/Steve Cook	9
8	17	Dave Hodgson/Ann Harfield	8
9	83	Alistair Rew/Ballast	3

Points Allocation: Sign On and Practice Class Winner descending to Sidevalve engine point

3
12
1
1 extra

MORGAN THREEWHEELER RACING CHAMPIONSHIP					
ROUND 1					
LOTON PARK 13th APRIL 2013					
Pos.	Name	Car	Time	Championship Points	Trophy Points
1	Bill Tuer/Maggie Tuer	Super Sports 1208cc JAP 8/80	70.41	10	
2	Hamish Bibby/Maggie Tuer	Super Sports 1208cc JAP 8/80	71.07	9	
3	Tim Gray/Annette Gray	Super Sports 1208cc JAP 8/80	72.26	8	
4	Sue Darbyshire/Maggie Bridge	Super Aero 1260cc JAP JTOR	76.49	7	
5	Danny Hodgson/ Sandra Hodgson	F2 1172cc, 100E Willment IOE	81.96	6	
6	Tony Quinn/Lily Quinn	Super Aero 1296cc Matchless MX2	82.15	5	
7	Pete Clews/Sue Cook	FSuper, 1172cc 100E, IOE	83.78	4	
8	Dave Hodgson/ Ann Harfield	F2 1172cc, 100E Willment IOE	86.15	3	
9	Dave Poplar/Ballast	F2 1172cc	91.45	2	10
10	Bruce Grant/Diane Grant	Super Sports 990cc MX4	93.52	1	9
11	Cathy Quinn/Phil Bridge	F2 E93A 1172cc	94.69	-	8
12	Steve Lister/Ruth Ross	1927 Aero Blackburne KMB 1098cc	97.16	-	7
13	Chloe Pilbeam/Darren Glenn	F2 E93A 1172cc	97.26	-	6
14	Chas Pilbeam/Wendy Glenn	F2 E93A 1172cc	97.81	-	6
15	Chris Harfield/Ann Harfield	F Super Sports E93A 1172cc	99.21	-	5

MORGAN THREEWHEELER RACING CHAMPIONSHIP							
ROUND 2							
MALLORY PARK 21 April 2013							
RACE 4							
Pos.	Name	Car	Laps	Time	Speed	Championship Points	Trophy Points
1	Bill Tuer/ Maggie Tuer	Super Sports JAP 8/80 1208cc	6	6:58.38	71.76	10	
2	Hamish Bibby/ Katie Bain	Super Sports JAP 8/80 1250cc	6	6:58.53	71.74	9	
3	Richard White/ Vicki White	Super Sports 980cc MX4	5	7:24.86	56.24	8	10

Fastest Lap Tuer/Tuer 1.07.28 74.38 mph

Dear John Letters

Dear John

The recent passing of Stan Thorpe brought back many memories for me. Aside from the several times I had the honour of partaking of Stan and Val's kind hospitality in their home on one of my trips to the U.K; one outstanding adventure will always remain in my mind. It was 1995 and the Golden Anniversary of the M.T.W.C. Stan had broken his arm yet wanted to take his trikes to Malvern for the celebrations. I volunteered to drive his 1934 JAP SS, AYU 335, from his home to Malvern, some 200 miles. Stan filled the role as passenger/navigator while I drove. We wore rain slickers, flying caps and goggles, and set out in our little convoy with the gals following in tin tops and Stan's Anzani Aero on a trailer, towed by another friend. We made the journey to Malvern without incident.

I had the use of Stan's trike the entire weekend, taking it to Madresfield and participating in the field games, as well as other short journeys. I put nearly 450 miles on it by the time it was safely returned to its garage in Blackburn. What great fun and a super adventure to celebrate the 50th M.T.W.C. Anniversary!

I will dearly miss Stan and seeing Val, as I'm sure so many of our fellow Club members will. This is just one of the many great memories that I wanted to share to illustrate what a good friend and valued buddy Stan had been to me over the years. His memory and good deeds shall always be remembered with fondness.

Larry Ayers

Dear John,

I do not wish to discourage any person who takes the time and trouble to put pen to paper and write for our Bulletin.

However like the much informed Michael

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Crossheads built and components supplied.

Hubcaps: polished alloy as original £22 pair; stainless £26 pair.

Mayflower lamp die-castings £52 pair; lamps to suit £34.

Dash parts red and black sockets £21.50. Our replica horn-push for Super Sports etc £32. Small chrome

horn-push £8. Big black Lucas horn-push late F-type £20.

Red warning lamp £18. Chrome map lamp £37.50.

Most steering-column parts available. Morgan rear brake cam £26, arm £28.

F-type clutch sleeve £30. F-type flywheel bearing £6.

Cast winged Ms for rad cap for flat or domed cap, polished and threaded, £16.

Polished alloy storks £38. Bronze storks £46.

Stub axle inner nuts £4 each; lock-tabs to suit £2.50 each.

Many other parts (many original). Enquire.

Spares for all 4-wheelers Series 1 to Aero 8, some at big savings. Just ask.

CNC-machined stub axles. Girling F-type, 3-speed with flat back-plates

and 3-speed with dished back-plates, £ 50.00 pair.

Stainless bonnet knobs and escutcheons for F-type, circle type with screws and nuts £55.00 set.

All prices plus post and VAT.

Staines I wish to offer my interpretation to the JAP letter coding that Robin Rew writes with authority.

I have many original JAP engines and literature, the 1924 JAP book list as 'RACING ENGINES' POR 250cc, SOR 350cc, KOR 500cc, UOR 600cc, ETOR 750cc twin and lastly the familiar KTOR 1000cc. What Robin has possibly missed is that they all have roller bearings as Michael correctly pointed out on his non-racing side valve KTR/M, AND they are all dog-eared head type engines.

To continue, my 1938 JAP 8/80 Racing Dirt Track / Sprint engine is designated JTOS/O, as with 500 speedway engines which have JOS/... designation, these engines have the sprint type rocker-box heads.

Then we get to later post-war racing engines that become W/W and W/H which have the big fin alloy heads.

Therefore I think there is more to the JAP lettering than R = Racing!! Or is it all in my head???

Regards,

Ewan Cameron.

Dear John,

As the weather at the end of March/ beginning of April was so atrocious, and certainly not conducive to enjoying the pleasures of Morgan three-wheeler motoring, ours was firmly ensconced in the garage. My dad, who is a recently retired RAF pilot, was getting cabin fever and was eager to take the Mog out for a spin that weekend, but for obvious reasons was unable to.

So, tongue-in-cheek, we built a snow version.

Please see the attached image.

To say that I am proud of this snow MTW is a massive understatement, I'm smiling whilst writing this.

Kind Regards,

Pete McCarthy.



Dear John,

My part of the Banbury area has a fair number of horses, some are ridden by young ladies, Thelwell style, others are racey, nervous beasts ridden by grooms. These latter beasts dislike my little yellow Morgan and I was pottering quietly along a lane near that lovely but obsessively private Tudor mansion, Compton Wynyates when I saw two riders on hunters coming the other way.

All the signs were there, flared nostrils, pricked ears, bulging eyes and the horses were pretty worried too. So I pulled on to the grass and switched off the JAP.

The horses by this time were tippytoeing, and giving the riders a hard time. As they passed, they abused me with a volley of invective.

Feeling blameless I drew myself up to my full height (not easy when sitting in a Mog.) and suggested politely that, as they couldn't control their steeds, they shouldn't be on the Queen's highway. This did not appease them so as soon as they had passed, I started the JAP and drove off. I did not look in my mirror.

Robin Rew.

Dear John.

On 'Drive it Day', 21st April. Nick Sermon suggested a run to Dungeness to have lunch at the Britannia pub. On the day 6 Morgans gathered, and a suggested route took us through to Rye, and then along the coast to what some have said is the 'end of the world' that is Dungeness. A lot of 'classics' arrived during our lunch, but nothing pre-war was seen all day. As we were leaving a few 4 wheel Morgans stopped, as they had been visiting another nearby pub. Some left straight for home, others went to explore the sea or the lighthouse.

All agreed, it was a good day out.

Chris Booth. *See picture on page 6 Ed...*

Dear John,

Call me a sad man but I always keep my eyes open for early images of Morgans and there are a couple on YouTube which although very brief look like they might be just such things.

I have listed the details below so if you are wearing your anorak you may want to take a look and see what you think. I imagine the original footage should be better quality than the YouTube upload if anyone could locate it.

Traffic at Elephant and Castle in 1926. At 48 seconds a Morgan tricycle drives across the shot from left to right. <http://www.youtube.com/watch?v=Bi2tTPPUNL0&feature=relmfu>

Footage of the R101 at Cardington around 1929. Just after 1m 55s the tail of a Morgan seems to disappear to the right of the screen <http://www.youtube.com/watch?v=Fb2oS4dShJo>

Regards

Alan Turner

Dear John,

I've just responded to the EU with regard to the three-wheeler licensing fiasco.

The trouble with this EU thing is that only the British take any notice of the directives and then gold plate them. The French just

sort of ignore what doesn't suit them and no-one seems to mind.

I am a bit scared about the personal chaos which might arise if the UK leaves the EU, I would have to become French. I don't mind doing this too much as the UK is not the place I was born in any more. The UK passport costs £180 to renew and on next renewal I'll probably get a French one, as it will be very much cheaper. For instance a new French driving licence only costs €6 for a registered letter.

Are you investigating support from the press? The Daily Mail would love it.

Regards,

Graham Chivral.

The Irish too seem to adopt a more adult attitude to EU directives. In all EU states lorries are restricted to 56mph or 90kph.

Most Irish lorries however thunder along at speeds well in excess of 70mph. They still get their EU subsidies though. Ed...

From dear John to dear John,

Michael Joseph's article on MX heating problems reminded me of a fellow Moggist many years ago. His Dog-eared Sports had what can only be described as a 'porous' radiator. In spite of egg white, bran and sundry other well known 'cures' he just could not keep water in it on his trip to and from college. In desperation he decided to let it run dry and to hell with the consequences.

To our amazement it seemed to make no difference to the admittedly well worn engine. From then on he used it as air cooled, and as far as I can remember never suffered any untoward problems or damage.

As a lad on the farm, old Ted told us of his running a Ford Y model throughout the war on red contraband military petrol, and filling the cooling system with diesel fuel. (from the same source) All he had to do was to replace the hoses each year as they grew to sausage style proportions. But he never had to buy anti-freeze!

John Ed.

BD's Engineers Guide to Tools. For those who may not be familiar with the functions of all these items:

1. **DRILL PRESS:** A tall upright machine useful for snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your dismembered arm across the room.
2. **WIRE WHEEL:** Cleans rust off old bolts and then throws them somewhere under the work bench at the speed of light. Also removes fingerprint whorls.
3. **ELECTRIC HAND DRILL:** Normally used for spinning steel pop rivets in their holes.
4. **PLIERS:** Used to round off ordinary bolt heads.
5. **HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into an unpredictable motion, and the more you attempt to influence its course, the more dismal the results.
6. **VICE-GRIPS:** Back-up tool used to round tougher varieties of bolt heads. If nothing else is available, they can also be used to transfer welding, brazing, or soldering heat to the palm of your hand.
7. **OXY-ACETYLENE TORCH:** Used almost entirely for setting various flammable objects in your garage on fire. Very handy for igniting the grease inside the brake drum you're trying to get the bearing out of.
8. **HYDRAULIC FLOOR JACK:** Used for lowering a car to the ground after you have installed your new front brake setup, trapping the jack handle firmly under the front wheel.
9. **EIGHT-FOOT LONG DOUGLAS FIR 2X4:** Used for levering a car upward off a hydraulic jack.
10. **PHONE:** Tool for calling your neighbour to see if he has another hydraulic floor jack.
11. **GASKET SCRAPER:** Useful as a sandwich tool for spreading Marmite; but used mainly for getting dog-poo off your boot.
12. **STUD EXTRACTOR:** A tool that snaps off in bolt holes and is ten times harder than

any known drill bit.

13. TWO-TON HYDRAULIC ENGINE

HOIST: A handy tool for testing the tensile strength of lifting straps and fluid lines you may have forgotten to disconnect.

14. **LARGE ½ " x 16" SCREWDRIVER:** A large engine mount prying tool that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

15. **ELECTROLYTE TESTER:** Useful tool for transferring sulphuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail.

16. **PHILLIPS SCREWDRIVER:** Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off the recess in Phillips screw heads.

17. **AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant many miles away and transforms it into compressed air that travels by hose to an impact wrench that grips rusty bolts last tightened 80 years ago by someone in Malvern and snaps them off.

18. **PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 pence part.

19. **HOSE CUTTER:** A tool used to cut hoses 1/2 inch too short.

20. **HAMMER-OR "IRISH SPANNER":** Use as an alternative to buying dark nail varnishes. Originally designed as a weapon of war, the hammer nowadays is used mainly as a divining rod to locate expensive parts not far from the object we are trying to hit.

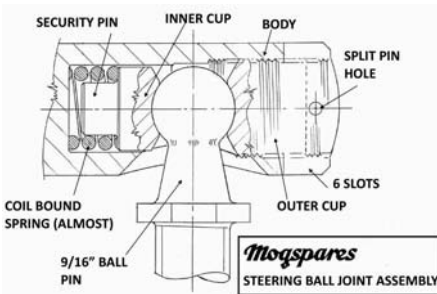
21. **STANLEY KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and flying jackets.

22. **WIRE STRIPPER:** A tool designed to cut through the wire covering and the core, again leaving it 1/2 inch too short (see hose cutter)!

Spares Scheme of the Morgan Three-Wheeler Club Ltd.

Supermarket Trolley Steering

It is incredible how over a period of time one can put up with incremental deterioration and become used to driving around a problem. I have only driven my car for a fraction of the time of Gordon Naisby, but reading Peter Faulkner's article 'Are Your Balls up for it???' in the May *Bulletin* prompted me to check them out. I have now dug deep into my pocket and I am 'tickled pink'! Over the years the steering on my Super Aero has often suffered from vagueness. I have attended to the sliders, the drop arm fit to the steering column and, after pounding around the rough French streets last year, secured the steering column to the chassis with a bracket after the mounting in the woodwork gave way. The steering ball joints have been regularly taken apart for inspection and greased. Slight wear on the ball pins has been monitored and consideration given to replacing them but I was advised to replace the whole assembly. What a transformation. After years of resistance to spending money and putting up with what I have become used to, I now have the sheer delight of precise steering. Mogspares Ball Joint Assemblies are sold with illustrated notes on fitting and adjustment. If you want a copy of these notes, please ask Bob Derricott or me.



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 in previous copies of *The Bulletin*. Sales Officers will advise of availability and any price changes.

Transmission June 13, **Misc** April 13, **Ford** Feb 13, **JAP** Nov 12, **Matchless** Sept 12,

JAP sales	Andrew Morison, Dolphin House, Durford Wood, Petersfield, Hants GU31 5AW	01730 890 199 Fax 01730 890189 japsales@mtwc.co.uk
Matchless sales	Roger Orford (T), Nethergreen Farm, Ridgeway Cross, Malvern, Worcs WR13 5JS	Tel/fax 01886 880 387 (Mobile 07969 950015) mogrog@hotmail.co.uk
Transmission sales	Bob Derricott, The Laurels, Langley Road, Lower Penn, South Staffordshire WV4 4XX	01902 762 017 robert@derricott.freeserve.co.uk
Ford sales	Dave Young, The Garden Cottage, West Cross, Tenterden, Kent, TN30 6JL	01580 766637 dave-young@talktalk.net

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PART NO.	DESCRIPTION	PRICE (£) ex VAT	PRICE (£) inc 20% VAT
TRANSMISSION			
MR2	CHANGE SPEED SPRING CUP	5.84	7.01
MSR11/12	BEVEL GEAR SET, 2-SPEEDER	385.79	462.94
R40	GEARBOX INPUT SHAFT	126.00	151.20
MR94	LAYSHAFT BUSH	13.46	16.15
R100	GEAR SET, STANDARD	753.60	904.32
R100/1	GEAR SET, CLOSE RATIO	753.60	904.32
R101	GEARBOX MAIN SHAFT	153.19	183.83
R101/B	INPUT GEAR BLIND BUSH	52.50	63.00
R127/S	F-TYPE REVERSE GEAR PINION	116.44	139.73
R103	STUD, GEARBOX MOUNTING (WITH NUT)	3.71	4.45
MSR104	GEARBOX LAYSHAFT SPINDLE	47.25	56.70
R118	GEAR SELECTOR DETENTE SPRING	1.80	2.17
R119	GEAR BOX LID SCREW	0.06	0.07
R120	COVENTRY INPUT GEAR	119.15	142.98
R126A	G/B SPECTACLE WASHER, TWIN	14.09	16.91
R126B	G/B SPECTACLE WASHER, F-TYPE	14.09	16.91
MSR144	WOODRUFF KEY FOR INPUT SHAFT	0.40	0.48
R146	GEARBOX MAINSHAFT REAR NUT (FITS R101)	13.43	16.12
R150	WORM (STEEL), HOLROYD	225.48	270.58
R151	WORMWHEEL (BRONZE), HOLROYD	157.20	188.64
R152	WORMWHEEL BOLT AND NUT, 0.3125" (SET OF 5)	60.49	72.59
R152/1	WORMWHEEL BOLT AND NUT, 0.314" (SET OF 5)	60.49	72.59
R152/2	WORMWHEEL BOLT AND NUT, 0.317" (SET OF 5)	60.49	72.59
R152/3	WORMWHEEL BOLT AND NUT, 0.324" (SET OF 5)	60.49	72.59
R152/4	WORMWHEEL BOLT AND NUT, 0.333" (SET OF 5)	60.49	72.59
MSF154	GEARBOX WORM WHEEL CROSS SHAFT (F-TYPE)	225.40	270.48
R154	GEARBOX WORM WHEEL CROSS SHAFT (TWIN)	235.98	283.18
	GEARBOX CROSS SHAFT OIL LIP SEAL	3.00	3.61
R160	TRUNNION OIL SEAL RETAINING PLATE	1.28	1.54
R163/17	GEARBOX SPROCKET, 17T	59.50	71.40
R163/18	GEARBOX SPROCKET, 18T	59.50	71.40
R164/19	GEARBOX SPROCKET, 19T	67.50	81.00
R164/20	GEARBOX SPROCKET, 20T	59.50	71.40
R164/21	GEARBOX SPROCKET, 21T	59.50	71.40
R166	NUT, CROSSHAFT, DRIVE SIDE (LH THREAD)	9.90	11.88
R167	SPRING WASHER (LH) FOR R166	0.75	0.90
R171	NUT, CROSS-SHAFT, NON-SPROCKET SIDE, CASTELLATED	6.98	8.37
R177	GEARBOX FRONT OIL SEAL HOUSING, D-TYPE	23.25	27.90
R177/1	OIL SEAL FOR R177	1.50	1.80
R238/2	PROPSHAFT END, REAR (F-TYPE)	18.66	22.40
27A	CROSS SHAFT CIRCLIP, 1/8" WIRE STANDARD, 2 SPEEDER	0.96	1.15
27A/S	CROSS SHAFT CIRCLIP, 13 SWG (0.092"), 2 SPEEDER	0.96	1.15
GBA	GEARBOX / TORQUE TUBE STUD & NUT	3.48	4.18
GBB	TRUNNION STUD & NUT (SETS OF 10)	34.20	41.04
GBC	TRUNNION NUT AND BOLT (SET OF 2)	3.42	4.11
GBD	TRUNNION SIDE PLATE SCREWS (SET OF 8)	1.28	1.53
REAR HUB			
R35/4	REAR HUB OIL SEAL, FELT (FLAT)	1.50	1.80
MSR41/2	43T SPROCKET (2-SPEEDER)	24.75	29.70
R207	SPROCKET/BRAKE DRUM, 38T (PRE-1935)	178.66	214.39
R643	SPROCKET/BRAKE DRUM, 38T (1935 ON)	189.60	227.52
F98	BEARING RETAINING PLATE	0.75	0.90
F97	GASKET TO SUIT F98 (CORK)	1.05	1.26
CABLES			

PART NO.	DESCRIPTION	PRICE (£)	PRICE (£) inc
		ex VAT	20% VAT
MSR61	BRAKE CABLE, TWIN (FRONT H/BRAKE)	24.45	29.34
MSR61/1	BRAKE CABLE ADJUSTER (LOOSE)	1.50	1.80
MSR61/2	BRAKE CABLE STIRRUP (CLEVIS)	2.25	2.70
MSR61/3	BRAKE CABLE NIPPLE (OLD STOCK, SMALL, REAR)	0.48	0.57
MSR61/3s	BRAKE CABLE NIPPLE (NON-STANDARD)	0.75	0.90
MSR61/3	BRAKE CABLE NIPPLE (STANDARD, FRONT)	0.75	0.90
R62	BRAKE CABLE, TWIN (REAR, FOOTBRAKE OPERATED)	11.91	14.30
R63	BRAKE CABLE, (CLARRIE TYPE FRONT, FOOT CONVERSION)	16.20	19.45
R64	BRAKE CABLE, F-TYPE AND HAND LEVER ON REAR	21.32	25.58
MSR127	THROTTLE/AIR, CABLE	8.37	10.04
MSR127/1	ADVANCE/RETARD CABLE	8.12	9.74
MSR127/2	EXHAUST VALVE LIFTER CABLE	7.95	9.54
BRAKES			
MSR66	EXTERNAL REAR BRAKE ARM SPRING (COIL TYPE)	6.90	8.28
MSR67	INTERNAL REAR BRAKE SHOE SPRING	7.17	8.60
MSR68	INTERNAL FRONT BRAKE SHOE SPRING (N/S)	2.70	3.24
MSR69/1	INTERL FRONT BRAKE SHOE SPRING, SPECIAL (REPLACES OVAL)	4.50	5.40
MA620	REAR BRAKE CABLE STOP (TIE BAR FIXING)	1.50	1.80
MA630	REAR BRAKE CABLE STOP (FORK FIXING)+ BACK PLATE STOP	1.50	1.80
CLUTCH			
R15	5/16" STEEL BALLS (PER 10) CONE CLUTCH	0.60	0.73
R16/1	CONE CLUTCH SPRINGS, SHORT (SET OF 4)	13.68	16.42
R16/2	CONE CLUTCH SPRINGS, LONG (SET OF 4)	10.32	12.39
R269	CLUTCH TOGGLE, MACHINED	21.00	25.21
R270	CLUTCH TOGGLE ADJUSTER SCREW	2.62	3.15
R289	CLUTCH TOGGLE ADJUSTER LOCKNUT	2.40	2.88
R274	CLUTCH SPRING, STANDARD (SET OF 6)	10.80	12.96
R277	CLUTCH RELEASE BEARING CARBON	20.67	24.81
R278	CONE CLUTCH THRUST BLOCK (SET OF 2)	6.66	7.99
R282	CLUTCH PIVOT ARM BOLT	6.78	8.14
FRONT HUB			
S032	WHEEL SPINDLE NUT, OUTER (2 SP)	6.75	8.10
	3/8" STEEL BALLS (PER 10)	0.30	0.36
R328/1	FELT GREASE RETAINER, FLAT BACKPLATE	0.85	1.02
R328/2	FELT GREASE RETAINER, DISHED BACKPLATE	2.85	3.42
R328/3	FELT GREASE RETAINER, 2 SPEED	1.20	1.44
R332	WHEEL SPINDLE NUT, OUTER	6.08	7.29
R336/3	WHEEL NUT, 14 MM	4.50	5.40
R336	WHEEL NUT, 1/2" BSF	5.94	7.13
	NAVE PLATE FIXING SCREW (SS)CLARRIE VERSION 3/8" BSF	3.00	3.61
	FRONT WHEEL BEARING RETAINING CLIP (3 SP)	2.63	3.16
R578	LOCKING WASHER, FRONT AXLE INNER NUT	1.73	2.08
STEERING			
MSR401	COMPRESSION SPRING, STEERING BALL JOINT	2.48	2.97
401/2/3/4/8	STEERING BALL JOINT ASSEMBLY, COMPLETE	89.39	107.27
MSR412	TRACK ROD END LOCKNUT, THIN	0.30	0.36
MSR413	TRACKROD END TAPER PIN	12.75	15.30
MSR414	TRACKROD END TAPER PIN NUT, PLAIN	0.26	0.32
MSR414/1	TRACKROD END TAPER PIN SLOTTED NUT	0.45	0.54
R416	TRACKROD END TAPER PIN COMPRESSION SPRING	1.80	2.16
SPRINGS			
R184/1	REAR SPRING (S/S AND F TYPE) PAIR 1/4" SET	144.83	173.80
R184/2	REAR SPRING (S/S LATE TYPE) PAIR	144.83	173.80
R184/3	REAR SPRING (B TYPE SUPER AERO) PAIR	78.67	94.41
R184/4	REAR SPRING (NARROW B) PAIR	110.48	132.57
R184/5	REAR SPRING (C TYPE SUPER AERO) PAIR	144.83	173.80
R184/6	REAR SPRING (D TYPE) PAIR 2 1/4" SET	144.83	173.80
R184/7	REAR SPRING (NARROW B FAMILY) PAIR	144.83	173.80
R421	SPRING, REBOUND (0.160" WIRE)	5.33	6.39
R421/1	SPRING, REBOUND, STIFF (0.176" WIRE)	5.25	6.30

PART NO.	DESCRIPTION	PRICE (£)	PRICE (£) inc
		ex VAT	20% VAT
R422	SPRING, MAIN (TWIN/EARLY F-TYPE)	12.23	14.68
R422/1	SPRING, MAIN (LONG, F-TYPE)	8.55	10.26
R422/2	SPRING, MAIN (SOFT, MORGAN TYPE)	9.15	10.98
R422/3	SPRING, MAIN (SOFT, O'SHEA TYPE) LARGE DIA	9.75	11.70
MISCELLANEOUS			
MSR254	"M" STEP	56.70	68.04
MSR256	STARTER PINION REBOUND SPRING	1.80	2.17
	3 SP SPEEDO DRIVE WORM GEAR	63.38	76.05
R546/C	PETROL/OIL TANK CAP, CHROMED	22.80	27.36
R546/B	PETROL/OIL TANK CAP, POLISHED BRASS	21.00	25.21
	PETROL/OIL TANK THREADED NECK COLLAR	13.02	15.62
R152/B	RADIATOR CAP, 2.5", 3 SPEEDER, PLAIN BRASS	23.49	28.19
R152/C	RADIATOR CAP, 2.5", 3 SPEEDER, CHROME	29.49	35.39

We bid a hearty welcome to the following new members;

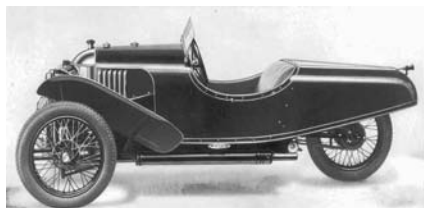
Tim Boyce.	Barton under Needwood, Staffs, DE13 8EU.
John Brownlie.	Grays, Essex, RM17 5AX.
Peter & Gaynor Golding.	Rayleigh, Essex, SS6 9TR.
Claudia & Alan Hawkins.	Cheltenham, Glos, GL53 8AG.
Tom Spencer.	Oundle, Northants, PE8 4BW.
Joyce Plant.	Bride, I.O.M. IM7 4AG.
Andreas Gachwiler.	Dussnang, Switzerland, CH 8374.
Alain Piat.	Boutigny Sur Essonne, France, 91820.
Walt Kirby.	Bonnors Ferry, USA, 83805.
Peter & Ann Blake.	Bondsville, MA, USA, 01009 0753.
Barbara Watson.	Toronto, Canada, M4W 1W8.
Welcome back to;	
David Plant.	Bride, I.O.M. IM7 4AG.
James Casey.	Foxrock, Dublin 18, Ireland.

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Machining for Morganists

An occasional series by that 'less than perfect machinist'

Nev. Lear

Prompted by advice given by the late Clarrie Coombes when machining to size for wheel spindles and the like... don't attempt it... get it as near as you can and then emery cloth it, in the lathe of course!; down to the final size, so the bearing fits.. I liked that; good practical advice for the semi-skilled mechanic. Time and technique is not important as long as the final result is achieved. Here then are a few tips inspired by others that I have used for Morgan engineering.

1) Soft Soldering in the Lathe.

A useful technique for making thin and impossible to hold bits is to use soft solder. Two examples are shown in the attached drawings:-

The oil thrower as used on the input pinion of the three speeder gearbox.

The variable thickness thrust washer in this case sized to place over the nose of the 3-speed gearbox main-shaft end to adjust the end float.

Making washers of known thickness is of course a useful technique for many applications. *Make sure to use EN24T or oil hardening steel for thrusts. Ed...*

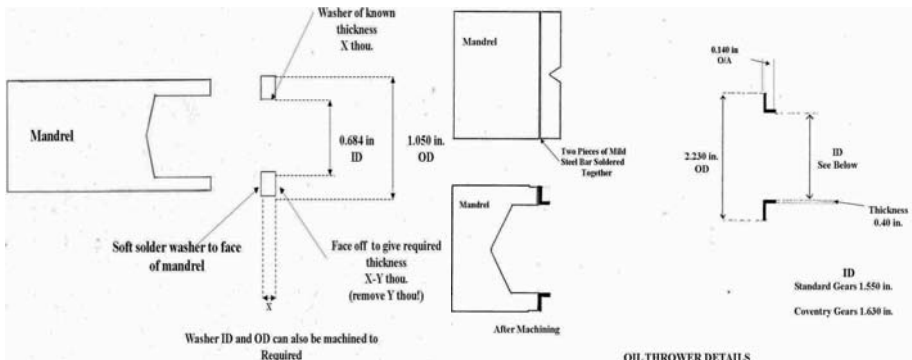
The important part of the method is to clamp the mandrel section of the job firmly in the lathe chuck and leave there until the job has been completed. Face off the mandrel with a light cut across the face, and then coat the face with solder paint before locating the material, (previously faced off) for the job with the tail stock. The two parts can be then soft soldered together by heating with a gas torch.

Allow to cool take precautions to flush away all traces of flux/bakers fluid which can rapidly cause corrosion of the precision parts of your lathe.

Carry out the appropriate machining operations for your new component taking care not to get the job so hot that the solder melts.

When complete remove from the lathe and detach this fragile new component by heating the mandrel with the gas torch.

Polish away the traces of old solder and if appropriate, as in the case of the thrust washer, harden by heating red hot and quenching in oil.



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The Bulletin is distributed for the Club by Lavenham Press. For queries regarding non-arrival of your copy of the magazine, please contact the

**Membership Secretary,
Details below.**

**Or
John Chatwin.
Editor, details below**

Advertisements

One-off Morgan-related small advertisements in The Floggery are free for members.

Details should be received by the 5th of the previous month. Continuous free ads at the discretion of the editor.

To submit an advert please contact:

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Tel: 01458 841418

email douglasforbes141@btinternet.com

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

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New membership forms, subscription renewals, and notification of changes of address should be sent to the Membership Secretary

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

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Back issues and the Index

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

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

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

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NOTE On this page and in the list of Group Organisers, Officers of the Club listed who have a (T) after their names have indicated that they are trading in Morgans or Morgan-related parts.

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In accordance with the Club articles, no officer, nor the Club, can enter into mediation between any member and a commercial organisation over any dispute or complaint, even if this organisation advertises in *The Bulletin*.

Group Reports

BROOKLANDS

The May Group meeting at the New Inn was the first ever Brooklands Group meeting where the JAP engined cars outnumbered the Matchless. Of the seven Morgans present the five JAP-powered cars were Andrew Smith and charming wife's Sports Family, Jerry Rea's Family, Andy Messent with the JAP-racer, my Sports Family and the Caroline's Super Sports now JAP-powered. The other two cars were Peter Thompson's Blackburne Aero and Gordon Naisby's Matchless Super Sports.

Difficult to say how many people were at the meeting as they were in and out of the car park all evening. There was a lot of interest in Gary's JAP engine.

John Matthey brought me a tube of the fantastic hand cleaner picked up on his recent French trip. Its called *Armor Patte* and those who have used it will recommend it.

Alan Turner walked into the meeting just as if he owned the place, despite having moved far north to the tundra several years ago. It was nice to see Alison Brooke, Chris and Marion Booth, Jean Walpole. Stephie Dobson was looking radiant despite her recent broken ribs.

Items on show included new bronze sliders, new three-speed clutch operating fork. Sam Savage had another interesting collection of tools free to those who could use them.

I have a box of back issues of the Bulletin; they belong to the Club but are available to anyone who would like to read them.

I suggest we hold the midsummer concours at the July meeting. Many cars will be ready for the *Amiens* and *LePuy* French trips so should put on a good show.

The Landlord of the Pub proudly showed us the new sign outside the pub informing the world that the Morgans meet here every first Tuesday of the month.

Trevor Seymour

Future events:

Next meeting 4th June at the New Inn Send, Surrey

Visit to see Mike Hawthorn's cars and memorabilia 9th June.

Brooklands Midsummer Car Park Concours the 2nd July meeting.

EAST ANGLIA

Firstly a big Thank You from all to Simon & Sylvia for all their efforts over the last years. We wish them well & hope to see them soon.

Secondly, a big Thank You also to David & Margaret Williamson & family for organising another successful Cauliflower Run, tho' due to the severe winter all we saw were fields of decaying veg! We met at their house for coffee & biscuits, then inspected the magnificent floral displays at the local churches in Gosberton. Then we went on to a recommended lunch stop, the Wheatsheaf at Moulton Chapel, after many diversions due to the heavy traffic around Spalding making its' way to watch the parade of floats. Commiserations to Tim & Sue who were unfortunately separated & returned home. Next was a visit to the Romany Museum of Gordon Boswell, which has the largest collection of Romany Vardos & Carts. It was an interesting guided tour hosted by the man himself & followed by a slide show of his journey to the Appleby Fair.

Once we were sat down in comfy cinema style seats & the lights were dimmed, some of the chaps nodded off only to be prodded in the ribs when the snoring began. We know who you were, but fear not we won't tell! The visit ended with tea & biscuits before saying our farewells and making our different ways home.

It was great to see Ken & Shirley Galloway from Peterborough with us again & also Dave Hughes, passengered' by Ian Whitehead, in his trusty F4. Howard Chivralldrove from Harrod in his blue Aero, which

he does every year.

Colin & Anne Klyn are making strong progress rebuilding the 3 speed Aero. Will it be ready for Tim & Sue Hodgekiss's Worstead Weekend? This is a great event & details can be found on the Clubs Website.

Pete Jones

Don't forget the monthly meetings on the third Tuesday of the month. All are welcome.

EAST ANGLIA – WOOLPIT

In fine warm weather everyone arrived by Morgan Trike for our May lunch. Frank came with Martin in his F-Super, Mike and Ann brought their Super-Aero, and Brian and Daphne their F-Type. A road closure had condemned the latter two to a long diversion along bumpy country byways, bad news for Daphne's shoulder, still suffering from her Prescott injury. But she was in good spirits, and distributed chocolates in celebration of her recent birthday. Propriety forbids us revealing her age, but four score would not do it, and her sprightliness gives no clue to the truth. Mike said that this Spring their car refused to run without the air-lever 3/4 closed, clearly running too lean, despite a spotless tank interior, and having checked the feed pipe and all the carburettor orifices. Has petrol changed again? Anyone else had trouble? Frank had a frightening experience with his 5-Speeder. Suddenly, in a narrow country lane at night, all his lights failed, forcing him to pull up abruptly, and the engine stalled. It refused to re-start, but luckily he was close to home and the family rescued him. He re-charged the battery overnight, which perhaps obscured the cause of the fault, for extensive electrical checks afterwards failed to find anything amiss. Will it happen again? Do join us for next month's instalment! At just £4 for fish & chips followed by raspberry cheesecake you cannot

find better value, and you can enjoy an extensive range of guest beers too.

“Raedwald”

Next Meeting Tuesday 4th June, The Bull, Woolpit, 12 noon.

EAST MIDLANDS

April started with the Club Opening Run from our group, Charles Smith, in his lightweight MX2 Super Sports, met up with me at my house. We then took the Tamworth Road, met up with, Bob Morley LTWZ Super Sports, Chuck Berry, LTWZ Super Sports, and Steve Thompson, MX2 3 Speeder Aero, who all joined us on the A5, then we all met up just north of Tamworth. We met up OK, but on leaving, I was last away, waiting for some traffic, never to see the others again until reaching the venue, such was the pace Bob set!! The National Memorial Arboretum turned out to be such an excellent venue that everyone found most interesting. I intend to return when I plan to make the time for a better look around the site.

All the Group members got back home OK, but Charles had the nut at the bottom of the carburettor come loose, but not until he was almost in sight of home, which was soon rectified. On behalf of the group I would like to thank all that were involved in organising the event.

The group meeting only saw 11 members attend, but we had the usual update on progress with projects in hand, and all things Morgan. I had a selection of Whitworth spanners on sale for funds to help the running of the Tools For Africa project, along with some sold at another car club meeting, we raised a total of £120. Many thanks have been passed on from the local branch of the projects organiser.

For Drive it Day, at short notice, me with my MX2 Super Sports, Charles Smith, with

his MX2 Super Sports, and Bob Morley, in his Triumph Dolomite met up with another local car club at Princethorpe. Then as they departed for Bourton on the Water, we drove to Bourton Dassett, and met up with some radio-controlled model glider pilots, one of whom knew Robin and Alistair Rew. We departed when we were overrun with Mazda MX5 owners. Bob was not in the Morgan as his ignition spindle bush had come loose in the timing case again. He had used Loctite, but it had still loosened. Sometimes this miracle machinery adhesive works, while on others it just will not!!! *Always use the high temperature version in engines. Ed...*

Paul Baker has confirmed the Group BBQ will be held at his place this year on Saturday 8th June. Parking will be available on his and next-doors drive for Morgans, while parking will be available just around the corner at The Red Lion public house for others. Paul will have given out invitations at the May meeting, but if you were not there you are still very welcome, but please contact Paul or me. Help with the catering would be appreciated and we can give up-to-date arrangements. This is always a good event, so please support it to keep it going. Bob Morley has already offered to hold the Group BBQ next year, but it may be later in the summer as his son Tom is getting married in June next year, but many thanks in advance.

The month ended with the Club CCM, and once again, many thanks go to Charles Smith, for attending in my place.

Malcolm D Bull

Sat June 8th Group BBQ

Wed June 19th Group Meeting

Sat June 22nd Wyken Croft School Fete,

contact Paul Baker for details

Sun June 23rd Club Sprint

FFSW

A good turn out of members at the Fox & Hounds monthly meeting, methinks mainly due to change in the weather down here in Cornwall, spring may have finally arrived. Ken Burton turned up in his MX4, me in the F2, John Layte in his Hillman. Little progress with Morgan restorations was reported at the meeting. Seems everyone is busy with other projects. Two of our members who are presently not in the best of health, were unable to attend, but, we keep in touch each month to see how they are managing.

Dave Blight of King Edwards Mine fame invited everyone present to the Mine Museum open day, free entry for those arriving in an historic vehicle, Ken Burton, Peter Allen, (Avlon) went along, while I was attending the Club CCM up country.

One good thing that came out of the CCM, the Committee agreed that henceforth all areas shall be Groups, there shall be no distinction between sub-groups, so we shall be known as the Far Far South West Group from now on, might even nominate a member for an annual enthusiast awards.

Information from the VMCC with regard to the rolling year road tax exemption for historic vehicles before 1973, the Government has now moved the cut off year to 1974. Also annual SORN reminders will not be issued from now on, SORN it once, and vehicles stay on SORN until they are road taxed again.

If any of our members know of any upcoming events, steam rallies etc in and around Cornwall, give me a call or e-mail, I can then get this info in the Bulletin in good time.

Eric Bayley.

FSW

In April, FSW convened a suitably decorous meeting at the "Huntsman's Lodge, although only 9 stalwarts were present. Yet again, we missed Pete Clements' attendance; he is indulging in a prolonged sabbatical, pursuing other interests. We miss him. (we do, really).

There were several Morgans in the car park, at last!

Your scribe and other backsliders became involved with an erudite discussion of the relative merits of various authors and NOT Morgans; sorry.

It had been hoped to start lunch meetings in April. The day suggested proved to be a typical Springtime one, cold and wet. Thankfully, the event was killed out of hand. At the time of writing, (late April), the weather is dry but COLD, I am not hopeful even for May. For a lunch in June 23rd is suggested. At least, in June, the rain will be warmer?

I am eagerly awaiting the reports from the *Amiens* bash. I expect the Club will show the "others" how good you are.

John T

Next meeting at Huntsman Lodge 18/6.

NORTH AMERICA

Event planning documents for the Put-in-Bay, Ohio gathering for three-wheelers in August are now available for download at <http://pibroaddrace.com>. If you intend to register please print out a hard copy and mail it in as soon as you can (the online registration form is for racers only). If you wish to rent one of the remaining rooms we have set aside at Put-in-Bay Resort and Conference Centre be sure to call them rather than reserve online. All contact details, FAQ for Morgan enthusiasts, press releases, additional guidance for Morgan 3-wheeler owners filling out the registration form (this

might save you some money), schedules, etc. are to be found at <http://tinyurl.com/cuhvhtv>

Ron Dietz reports: I finally put my 33 JAP engine together. It took me at least one year working on it because I needed to study Pitman's and Clarrie's books and many old *Bulletin* articles. I had to rebuild it because the external flywheel kept coming loose. I bought a new flywheel from Bob Angell and the internal flywheels and shafts from Mogpares along with bearings, valve springs and many others. I am now checking out the chassis which was in good order when it was running but that was 30 years ago.

Jerry Etzel has been busy of late: Put-In-Bay plans have provided a needed spark propelling me along the way to making my '27 Aero a functioning three-wheeler. I have made stub axles, fitted wheel bearings, made pivot pins, made brake band, made new tension rod, bored hole thru body for steering column. My wheels are at Buchanans in CA being re-spoked. I had the great luck to find a proper, good used J.A.P. KTW last week. I'm now stretching the first pieces of sheet metal over the poplar frame. There is much yet to do, but so much less than before. I am not overly optimistic, but much more hopeful than before. I made a quick, 850 miles round trip, day visit to Roanoke, VA last month to meet Elton Wright. Elton's Aero is very much like mine. He has made much progress rebuilding his car. It was very helpful for me to see how he has dealt with issues I soon must tackle. Elton and his wife Jane were gracious hosts, generous with their time, knowledge and a wonderful meal.

Ken Douch hollered from the "Wet Coast:" There are five old British Sports cars sitting in my garage which I could use. However, three of them are in front of the trike and when it stops raining it may get uncovered. What I need is a bunch of other similarly challenged cars so that we can all go in a line and keep those other inquisitive drivers more than two feet from our bumpers... I was invited to take the car to a

competition about 2,000 miles away - down the TransCanada (*i.e.*: *highway -- DC*) --but again this needs dedication and a crew. Will probably get her out for a show later this year so that Grandads can say "oh, I had one of those 50 years ago" (lots of ex-pats around here). What we want is more three-wheeler enthusiasts - really positive souls (twerps) to ramp up the enthusiasm.

Garrett Capune, whose hobby can easily be determined by looking up <http://www.morganmemorabiliamuseum.com> offer this (paraphrased) report:

I am probably open to trades, but I hope to eventually find time to sell the many duplicates I have (...or use them as gifts when our Club has an event). As to museum visits... best bet is to contact me via the site. I also routinely open the collection when my wife and I host Morgan events... most recently saw 60+ Morgans during the last "Morgans Over America". As to (*website -- DC*) "hits": So far total 6,000+ from 81 different countries!

Duncan Charlton GO North America

NORTH WEST

The eight Morgans from the North-West that made the trip to Montlhery acquitted themselves admirably, with one exception, for which I apologise. I am grateful to those many members whom, with more expertise than me, have given help and advice. I hope to have the motor back together in time for L-P-N-D. Congratulations to Neil Blair, Tim Green, Dennis Rushton, the Harfields and the Cleweses and particularly the Gills who drove both their Morgans through France. Tim's years of experience enabled him to rush his Morgan back together at the last minute and rigid tow it to France where it performed faultlessly. James Gill's improved front brakes exposed a weakness in a slider but his Morgan was descended upon by the might of Club expertise and he didn't miss a run.

In April we achieved reasonable support for the Club's Opening Run (cold) and likewise for the Lancs and Lakes run (very wet). The Friday meeting was well attended as were the lunches at The Crown and The Smoker. We return to the Crown for June. The Friday meetings are always good for who has what new part or gadget, the borrowing of special tools, how to do this or that, or comment on damaged bits (enough said).

May will have seen "The Jaunt" to the North-East organised and led by Roy and Angela Summerscales, report next month, and June will see the Buttermere "Camping" week-end – see below.

Mike Guess

**Lunch, Wednesday 12 June, The Crown,
Goostrey
Meeting, Friday 28 June, The Whipping
Stocks, Over Peover
Buttermere Camping, 28/30 June, Bob
Barlow 01565 723723**

OXFORD

Those who went to the Star for the end of April meeting were surprised to find that it was closed (again). Apparently the landlord had decided to take a holiday without informing us. Luckily, everyone had the sense to walk up to the Talk House, which is 100yds up the road. Tim Reynolds came along with his beetle-back; this was the second time Tim has been to one of our meetings and the Star was closed on both occasions! Assuming that the Star could be shut for some weeks again, those present at the meeting decided to move the May meeting to the Clifton Arms at Worminghall, so apologies to anyone who turned up at the Star. Tony Tebby and Roger Hall have since visited the Victoria Arms in Old Marston, which is used by the MSCC for their meetings, but they don't think it would be suitable for us. So for June, the official

meeting place is the Star on Sunday 30th, but if closed for any reason, meet at the Talk House, and we can then have a discussion about what to do in the longer term.

Bob Cragg

Group Events in June
Sunday 30th June, Oxford Group, The Star, Stanton St. John, noon.

SCANDANAVIAN

This year has started well. Our Opening Run in Skåne was very well organised by Geoff Dykes, especially the choice of roads with such a variation of nature, architecture and old culture. Added to that the weather was excellent. The number of three-wheelers was eight, which was good considering the late winter this year. Even Penny woke up, slow at first in spite of cleaning the carburettor many times, but a medicine of a lot of liquor, injection treatment and two-stroke oil got her going very well after an hour or so... Lesson nowadays seems to be that we should empty our petrol tanks instead of the old advice to have them fully filled over the winter. After that meeting Ingvor and I have had some very nice day trips with local friends before the next Opening Run, now in Caputh with the German Group.

It couldn't be better, 20 three-wheelers, nice friends and a wonderful lakeside place... it could be sunshine too of course. Yesterday a visit to the park of Sanssouci and the 'Neue Kammern' was impressive and today we look forward to a long trip. I was very pleased to see five Swedish Morgans here, two old and three new ones.

On the way back Ingvor and I will see local friends for tips and guidance in the area of our Viking Run in August. We will also visit the hotel and the other special places for our tours. The Scandinavian Group and other visitors will get information next week. I'm writing this, around 17th May and the hotel

is almost fully booked, so please let me know as soon as possible if you want to come.

Wish you all a nice summer,

Lennart

SCOTLAND and NORTH EAST

Sorry there was no report for the May Bulletin, but there was little new to say, and the membership remained tight-lipped.

The Cragside run is now history, but was quite well supported. Sadly, mine was the only 3-wheeler present, but we had 4-wheeler participation by Paul and Jane from Edinburgh, and by Peter and Maureen, up from Leeds in the Plus 8. Derick Forrest, his wife, sister and daughter were there from New Silksworth, in his Zephyr 6, but he assures me that the Family Mog will be on the road soon. His daughter Fiona was very helpful in setting up the arrangements for the visit, so a big thank you to her. Also there, was Graham Mitchison and his son from Houghton-le-Spring. His JAP SS has been suffering running problems, so is partly dismantled just now, but he hopes to have things rectified soon. Hunter and Joan Wilson intended to be along, but his MX4 developed lubrication problems at the last minute, so they could not make it. Hopefully, the difficulties will be resolved by the time this is published. Big thanks also to Ian and Denise, who came from Edinburgh in a rather immaculate Porsche, adding some class to proceedings – nae oily bits! Ian was responsible for arranging accommodation for some of us in Rothbury, so that worked out well.

To round things off, Donald and Fiona Mann from Coldstream were there in his 1933 Riley Lincock. Fiona provided excellent tea and cakes on our run down on Saturday, so big thanks to them as well. The run to Russell Paterson Morgan in Perth on 18th May, with lunch afterwards at the Ballathie House Hotel, will also be over by

the time you read this, but I am hoping for an acceptable attendance from folk a little further North – we shall see.

Regarding events further ahead, there is the Thirlestane Rally on June 2nd, Glamis on 14 July, the Alford Rally on 21st July, two VMCC events in early August (check with Kim Allen), the Biggar Rally on 11th August, Scone Place on 8 September, as is the Bo'ness Hill Climb, and Selkirk Rally on 15 September. I will not manage all of these, but still hope to offer a Perthshire run at some point – information later. Somewhere in the mix is the Normog 'Mogs on the Tyne' event as well...

I have just had a further e-mail from Steve Uprichard about the MTWC website newsletter. I think the Club should give Steve a big thank you for managing this site, as it is no easy task and he is running it with much enthusiasm.

Dan

SOUTH COAST

We had a couple of three-wheelers in the car park at the Six Bells for our April meeting. Stephen Clark was in his purple Grand Prix and the other car was an F Type driven by Alan Sharpe. Alan was not too concerned about the Morgan but he was worried about the bends - maybe this was something to do with him being a deep sea diver! Hopefully there will be a lot more three-wheelers in the car park this month as it is our annual "Come in a Morgan Night". If you are reading this and you have never been to our Six Bells meetings before, then this a good one to visit. Your attendance will be most welcome.

News around the Group is that Bob Thomas has sold his two Morgans that have been in bits since the sixties and is now looking for a scruffy but running twin. Until he finds one he will have to keep riding his push bike. Meanwhile Simon Orebi Gann has got his 1933 Super Sports repaired and is

back on the road as his everyday car. Unfortunately he couldn't come to our 50th Birthday Run as he was racing a beautiful Morgan SLR at Silverstone.

In a few days time we have our visit to the Mike Hawthorn Museum. I can still remember hearing the news of his death in 1959 whilst being driven to school on a Bedford Duple bus. Our driver was none other than Arthur Dobson who pre-war was a works ERA driver. The MH Memorial Museum is privately owned by Nigel Webb which is why the location is secret and confidential. The event is oversubscribed and only those who have booked a place will meet at the Black Horse pub at Hookwood RH6 0HU between 0930 and 1030am. I am sorry if you missed out but at least you can look forward to my report next month.

Michael Joseph
Sun 9th June. Mike Hawthorn Museum visit

Wed 19th June "Come in a Morgan" Six Bells, Chiddingly from 7pm

SOUTH WEST

The Daffodil Run was hit by the cold spell with only a token SW presence. Well done to Stan and Margaret Howitt in their F Super and to Dave and Helena Winbow in a modern. Stan had recently rebuilt the engine and wasn't going to allow a spot of bad weather get in the way.

The meetings at the Hare & Hounds at Sidbury near Honiton continue to be successful in drawing out members in their Morgans. A goodly crowd enjoyed sunny skies at the April meeting with two 5-speeders (Nick Gutteridge and Barrie Lowe), two F types (Nev Lear and Bob Clements) and the MX2 SS of Dennis Williams.

Next up is the Forest of Dean Run, details see below. If you can't attend the Club's sprint at Curborough on 23 June, then how about Bristol Car Club's Family Sports Day at Castle Coombe circuit? See MTWC web

site for details.

Tony Quinn

Saturday 11 May – Forest of Dean Run.
Meet at 10:30am at Tintern Station café for a pleasant run ending at a pub. All welcome, whether or not in a Morgan. See <http://www.tinternvillage.co.uk/seedo/tintern-old-station/>

Saturday 8 June – lunchtime – The Hare and Hounds, Putts Corner, Sidbury, Devon EX10 0QQ. See <http://www.hareandhounds-devon.co.uk/>

WEST MIDLANDS

A quiet mid-monthly meeting in May as many of the local regulars were off on an extended continental tour. Colin was so concerned about missing the meeting that he came back specially to attend and re-booked his ferry for the end of the week. Although he claimed his return was due to mechanical failure we all know that can't have been the case as Mogs are always completely reliable.

Don't forget the HFS Run on Sunday, 26th May. See last month's *Bulletin* (or the Club website) for more details.

Dave Anscombe

Sunday, 26th May, HFS Memorial Run,

Waterworks Museum, Broomy Hill, Hereford 13:00

Wednesday 29th May, monthly meeting. The Clent Club 20:00

Wednesday, 12th June, mid-month meeting. Fruiterer's Arms, Ombersley 20:00

Wednesday 26th June, monthly meeting. The Clent Club 20:00

Wednesday, 10th July, mid-month meeting. Fruiterer's Arms, Ombersley 20:00

Mr Rotide Ramblings.

Children's chocolate 'Kinder Surprise' eggs contain a small plastic container that is perfect for safely storing fuses, bulbs, mudguard bolts and a myriad of other tiny items. The only problem is disposing of the chocolate first, and then making the toy. It's never easy is it?

The black fibre frame rod as used in most folding tents (available from all good pop festivals) is very useful material for lots of little jobs around the Mog. The insulating sleeve taking the low tension wire in or out of the contact breaker being one. They are even the right diameter for making very light push rods. Now there's a thought!

JAP magneto bevel-drive gear sets, £80.00 pr; twin mag set, £115.00

Plus postage £2 UK, £2 Europe, £3 overseas.

Square ML magneto pick-up & brush; £10. each incl p&p anywhere.

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60° timing chest internals; New 60° timing chest & little end bushes, con-rod b/e sleeves; pr new + 030" pistons, flat top; Drivers side rocker-box barrel 86mm parent bore; New 60° 5 spline coarse timing pinions;

JAP sv.

A mass of KT & KTW spares; Pair 6/8hp crankcases-ball bearing rear main & coil ignition timing cover; several KTW barrels-automotive & industrial; DTZ inlet manifold; pr new + 040" pistons, flat top, 1¼" comp height;

Matchless.

Pair new JP pistons for fork & blade rods, bare, + 080"; Set S/S con-rods; timing chest internals; MX barrels & heads; flywheel assy with S/S rods; X conversion to MX c/w a/c barrels; circular m/cycle timing covers; 2 pr new + 060 pistons; MX inlet manifolds, cam followers and new head gaskets;

Transmission.

Twin & F clutch cover assemblies; Outer flywheel for plate clutch-requires insert; selection of dogs & sprockets; Mix 3 speed gears & shafts; new 'twin' input gear; Coventry gear set with shafts, selectors & forks; Relined clutch disc for F-Type; Rear sprockets-wide B; 16t sprocket blanks;

Hubs, drums, brakes & wheels.

Many back plates, flat & dished; Set of Standard front brakes & drums; set of original 17" Magna wheel rims; o/s brake assy for M-type; 3 speed rear hub; New 14 mm wheel nuts; Mix 3 speed brake shoes, cams & arms; 2 speeder front wheels & hubs; 6" front wheel brake set;

Steering & suspension.

Sliders, twin main & re-bound springs; 3

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

Instruments & Electrical.

Jaeger speedometer 0-80 mph magnetic with trip; Range of Lucas V-twin magnetos; 6v double-ended coil; Lucas CF3 cut-out; twin dynamo; manual & electric Klaxon horns; Lucas R510 headlamps; mix of side-lamps; 5 sided Lucas switch box for salvage of parts; hand operated m/c oil pumps & drippers, for adapting or parts; 3 spd dynamo brackets; pr Mayflower rear-light castings;

Carbs' & controls.

Mixture of various Amal carburettors & float chambers; assorted single & double levers, for adapting;

Chassis & body.

Family fuel/oil tank; R-type torque tube flange for gearbox; Coffee pot silencers & down pipes for KTW; Pyrene 'Junior' fire extinguisher for light cars; lengths of CDS tubing for 2 spd sliders ¾" x 12g; & for slim wing stays, ½" x 16g, (donated by Colin Scott)

Wanted:

Original parts only please, thanks to all who helped with the Feb wants list. Still needed are; 3 spd forks, JAP rocker box heads; narrow B, M, or C rear wheels or hubs; Pr Dog-ear con-rods; JAP KT & KTW inlet manifolds; JAP 50° ohv crankcases & DTZ engine; Lucas ammeter, 20-0-20, black face, pendant onion shaped needle; 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.

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 for 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. Below at £20.00. + p&p.

Below left, whisky tumblers at £28-£34 + p&p depending upon engraved text.

John

Regalia; John Barker, 83 County Park Ave, Halesowen, West Mids, B62 8SX 0121 501 2042 john.barker63@gmail.com



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Shown here at the 1934 LCC Relay Race, at Brooklands. The 1934 Morgan Factory-Sponsored Team: left to right - Clive Lones, H.F.S. Morgan in dark suit, Henry and Richard Laird, with 'Red', George Goodall in tie, and Tom Rhodes amongst others.

At the same race here is the 1934 M.G. Relay Team. left to right - Drivers Irene Schwendler, Margaret Allen (center) and Doreen Evans, the darling of Brooklands sitting on her MG number 3C. Now turn over to page 42 for a really surprising picture.





Pete Thelander, 1934 MG NE (3C); and Larry Ayers, 1930 Morgan Super Aero, Red, going head to head at a venue in California. Photo by Jay Miller.

Brooklands Vehicles Racing Today, by Larry Ayers.

In 2012 while at a racing event, a truly remarkable discovery took place. The historic photo taken at Brooklands in 1934 for the L.C.C. Relay Races showing the Morgan Factory-sponsored team appeared on a Morgan Car Club Banner and was displayed at the Sears Point Raceway. An MG NE owner and fellow competitor in the pre-war class, Pete Thelander, saw the photo and mentioned that he had a similar photo showing his car at the same event. “No way,” I exclaimed.

He produced the 1934 photo much to my surprise. On the right side of the photo was the car he currently owns, a 1934 MG NE (race number 3C), driven in the same Relay Race by Doreen Evans. Of course in the similar Morgan Team photo the vehicle in the middle is the ex-Henry Laird, Red, (number 4B) that I own and race. Wow! What were the chances of these two cars from this early race now competing in vintage racing together, yet alone surviving for nearly 80 years? Pete and I have been racing in the same pre-war class for over 10 years and neither of us knew of the other’s Brooklands history until now.

The 1934 Light Car Club Relay Races at Brooklands took place on 21 July with 18 teams competing over a distance of 250 miles, or about 90 laps. The M.G. Team featured all women drivers in un-supercharged M.G.’s.

From the Registry. On the back cover, Harry Sheffield's car.

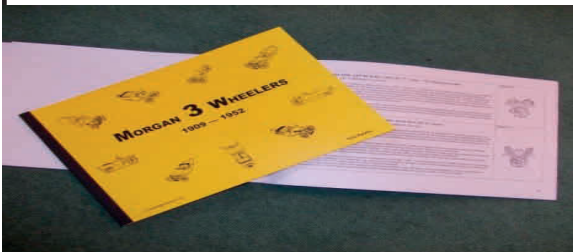
It's not often that we get a good period photo of a Family. I think this is really nice, it came from Mike Adler and shows his father in law – Harry Philip Sheffield. Harry's first job at a Radio Shop in south east Birmingham! Who knows anything about Portadyne Distinctive Radios? OC 4815 is an October 1933 Birmingham registration so the Morgan wasn't very old when the photo was taken in 1934.

The car doesn't appear on the Registry.

According to the Factory records, 4 MX-engined Family models were supplied to Colmore Depot in Birmingham in September and October 1933. They are all described as black and green, but no mention of wheel colours. I presume that the green is the colour of the upholstery.

Regards, Steve.

MORGAN 3 WHEELER 1909-1952 A history of all 23 production models and engines from the 'prototype' to the last 'F Super'. It is intended as a reference book for newcomers or expert alike and includes over 500 illustrations. **Price £8.50 + pp £1.00 UK. £3.00 EU. £4.50. RoW. (cheque or PayPal accepted)**



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Floggery

The Editor apologises to Dave Young for last months separation of his ad from the pictures he supplied. I cannot explain what happened between me and the printers. I clearly missed it on proof reading. Very sorry. Ed...

For Sale: Virtually complete set of MTWC Bulletins. The first 44 years are hard bound. One or two very early issues missing and none of the very first cyclostyled (Gestetner) included. Open to sensible offers and carriage. Could possibly deliver in Worcester or Buckinghamshire or somewhere in between. Michael Staines. Phone 01544-340013 (Herefordshire, Welsh borders)
Email: michaelstaines@gmail.com

For sale;
Morgan Three-wheeler detachable 18" Dunlop Magna wheel in un-restored "as found" condition. No obvious visible damage and still true. (This was used as a spare on my 1933 beetle-back Morgan.) £175.00
New old stock three speeder gearbox and rear fork bearings. £5 each.
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3 track rod end springs £2ea
1 prop-shaft splined end £40
2 polished ally hub plates £25 pr
2 s/s hub plate screw & washer £5pr
1 brake stop light switch £15
1 ign warning light £20
1 dynamo fibre cog £30
2 dynamo steel cogs £10ea
8 front wheel spindle locking washer with tongue £2ea
2 copper MX4 head gasket £15 ea
1 Set cam follower pin bush £70
2 Accralite piston 86.5 mm flat top complete £120ea
2 Accralite 86mm dome top complete £120ea
1 rear main bearing 3 row all renewed £40
4 push rod ball end £5ea
2 oil pump shaft 2 start £40ea
4 push rod tube springs £2ea
8 MX2/4 valve guides £8ea

Mike Bamber 01590 670023 or email bambers2@talktalk.net

Wanted: An F type for use in MTWC competition events. An unfinished project, pile of bits or even a complete car considered! Please contact Chris Harfield F9916 on 07976 432874, email chrisharfield@lycos.com

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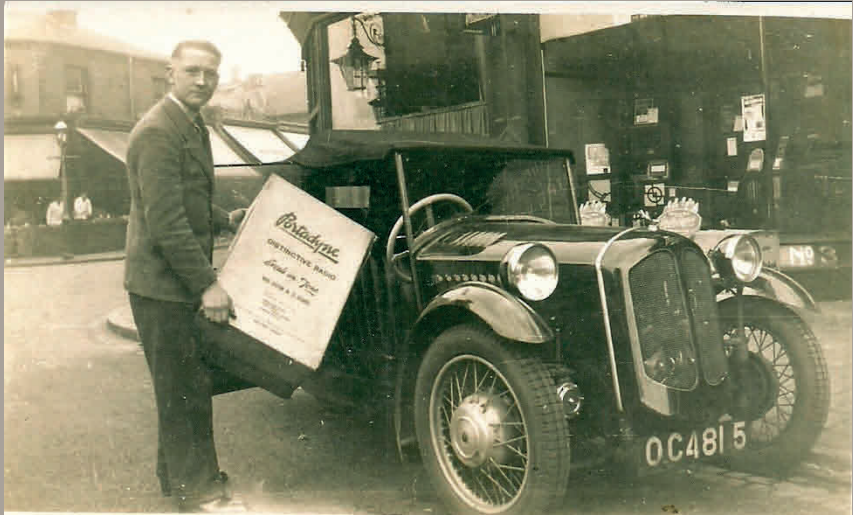
Some slightly different pictures by Don Stringer of Spring Silverstone.





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

Parting shot. Photo from 'The Registry' on page 43.



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