

MTWC Registrar's Report for the 2014 AGM

The Club Registry has three elements:

- Firstly, we are fortunate to have a copy of the Morgan Motor Company production records for Morgan Three Wheelers covering the period 1928 to 1952. These are invaluable when researching the history and originality of members' cars.
- There is an electronic database that is regularly updated, not just from the annual returns attached to your membership renewal form, but also whenever new data appears. This database contains information on around 1600 surviving cars. We record – the year and model together with registration, chassis, engine, gearbox and body numbers plus all known previous owners. It now includes information on 68 five speeders.
- Finally, there are both hard copy and electronic files containing photographs and documents (eg log-books). We have photos of around 750 MTW's.

The Registrar's work falls into four main categories:

- **"Where is it now?"** The number of enquiries from previous owners has increased dramatically with the growth of use of the internet. The running rate in 2014 has been about 4 per month. Often this provides interesting historical information and period photographs for the Club and the current owner as well as generating material for the Bulletin.
- **General enquiries from current owners** regarding the original specification and previous owners of their Morgan. This usually occurs when cars change hands. Sometimes the investigation identifies errors, particularly chassis number transposition errors, on registration documents. The DVLA can usually be persuaded to correct such errors.
- **Vehicle registration.** Yes, they really do still turn up! So far in 2014 we have successfully supported registration applications (age-related or original numbers) for several MTWs. Following the closure of the Local Vehicle Licensing Offices, the DVLA has, not surprisingly, strictly applied the rules for the registration of old vehicles. It's important for members to realise that to re-instate an original or get an age-related registration number the car has to be rebuilt around an original Morgan chassis with a proper Morgan chassis number. In addition, all the major mechanical components should be of Morgan manufacture and be appropriate for the model and year of the car. If you are planning the rebuild of an un-registered Morgan, please discuss it with the Registrar **at the start** of the project.
- **Research.** Members ask questions that lead to some interesting delving. Some examples from the past year are:
 - How many Morgans were fitted with the JAP LTOWZ engine and how many of those engines survive?
 - What actually is the F Super Sports? When were they built and how many?
 - How many R-Types were produced – by model?
 - Please provide the production numbers for F-Supers pre and post-war.

The work is often a team effort and the Registrar relies on help from other Club Officers – in particular he would like to thank - Jake Alderson, Chris Booth, Pete Thompson and Steve Uprichard.

Best wishes,

Steve Lister - Registrar