

MORGAN THREE WHEELER CLUB: Sporting Formula

THIS SPORTING FORMULA RELATES TO MORGAN THREE WHEELERS AS BUILT BY THE MORGAN MOTOR COMPANY AND DEVELOPMENTS THEREOF AND IS IN ADDITION AND NOT IN PLACE OF THE ACU TECHNICAL REGULATIONS.

It is intended to show the maximum parameters for modifications and not be the basis for further changes. Thus any items not dealt with by this formula must be deemed to be as original. If in doubt...ask.

This formula relates to Morgan Three Wheelers manufactured or of a design produced up to and including 1952.

| | STANDARD | TOURING MODIFIED | RACING |
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| | Must be Road Registered and Legal | Must be Road Registered and Legal | |
| CHASSIS | Original in layout and dimensions, with standard track. Twins must have original or pattern-type lugs, with round section tubing of original dimension. | As in Standard but with a maximum of 50" between centre pins and a minimum of 3" ground clearance fully laden. | As in Touring Modified but with no minimum ground clearance specification. |
| BODY | Production original or replica of same in similar materials on a timber frame. GRP panels are not allowed. | As In Standard Class. | Metal panels on a wood frame. No tubular framework allowed. Must resemble catalogue three-wheeler Morgan model or a pre-war racing three-wheeler Morgan. See note 1. |
| BRAKES | Type original to model with standard mechanical actuation. | Drum type, hydraulic optional. 8" maximum diameter drums. | Drum type, hydraulic optional. |
| TRANSMISSION | Original or pattern type bevel box plus two chains, or normal gearbox plus one chain. Ratios may be altered but additional gearboxes and gears are not allowed. The gearbox or bevel box must be applicable to the model of the car. | Original or pattern type bevel box plus two chains, or normal gearbox plus one chain. Ratios may be altered but additional gearboxes and gears may not be used. The gearbox or bevel box must be applicable to the model of the car. | Original or pattern type bevel box on 2 speeders must utilise two chains. Gearboxes on three speeders must be original or pattern type and utilise one chain. Ratios may be altered and a maximum of four speeds may be used. |
| SUSPENSION | Front; Original Morgan layout. Rear; Forks and quarter-elliptical springs as original. Shock absorbers of contemporary type acceptable. | As in Standard. Rear forks may be strengthened, and hoop over rear wheel is allowed. Spring ratings may be altered. | As in Touring Modified. |
| WHEELS | Front and Rear; Morgan original type or closely similar spoked 18" or 19" with steel rims. Front and rear wheels need not be the same size. Maximum rim width WM3. | As in Standard. | As in Standard. Two speeders may use, on the front wheels only, splined hubs fitted with 18" or 19" steel rims with a maximum rim width between bead flanges of up to, and including 2.5" only. |
| TYRES | Legal for road use. | As in Standard. | Free subject to the rules of the meeting. |
| MUDGUARDS | Must be Morgan original type or closely | Must be at least the width of the front tyres, and | Optional. |

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| | similar, with valence to the body. | cover a minimum of 100 degrees of the circumference. As in Standard. | |
| SILENCERS | Must be complete and efficient. | | Optional, subject to the rules of the meeting. |
| ELECTRICS/ LIGHTING | Must have, head, side and tail lights all in working order. Electric generator must be in working order. Non-programmable electronic ignition is permitted if housed in components of a type available when the machine was produced. | As in Standard | As in Standard but electric generator and lighting system optional. |
| ENGINE (must be mounted in the normal position in all classes) | Twin Morgans must be fitted with twin engines of the type fitted between 1910 and 1946. Two speeders and three speeders must have engines appropriate to their type. Racing JAP R & S engines not permitted. Ford Morgans must have Ford 8hp, 10hp or 100E engines. | Twin Morgans must be fitted with twin engines of the type fitted between 1910 and 1946. Racing R & S engines not permitted. Ford Morgans must have Ford 8hp, 10hp or 100E engines. | Twins may have any V twin engine closely similar to those made by JAP, Matchless, MAG or Anzani. Ford Morgans must have Ford 8hp, 10hp or 100E engines. Period style single-cylinder engines may be fitted. See note 2. |
| TUNING | One touring carburettor as original and normal camshafts. Ford 10s may have 8 heads. JAPs and Matchless may have domed pistons. No fuel injection or superchargers allowed. No further tuning allowed. Concentric carbs are not permitted. | Unlimited tuning allowed as long as it does not alter the basic design and external appearance of the engine. V-twins to have maximum capacity of 1100cc plus 0.060 inch rebore. One single choke carburettor per cylinder may be fitted. No fuel injection or superchargers allowed. Concentric carbs are not permitted. | Unlimited tuning allowed as long as it does not alter the basic design and external appearance of the engine. There is a maximum capacity of 1300cc. One single choke carburettor per cylinder may be fitted. Ford engines may use overhead inlet valves operated from a single camshaft in the original position. Mechanically driven supercharger of period type permitted. Concentric carbs are not permitted. |
| FUEL | Any commercially available pump fuel (Leaded, Unleaded, L.S, Super Unleaded Lead Replacement petrol up to AVGAS 100LL spec or Diesel) may be used. The addition of any Lead Replacement Additive approved by the Federation of British Historical Vehicle Clubs is permitted. | As in Standard Class, | As in Standard, and Methanol may be used. (An Orange day-glo disc, minimum 3" diameter, must be affixed to, or immediately adjacent to, the racing number plate on both sides of the machine using methanol.) |
| STEERING | As Original. | Standard Morgan principle of operation. | Standard Morgan principle of operation. |
| Note 1 | SPECIAL BODIES: Present racing Morgans exempt from this rule are: The Cyril Hale Morgan, The Pedley Morgan, The Guy Greaves Morgan, The ex- Tom Rhodes Racer and the ex-works Trials car WP6271. Those Morgans fitted with special size wheels by the works are to be included in Touring Modified Class. | | |
| Note 2 | The 60 degree engine raced by Mr Chas Reynolds up to the end of the 1998 season is allowed to be used. | | |

- Note 3 A 4th Class, known as Driver's Class, to effect temporary cover for machines not currently complying with the Sporting Formula. This class is determined by the scrutiny of the Eligibility Scrutineer and the Competition Secretary.
- Note 4 Darmonts are to be treated in the same way as Morgans.
- Note 5 Any visible major part fitted from a motor manufacturer other than Morgan must be period to the vehicle.
- Note 6 In the event of a challenge, interpretation or application of this formula, an ad hoc meeting of the competing drivers will be held at the meeting, to discuss the challenge or interpretation. The Competition Secretary will make a determination exercising his/her discretion in the best interests of the MTWC. Notwithstanding any decisions made previously, the Competition Secretary's decision is final.
- Note 7 HISTORIC MORGAN BASED THREE-WHEELED SPECIALS
To qualify, cars must have been built up prior to the introduction of The Sporting Formula in 1965. The relevant Specials must be approved by the scrutiny of the Eligibility Secretary and the Competition Secretary and must compete only in approved events. They will be placed in a class to be determined by the Eligibility Secretary and the Competition Secretary.
- Note 8 Ballast which complies with ACU Specification 17:2:7 may be carried in lieu of a passenger when Supplementary Regulations allow. "Ballast must consist of a single object placed on, and fixed to the passenger seat, and of a weight not less than 132lbs (60Kg)."
- Note 9 The car known as "Clockwork Orange" raced by Miss Ruth Ross is allowed to compete in TM Class with 16" wheels fitted in the 1960's but must comply in all other respects with the TM Formula.

Amended 1st January 2018. This copy supersedes all earlier versions