

The Bulletin

June 2014



MTWC Group Events in May

To check with GOs, see contact details p29

- 1 June. VMCC, Lands End run, Bodmin Railway. 9.00am
3 June Brooklands Group meeting, New Inn, Send, Surrey.
3 June East Anglia Woolpit Lunchtime meeting, 12.00 noon.
6 June FFSW Group, Black & White MCC Plume of Feathers, Scorrier 11am.
7 June South East Group meeting, The Swan, Horndon on the Hill, 8.00pm
8 June Dorset Run – 11:00am at Compton Abbas Airfield Restaurant,
11 June North West Group Lunch meeting, The Smoker Inn, A556, Plumley, Nr Northwich
11 June West Midlands Group meeting, Fruiterers Arms, Ombersley, 8.00pm
17 June East Anglia Group meeting, Hare Arms, Stow Bardolph. 8pm.
17 June Far South West Group meeting, The Huntsman *Check with John*
18 June East Midlands Group meeting, Royal Oak, Brandon, from 6.00pm
18 June FFSW Group VSCC, Hawkins Arms, Zelah noon:
18 June South Coast Group meeting, Six Bells Chiddingly, 8.00pm
19 June FFSW Group meeting, Fox and Hounds, Scorrier 7.30pm:
19 June Lancs and Lakes Group meeting, Royal Oak, Garstang, Dinner beforehand. 6.30pm
20 June North West Group meeting, The Whipping Stocks, Over Peover
25 June West Midlands Group Monthly meeting. Clent Club, 8pm.
27 June North West Group meeting, The Whipping Stocks, Over Peover 7pm.
30 June Oxford Group meeting, The Abingdon Arms, Beckley 7.30pm if a weekday or lunchtime if a weekend
oh please let me get this calendar right, please - just check

Dates for your 2014 diary

6th–9th June: 7th Dutch Run, Dokkum
22nd June: Club Sprint, Curborough (see p46)
1st–3rd August: Viking Run, Vrådal, Norway.

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Cover Photo: Bob Derricott and Malcolm Lamb at the Opening Run that they organised so successfully

THE BULLETIN

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

CLUB WEBSITE: www.mtwc.co.uk

Editorial

As I have said previously, the rôle of the Editor is to gather together the offerings submitted by you, the readers, into some sort of cohesive lump that purports to inform, report and entertain. In doing so, it is incumbent upon said Editor to remain impartial throughout, turning aside any personal opinion and refrain from partisan comment. Yet it also behoves the incumbent to exercise certain judgement when reporting on matters politic regarding the governance of the Club.

You, Dear Reader must be made aware of what your representatives on the Committee, those whom you have elected democratically to carry out the necessary functions, are deciding upon your behalf to ensure that the Club functions to the best of said officers ability, within the remit of the Club Rules, Aims and Objectives. Add to this some news and photographs, the commercial adverts of traders wishing to offer you their services and articles that inform and entertain with regard to running, enjoying and rebuilding the inimitable Morgan Three Wheeler that was and is being produced by the Morgan Motor Company ... and you have the Club magazine "*The Bulletin*".

Hmm ... that's almost half a page filled up and given you all something not to think about. It merely goes to show that sometimes just sometimes (quite often in reality), it's jolly hard coming up with something viable to put at the beginning, when all I really do is to throw together what you lot submit ... and then add the errors. Sometimes the task is enlivened by a witty submission - I'm still grinning over Dave Winbow's superb and accurate observational humour relating to definitions.

This, nevertheless, is YOUR magazine, the cost of the Bulletin is a major element of your subscription and I feel most keenly the responsibility in endeavouring to provide "value" as much as entertainment.

Over the coming months there will be a few introductions which hopefully will be accepted nothing radical, merely a few new style articles.

This month, there is a welcome article by Ross Herbert about the "Carr car" and an outline of the style of usage. It seems that the "April Fool" article has raised more interest in "Gerald" (what an appropriate name and why hasn't it been so named before). I do hope that future users will consider contributing an article about their experiences.

Ian Parkinson came up with the suggestion of touring articles, a description of a favourite trip in a threewheeler, illustrated by scenic photographs. Way back in the '50s, the "Blue 'Un" and the "Green 'Un" regularly produced such features so that readers could sample an enjoyable scenic drive. The first, of hopefully a series, will appear next month.

Newcomers to the Club and long-standing too, may wonder who the various officers are. Would you like to see a profile of who we are and why we have volunteered? Do you have any suggestions for articles? If so please let me know - suggestions ... and criticism are welcome ... so I can carry on and ignore everything and everybody as usual anyway.

Enjoy your Morgans and most importantly ... have fun ... even if only at my expense finding and pointing out the errors.

Nick ▼

Hon. Chairman — Steering Column

Michael Joseph

We should all be concerned that the membership fell by 8% last year. If this trend were allowed to continue the Club would be half its current size in just eight years! It has been said that this should be expected given the ever-ageing demography of our members. This is not a view I accept because we still have the same number of old cars plus a thousand new five speeders. The present situation is unsustainable and for the club to survive we simply cannot ignore things and carry on as in the past. We must adapt.

David Browne set things moving by investigating lapsed members. (see Feb Bulletin). Steve Uprichard is modernising the membership renewal process. Howard Joseph is doing the computerisation, data processing

and will provide the necessary skills training for our Memb. Sec. Eric Bayley. Treasurer John Scruton is working on the payment options. It is very much a team approach, the end result making it easier, more reliable and quicker for everyone. There will be enormous savings in time as well as some costs.

We are looking to retain our current members, attract new ones, and inspire future generations by involving and engaging them as much as we can. By addressing the issue we are not neglecting or taking anything away from existing members whatever their age. Indeed, everyone will find that they now get more for their membership including a free factory tour at the AGM and a Club Training Day.

I have requested and welcome feedback. My thanks to those who have responded; your views are valued and respected. I ask for patience and understanding during these times of change. Please give all our initiatives a chance and pass on your 'constructive' criticism. If we take the Groups as an example, it is the happy and positive ones that are popular and expanding. I

would like to see this ethos feed into the Club as a whole.

There is much to be cheerful and positive about with some really good things happening. Our Opening Run organised by Malcolm Lamb and Bob Derricott was a great success and several Group Runs this spring have been reported as well supported with lots of three-wheelers. The EU derogation allowing new drivers of a Morgan Three-Wheeler to be under

the age of 25 with a car rather than a full motorcycle licence is a huge result. My particular thanks to Stuart Tallack who has been like a terrier with a bone on this issue. Pete Clews our Comp. Sec pulled off a major coup by getting agreement to



*'NO it's not a BSA three-wheeler
... it's a Triumph'*

allow new 5 Speeders to compete alongside existing cars in some vintage events. The first 'works' entry driven by R & D Manager Mark Reeves having some good runs at Loton Park. This resulted in a fantastic spread of photos of cars, old and new, on the Morgan Motor Company Facebook page. John Scruton has been instrumental in getting a new Club brochure into the welcome pack that goes with all three-wheelers to leave the factory. There was more publicity with the Chairman featured in an interview in the April MogMag. Richard Atherton has successfully applied for a free club stand at the NEC Classic Motor show in November. Coming up is the Club Sprint at Curborough which will see our new Leavens timing equipment in action. Come along and make a day of it as a competitor, marshal or spectator. If you enjoyed the Opening Run, you will like this one too. It could be like the 'good old days' again with a full line up of Morgans beside the track as well as those in the paddock. Bring a picnic, a camera, and your smile. ▼

MORGAN THREE-WHEELER CLUB SPRINT 2014

Curborough Sprint Course, Lichfield

Round 4 of the MTWC Challenge

Sunday June 22nd 2014

(ACU Permit applied for)

Classes for non-competition Club Morgans, 5-Speeders and Standard.

TM and Racing Classes in the Challenge Series

VMCC/VOC/C50C members are invited, with classes for solos and outfits



John Rowland at Curborough

Photo: Dennis Rushton

**Entry forms available on the MTWC website
or from**

The Secretary of the Meeting

Sue Clews

141 Stallington Road, Blythe Bridge

Stoke on Trent

ST11 9PB

tel : 01782 396762 email: compsec@mtwc.co.uk

Entries close on Tuesday 10th June

ACU One event licences available on the day

I was prompted to write this part of the occasional series because during 2013 www.sparkmodel.com introduced four, 1/43 scale (about 3" long) Morgan 3 Wheelers, supplied in neat clear plastic display cases and available for about £50 each depending

on how well you search the net.

My comments are based on a comparison of the model and the description offered by 'Spark' against personal knowledge, Morgan adverts and pictures of the period.

"The 2 Speeder"

This model is described as "Morgan 3 Wheels 1935" (S0372).

According to the date, this should be a 3 Speeder and looked on as such is a poor representation of its type, However, if it is titled 'Morgan - Super Sports Aero - 1927' it becomes much better.

As a 1927 Super Sports Aero, there still are some errors. The engine although well detailed and clearly an OHV, WC, 50⁰ JAP with single magneto ignition, for some reason has a 'V' angle of only about 30°. The body skirts, front to back, are too low and therefore do not allow the correct low level exhausts and long round silencers to be

fitted underneath. Instead it has mid-level pipes and non-original 'Brooklands Silencers' with fishtails. Probably the car used as a pattern had been re-built or perhaps had had exhausts modified/fitted in the 1920/30's when they became a popular addition.

Despite these criticisms the general look is good and the front suspension is well modelled, something no other 'ready built' even attempts. I find the incorrect caption on the display plinth the most annoying feature and I have overcome this by attaching my own description with double sided sticky tape.

These days £50.00 is the average current price for a new 1/43 scale collectors model, and this one is the best 'off the shelf' built 2 Speed Super Sports Aero that is or has been available (to my knowledge) - just change the caption! *Cont!.... p7*



The 3 Speeder The most recent model is described as “Morgan Super Sports 1935” (S3148). It is, but it has far too many errors for a model collector or Morgan enthusiast.

Spark has used the 2 speed OHV, JAP with magneto, ‘V’ angle error and no provision for a starting handle housing. The bonnet and cockpit are too narrow, however the double cut outs and super sports cockpit cowl are there and the ‘V’ screen is well proportioned.



The worst feature is the barrel back which is too narrow at the seat back (obvious when viewed from above) and so does not curve correctly to the recessed spare wheel.



Viewed from the side the rear body top line droops in a ‘sad’ way so the spare wheel virtually scrapes on the floor. I suspect the wooden frame in the tail of the car they copied may have collapsed at the end of the chassis – a common problem due to the extra weight of the spare wheel. The model looks a little better if you put a 0.1” (2.5mm) thick spacer under the rear wheel, but unfortunately it still leaves a lot to be desired. Oh and there is no front number plate. To finish on a good note, the high level exhaust pipes have the classic sweep from the engine and again a commendation for front suspension detailing, - but at 50 quid?

The 5 Speeder

Since around August 2013 2 versions of this model have been available; “Morgan 3 Wheeler 2011” (S3149) in light green and “Morgan 3 Wheeler 2012” (S3147) in one of the work’s art jobs. Both are brilliant; I can’t find a fault major or minor. The wishbone suspension and negative camber is accurate, the body *cont/... p8*



p7 cont/....proportions are perfect, engine spot on, exhaust pipes correctly routed and even the beetle back clips, dashboard and seat belts are accurately detailed. The tail lights, wing mirrors, internal trim, gear level, arm rests and small fly screens look perfect and all in 1/43 scale 2 7/8" (70mm).

At about £50.00 compared to £31,000.00 for a larger version, it's a snip. Very highly recommended!

I am not surprised that the 5 Speeder model is the most accurate as perfect examples of the real thing are readily available to copy. The 2 and 3 speeder cars are at least 75 years old and have been affected by the ravages of time, multiple owner's whims and rebuilds. It is a great pity that 2 potentially very good replicas, particularly the 3 speeder, have been spoiled by schoolboy errors.

I feel they should have sought the advice of experienced experts, of whom there are several in the club, who would have spotted the blatant errors at a glance. ▼



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Where Is It Now?

Phil Page

I am trying to track down my Dad's old 3 Wheeler that he owned in the fifties. I understand from the Morgan factory that the Club or club members may have some information or records on this car. It would be great to obtain copies of these and possibly fill in some gaps in your archive. Its Registration was FS 8098 Many thanks and I look forward to hearing from you. Jonathan Dean *Please send any information to the Registrar and the Editor*



Scottish Question

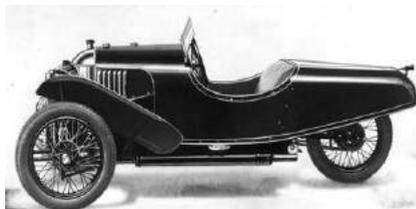
Scotland will have a new security service – the Scottish Terrorism and Security Inspectorate – the STASI ..and Alex Salmond has banned the Met Office from issuing long range weather forecast beyond September 18th – with independence the weather will be better under the Scottish Met Office.... allegedly

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Letters and emails

Czech Mate

I took a second look at "Your Roving Reporter" article in April's *Bulletin*. Yes ...the photos are genuine - but perhaps not a designated Morgan engine – it is in fact a Torpedo engine by Pavel Malanik in his home workshop in the Czech Republic..... he made it for a 4 cylinder motorcycle.

....Then, of course, the penny dropped that it was an April Fool's joke. Thanks for the interesting article.....the engine would look good on the front of a Morgan though!!!

Dave Cox

Well spotted Dave - saves me having to explain/confess. Pavel is a highly talented engineer producing first class machines and the photos came from his pages. Editor

Got any Change Please?

Whilst it seems that we have to accept the change of format and date for this year's AGM (only this year), please specify what other changes are planned (before they are introduced !!!).

Annoyed of Horndon

Moot Point

Your suggestion that I should stand for S.E, Group G.O. has been mooted before but spending almost every waking hour producing Morgan parts would not leave me enough time to do the job justice!

Colin Wilson

Previously "Angry of Horndon"

Un-Leaven(s)ed Bread

I have recently used Mogspares - and understand through discussions with Grahame Joseph and Chris Harfield the problems that Mogspares have - and the difficulties in resolving them.

The Chairman's report in the May *Bulletin* raised the Leavens Fund and its lack of use. This fund, it seems to me, could be ideally used by Mogspares on the basis that the spares return a profit to the club and thus the fund could be reimbursed. It would also, hopefully, enable larger quantities to be purchased at better prices and increase the interval between purchases, thus releasing Mogspares (with the help of members) to investigate the purchase of spares now unavailable.

David Poplar by email

I totally agree David - I wrote a letter to the same effect some five years ago.

From Mrs Trellis, North Wales

Dear Mr Editor. It never ceases to amaze me that your name is the same as your Job Title I may well have said all this before but I am catching this repeating myself from my husband. He has always had problems with repeating himself ... and I don't only mean the wordy sort. He does have a passion for Jerusalem Artichokes and you know what they do for you. My friend Doris at number 23 calls them ... ooh, I can't bring myself to say it but you know what I mean! It begins with f and the first bit sounds like part - like in Mogspares and it all rhymes with arty choke. I must go as my beloved was cleaning the scantily-clothed china goddesses on the mantelpiece and I'm afraid he will be knocking one off *cont!...p49*

North West Group Camping Weekend

Buttermere June 27-29

The ever-resourceful Bob Barlow, Famous Wearer of Shorts, and Man of Paint, sent an Advert to the Editor for the above Glorious Event, handwritten on the back of a re-cycled 2012 Raffle Ticket, (now expired)which the Editor STILL cannot find.

Neither can he, at this last minute stage, be bothered to look This, he freely admits, is an amusing circumstance for which he has no regrets

Those who attend, can expect to have a Spiffing Time

Details from Bob at his spray shop, 01565 723723.

Perhaps someone will write a report and send Photographs of Jolly Campers

Some may say that an English spring day is sunshine, a gentle breeze, the twitter of birds and the smell of blossom but to those of us passionate about our Morgans and racing must be added the thump of a big V twin, the crisp rasp of an F Type and the aromatic scent of R40. Loton Park had all this and more but the season had begun for some a week before in a biting breeze at Angelsey and Silverstone.

VSCC Spring Start Silverstone

Not so much spring as the last throes of winter with a penetrating 'breeze' whipping across the old aerodrome. Five Morgans huddled together, the Darbyshires 2 cars, Bob Towell's 200 mile Aero, Duncan Wood Super Aero and the return of Gary Caroline's Super Aero.

Duncan had the best of the day with two second places, one in a 5 lap handicap and the other in race 6 which won him the Itala Trophy for fastest car under 1500cc. Gary Caroline came home 5th in the same race.

Sue Darbyshire retired from race 3 after a plug blew apart but had better luck in the Fox and Nichols Trophy Race where she finished 4th and 1st on handicap. Bob Towell's 200 mile Aero has recovered its reliability and he entered 2 races and finished both.

VMCC Angelsey 12th and 13th April

The cold wind also whipped around the Ty Croes circuit but did not deter Bill Tuer and Greg Bibby from making the long journey nor our intrepid Eligibility Scrutineer Jonathan Garside whose dispatch makes up this report. Bill had completely rebuilt his car since January and it looks resplendent.

There were the usual set of B3 races and Bill's car was soon back to it's winning ways with a 3rd place in the first race despite the clutch linkage giving way. From then on it was "business as usual" with 2 second places and 2 firsts.

Greg Bibby had problems with his tie bars and finished 4th in both the races he entered. Our other Eligibility Scrutineer, Dave Hodgson, was driving the new pale blue Buckland and finished all 5 races mid-field.

The Manx Classic

Sue and George Darbyshire and Ewan and Tracey Cameron made up the MTWC group at The Manx Classic and they blitzed the field. The event consisted of a Sprint and 2 Hill Climbs.

Sue won the Sprint of just over a kilometre in 57.92 seconds with Ewan in the Hale Morgan less than a second behind to take 1st and 2nd places setting a new record into the bargain. The Hill Climbs were 2.4 Km and Sue and Ewan were 2nd and 3rd respectively but in the final climb Ewan pulled out all the stops and finished 4 seconds ahead of Sue to be FTD.

Sue took the first place in the pre1941 Racing Class with Ewan second, a brilliant result.

MTWC Challenge Round 1 Loton Park

A superb day is the best way to describe Easter Monday at Loton. We have usually competed on Sunday and Sunday was very wet whereas Monday saw the mist clear and the sun shine. Secondly it was a historic day in the annals of Morgan three Wheelers because we had the first 5 Speeder taking part and finally we had 20 entries making a real spectacle, in our own paddock.

Added to this were the large number of club members who came along to support, many from the northwest and midlands areas. There seemed to be three wheelers dotted everywhere with a group of 5 speeder owners who had come to offer their support to Mark Reeves and Joanna Wallace in their first competitive event. Mark is the R&D Manager at the Morgan Motors and is very keen to get the 5 speeders on the track and offered to help other owners who came to prepare their cars.

The track was green after all the rain and the first practice runs were taken slowly. Things soon speeded up when the competitive runs started after lunch. Tom Cowley had a significant birthday and was celebrating it with panache by driving Tony Quinn's Matchless racer, with Lily in the passenger seat to stop him abusing it, but he still put up

a very fast time of 70.19, by far the fastest petrol engined car in Racing Class. The methanol cars saw a duel between Hamish Bibby and Bill Tuer both passengered by Maggie Tuer and this time Hamish took the honours to be fastest Morgan of the day.

Tim Gray was enjoying his rebuilt chassis and was third fastest ahead of Chas Reynolds with Greg Bibby, Sue Darbyshire, myself and Dave Say completing the class after Alistair Rew with son Alex, also out for the first time, over revved the JAP and a valve touched a piston. Danny and Dave Hodgson sharing the racing F-Type suffered gearbox problems which put the Hodgson racer out of commission. Danny hopped into the TM car and did 81.42 to take the TM class ahead of Cathy Quinn and Rob Pike with his daughter Georgie in the passenger seat. Georgie was the youngest of a group of newcomers and behind fourth placed David Poplar was Anthony Jenkins in his first competitive drive with a creditable 88.15.

Standard Class saw another young newcomer, Ian Hughes sitting beside Steve Lister whose Blackburne engined Aero easily saw off the father and son team of Chris and David Harfield.

The 5 Speeder was in Drivers class and Mark Reeves had set himself a target of breaking the 70 second barrier which he did with 69.24. It was a milestone having the new car compete and Mark and Joanna will be at "La Vie en Bleu" Prescott and at Curborough so why not come along and introduce yourself he's just like the rest of us who enjoy racing funny three wheeled cars.

The MTWC Challenge Round 1 was an excellent day's sport with good company, good racing and sunshine let's hope we can do the same for Round 2.

Donington Historic Festival 2/3/4th May

Following their success in the Isle of Man Sue Darbyshire and Ewan Cameron shared the driving in the Mad Jack Race for pre-war sports cars and Sue's description says it all, "It was a crazy time." They holed a piston on Sunday and had to rebuild the engine in time for the Monday's competition. There were some very strong competitors including the very fast Frazer Nashes and Sue and Ewan finished 2nd in class 6th overall.

Upcoming Events

VSCC Cadwell 7th June

Cadwell is undoubtedly the best track in the country for our kind of cars and this VSCC meeting is one of their best with a wide variety of vintage and prewar cars, 500's and of course the Morgans. We are hoping for a good grid with some new competitors making their entrance.

MTWC Curborough 22nd June

My thanks to the club members who have offered to Marshal following last month's request in the Comp Notes.

I know I have said this before but Curborough is a club event with a MTWC Challenge Round taking place at it. It is an enjoyable day with VMCC bikes, Vincents and this year Classic 50cc racers taking part.

You don't have to be a Challenge competitor to take part and you don't have to be 'fast'. It's all about having a bit of fun with your Morgan and quite a few club members who never take part in any other timed event take part at Curborough. The track is twisty so speeds are kept in check and the preparation of the car is minimal, the wiring of sump/gearbox plugs and taped lights.

I know we have to operate under current ACU Standing Regulations but we do manage to run an event as close to the 'old club sprints' as we can. It is what we as a club make it and seeing cars other than the Challenge competitors taking part is what adds to the spectacle.

We do have more 5 Speeders entering this year, including our Treasurer John Scruton, and we do have plenty of room for all if you want to join in.

If you don't fancy taking part or want to reserve judgement, why not come along to spectate, bring the Morgan, park alongside the paddock road and watch the fun, but be part of it or else it won't be there when you want to. ▼

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Round Up

Machiel Kalf writes: Next year the Historic Auto Ren club is celebrating the 40th Anniversary. They asked me to invite the 3 wheeler racers. Those interested in attending please contact Pete Clews in the first instance.... more news in the Bulletin in the future .

Graham Chivroll asks: I wonder if anybody can help with this. Dudley Collard, who lives near Toulouse airport has the only other F4 in this part of France. Dudley is 80 now and he drove the car here from the UK in possibly the early 1970's. It's a 1950 model and has never been rebuilt. The bodywork and chassis isn't too bad but the seats and cockpit were "improved" in antiquity. All the rear seats lift out in one piece and the front seats a rather nasty modern (well 1960's) tall bucket seats. I do occasional maintenance for him, the clutch a few years ago and I'll be doing flashing indicators soon so he feels safer driving it. One thing he would like is some more appropriate F4 type bucket seats, does anybody know where these can be found? There were lots about in the 1970's, I sold many pairs from old Bedford fire tenders (later dubbed Green Goddesses during the fireman's strike) for £5 a pair back then.

Chris Booth writes: On Sunday June 29th the Windmill at Nutley E.Sussex will be having an open day, to which each year several old vehicle clubs are invited to attend, usually the MG owners club, and the Vintage motor cycle club are the main attenders, plus a few stationary engines. This year the Morgan 3 wheeler club has been invited, it is a fairly casual event, you just turn up and park around the windmill which they have working, an all day burger stall plus coffee, Tea, cakes etc operates throughout the day. Nutley is situated on the A22 north of Maresfield, and the windmill is on a turning to the right just through the village, take the lane which says pedestrians only! and this will lead you straight to the field . Suggest arriving around mid day.

Trevor Seymour asks: Has anyone in the Morgan world fitted, or has knowledge of fitting, an electric motor to drive the normal speedo controlled by a proximity switch operating off a road wheel or gearbox sprocket?

New Members

Eric Bayley

We bid a hearty welcome to the following new members and also to members rejoining:

UK	Graham & Dawn Sherwood. Russell & Shirley Bulley. Alex & Dominic Rew. Austin Smith. Graham Little. Andrew Curson. Tony Rickard. Robert Frost.	Northwich, Cheshire, CW8 4BL. Burton Latimer, Northants, NN15 5LP. Kislingbury, Northants, NN7 4BQ. Lowton, Warrington, W43 1HW. Llangollen, Wales, LL20 8 Burnley, Lancs, BB12 0LU. Wheatley, Oxford, OX33 1NX. Rejoined.
ROW	Ron De Rosa. Andrew Woodall.	Johns Island, S Carolina, 29455, USA. Colyton, NSA 2760, Australia.

As reported by John Chatwin in the May Bulletin, the UK Government has applied the driving licence derivation permitted by the EC, which allows a 21 year-old to drive a three wheeler, provided they have a full car licence. However, he has not mentioned this **only applies** to the UK. They will not be able to use their licence anywhere else in the EU. We have not won!

UK laws are made in the EU Parliament by the member states. The UK Government has NO power to change EC2006/126 - its the LAW.

The acceptance of the derivation follows a great number of people writing to Members of Parliament, the Minister of Transport, MEP's and the EC Department of Transport. Mr Foxell of the DVLA has I believe been sympathetic for our cause and has spoken in our favour however he is not a legislator, his job is to apply the regulations as presented. UK Government can do no more.

The Derivation is an interim fix, the EC regulation is likely to be reviewed in four

years at which time the derivation could be removed even though it has been applied by other EU countries. We would be back to full bike licences.

The permanent solution still remains in Brussels and they do know the arguments. Some of our MEPs do not bother responding to letters but I know they read them. I and others will keep writing and remind them we have not gone way. I implore everyone to write or email the UK and EC Departments, just now and again, and remind them our young drivers should be able to lean in and drive a car based three wheeler at 17 years of age.

I would wager none of those involved in forming the legislation had any experience of driving a three wheeler. Thinking of them as either the Top Gear fall over Reliant or the Billy Connolly style tricycle driven by tattooed, long haired, bearded types. All would be lost if they saw us lot. ▼

WORSTEAD WEEKEND, NORFOLK June 27 - 30

Friday 27th June - Pub supper at Skeyton Goat for 7.30 pm
www.skeytongoatinn.co.uk

Saturday 28th – Visit to East Ruston Old Vicarage Gardens
www.eastrustonoldvicarage.co.uk with a stop on the way for lunch.
Evening BBQ back at Mack Cottage.

Sunday 29th – Trip to The Thursford Steam Museum www.thursford.com

Keys of Aylsham are holding there annual classic car auction on 28th.
Will try to arrange a visit if there is time.

We need to make various bookings and let people know in good time so please let us know as soon as possible if you are coming or need more details.

Please note we will be away for the first week in June

Contact details are Tim and Sue Hodgekiss 01692 536790.
email tim.vms@btinternet.com

The meeting was held at Kemberton Village Hall and was attended by 16 officers and GOs with 15 apologies received. Two observers were present.

The Meeting was opened by Michael Joseph. A brief silence was held in the memory of Alan Crouch, John Hoar and John Linfield who had all recently died.

The minutes of the previous meeting were read and accepted as amended.

It was agreed that Nick Taylor be formally co-opted to act as editor until the AGM

The dates for the 2015 AGM weekend are as reserved by Richard Atherton, our AGM organizer, and are confirmed by the CCM as 18th, 19th, 20th September 2015.

It was agreed that a sub committee be set up to undertake a wider governance review (including Chairman's tenure) this to be chaired by Tony Quinn and will initially report to the next CCM.

Michael Joseph gave a slide show regarding the proposed Training Day. It was agreed that the club will hold a training day at Gaydon on 6th September, the agreed entry fees including admission will be £10 on line, £15 at the gate and £5 child.

Steve Uprichard gave a detailed slide show regarding membership renewal and membership cards. The options and very moderate costs involved were presented to the committee. It was agreed that the Club modernize the membership renewal system to make it as simple and automatic as possible. This will mean that with each bulletin sent out a personalized renewal form will be included and an invitation to take up standing order renewal. The current manual production of membership cards will be replaced by a renewal letter with peel off cards (as used by many other clubs and societies – sec).

Tony Quinn gave the background and terms of reference to his report presented to the last CCM in his absence. Little could be added to the report, but he offered to assist in brokering a meeting between the parties.

Club event definition as discussed at 2 previous meetings has been carried over until insurance company advice has been received.

Club Publicity: A new Club Brochure is now available and is being distributed with each new M3W sold. We have received additional visitors to the club website following the MMC facebook page featuring the MTWC Loton Park hillclimb and the MMC M3W works entry.

The Chairman reminded the committee that unless we continue to bring in new members, a decline of 8% (as in previous year) per year for 8 years would halve the size of the Club.

Chairman's correspondence:

Included an invitation to the Lancaster Insurance Classic Motor Show. The meeting agreed that Ian Parkinson be approached for his input prior to acceptance.

Ross Herbert, the Gerald Carr Custodian, requested a formalisation of budget and maintenance guidelines. The meeting agreed a framework of £100 per item and £500 per year without prior approval.

Two letters had been received from the President, which required clarification.

Secretary's correspondence gave details of letters of condolence sent.

A supply of specially designed "V twin" "get well" cards have been obtained and some sent out to date.

The meeting approved the wording of a letter to Colin Duggan.

The Treasurer gave his financial report, which showed a satisfactory position. The accountants have requested to attend a physical stock take, which will not increase our fee.

Reports were presented by the officers and GOs present.

The website manager requested that the committee allow general access to the social pages on the website - this was agreed.

He also reported on the continued digitization being undertaken by the Librarian, we now have over 25% of the library available on the website.

The Librarian (apologies received) had circulated his report by email.

The Sporting Secretary reported the progress of entries for the forthcoming events and that the MMC are to provide a M3W "5speeder trophy" He reminded members to enter Curburough.

Gary Caroline mentioned the assistance in moving the editorial computer given by Andy Brown.

Regalia Officer reported little happening at the moment, but we have stocks of the new car badge.

The Mogspares report had been circulated by email to members, the machining of the JAP and Matchless rocker boxes is in the pipeline.

Mogspares have been increasing stocks.

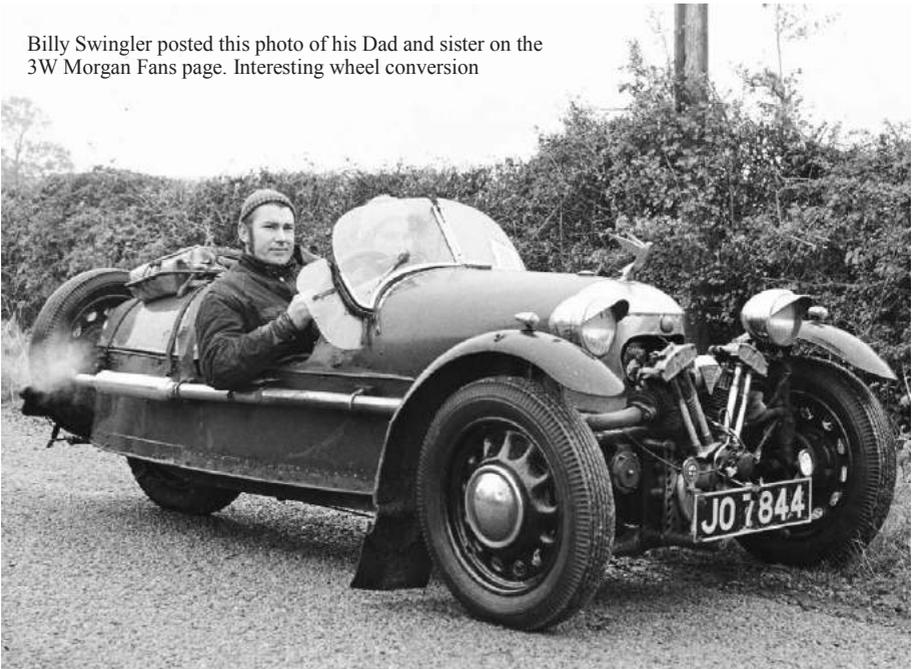
Mogspares Finance reported an expected surplus for the year in the region of £6500

CCM matters, due to the meeting over running, these have been held over till the next meeting. A date of 7th September at the Tadmerton venue was approved.

(please note due to AGM meeting notification timetable and printer's deadlines this may be subject to change)

Chris Harfield, Hon. Sec.

Billy Swingler posted this photo of his Dad and sister on the 3W Morgan Fans page. Interesting wheel conversion



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etc. £34,

Small chrome Horn push £9, Late F-type Bakelite horn push £20

Steering columns re-built, parts supplied. Morgan rear brake cam. £32.00

Cast polished rad cap mascots, Morgan flying 'M' flat or domed cap versions. £19

Paired wing Family type £30, Polished alloy Stork mascots £42 Bronze Storks £50

Radiator badges, German silver, for Super Sports, Aero, F-type & Grand Prix
Stub axle inner nuts £4, lock tabs £2.50 F-type and 3-speeder stub axles £65 pair.
Stainless steel bonnet knob sets of 4, suit F-type Series 1 and early +4 & 4/4 £55,
escutcheons to match £15 set.

Brake shoes relined, clutches rebuilt, any make Morgan to Rolls Royce.

Many other new and used parts also in stock, yes we also have a range of bits for
Bentley and Rolls Royce, mainly MKVI

All prices plus VAT at current UK rate

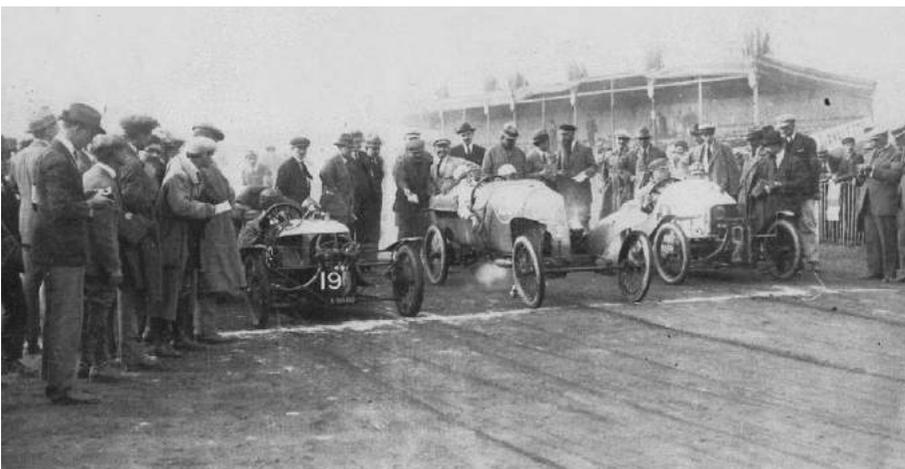
For 1921, the French Cyclecar Grand Prix had been increased to 193 miles (310 kms) . The Le Mans Sarthe course was used once more with the lap length increased by 162 metres and it was to be covered 18 times instead of 16 as in 1920.

The French definition of a cyclecar was of below 1100cc and 350kg. Once again EB Ware entered, the only British entrant, using the same modified Grand Prix he had used in 1920. The old 90 bore ohv engine was replaced this year by a water-cooled side valve KTW JAP engine, and EB Ware had been getting good results from his tuning of this engine in a Morgan at Brooklands.

The tail panel now fitted to the Grand Prix resembled that he had used on the JAP-built body on his Brooklands Morgan racer JAP II, suggesting incorrectly to some reporters that it was that car he took to France.

This year there were four French Darmont built Morgans entered, again with side valve JAP engines. Their drivers were listed as Henri Stoffel, Lucien Desvaux, Stuart Sandford and M. Vuilliamy (or Vuillamy). Practice showed that the new and advanced 4 cylinder twin ohc engine with hemispherical heads fitted to the Salmson AL, made it by far the fastest of the 20 starters. It was to be driven by André Lombard, its instigator.

On the evening before the race, E.B Ware took out his Morgan for final practice and his bad luck struck once more when he hit a large dog at speed, killing the dog and travelling some distance on 2 wheels before he was able to stop. The Morgan was badly damaged and this entailed a through-the-night session by Ware and his mechanic to straighten it before the 9am start.



EB Ware, Bueno (French GN) and Desvaux start the Cyclecar GP at Le Mans.

The course had received a little rain during the night which, together with the spreading of calcium chloride to reduce dust, meant it was in good condition.

The start, held on Saturday September 17th, was in groups of 3 at 1 minute intervals and first at the end of lap 1 was Vuilliamy in his Morgan with an EHP not far behind.

Lombard's Salmson soon took over and by lap 5 it was 2 minutes ahead of the EHP with Ware's Morgan a further minute behind in third place. In fifth place was Desvaux, Stoffel was seventh and Vuilliamy tenth.

After 7 good laps Ware discovered he could no longer engage top gear. He did a fast lap in bottom but this damaged the

engine and he was forced to pit. A tappet rod was replaced but whether the gear change could be fully repaired is not clear. On lap 10 Lombard still led, with Desvaux in second place nearly 10 minutes behind. Stoffel was seventh but with clutch slip. Soon Ware had more trouble, this time with punctures to the left front wheel. He eventually suffered 3 before the tyre left the rim and the wheel collapsed putting his race to an end.

Meanwhile Desvaux had the misfortune to retire after 14 laps with magneto trouble leaving just Stoffel still running from the Morgan entries. At the finish it was an easy

victory for Lombard and the amazing Salmson in 3 hours 32 min 2 seconds, with last year's winner Marcel Violet second in his Mourre (renamed from Major the previous year) some 18 minutes later. Stoffel finished fifth and last of the finishers over 1 hour after the Salmson.

When McMinnies won the GP at Amiens in 1913 he averaged 41mph, Violet had averaged 47mph at Le Mans in 1920, but Lombard had averaged an amazing 55mph and that included a long stop out on the course when his mechanic had to run to the pits for petrol. This cost him several laps of



EB Ware in the Le Mans pits with the left front wheel receiving attention whilst his mechanic checks the gearchange. This photo is enlarged in Malvern's Caffè Nero!

his lead. There were comments from the French organisers as to the poor turnout from British cyclecars for the race (just EB Ware and his Morgan). *cont/...p20*

p19/cont.. There can be little doubt that the forth-coming Junior Car Club 200 mile race for cyclecars and light cars at Brooklands on November 22nd had now captured the full interest of the British manufacturers, drivers and the British public and there was not really much interest in the French race.

Whilst the French Cyclecar Grand Prix was held again at Le Mans in both 1922 and 1923 there were no British entries in 1922 (there

was a French Morgan) and the event seems to have faded away.

When Dennis Rushton and I researched historical Morgan racing during the 1970s we used copies of contemporary magazines. In the modern world the internet is probably the easier option, but there is a danger as computerised race results do not always agree with the original written reports. This is particularly true with these Grand Prix. Even the excellent French Gallica library seems to have been misled and hence mis-captioned some Morgan photos. Please beware!

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Mobile 07860 237 945.

E-mail: bibby6736@aol.com

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Leicestershire, LE8 0HJ

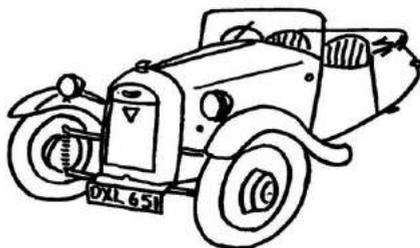
The Gerald Carr F4: now available for borrowing by members

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

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

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

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



Contact;

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

Tel: 01886 884362

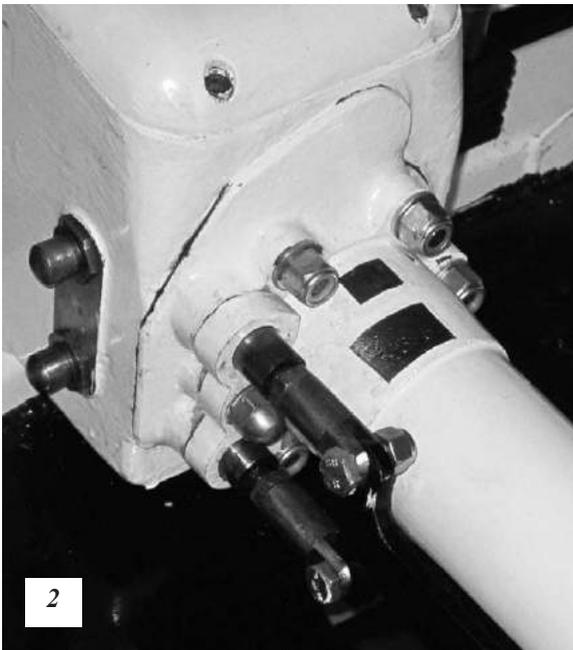
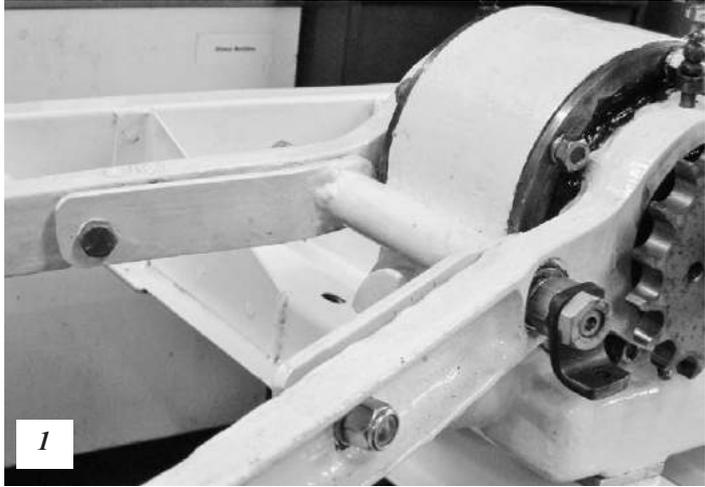
email: ross@harelevfarm.co.uk

The F-type as introduced in 1934 was of course a brilliant piece of HFS's design engineering superior in many respects to the then current range of three-wheeled 'Twins'. (This has to be said by a lifetime F-type enthusiast!). The principles laid down then continue to be still used in the current traditional range of four-wheelers."

Continued from May Gearbox and Ignition

Gearbox 1:-

Shows the common modification of the 'mini fork' incorporated in to the rear fork tie bar which can significantly improve rigidity in that area and consequently reduce wear in the bronze trunnions and fork eye.



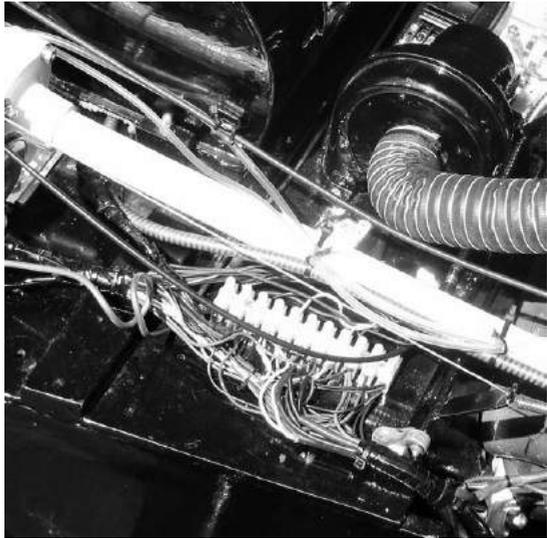
Gearbox 2: A brilliant modification incorporating 'O' rings in the gearbox selector rodssee 'Best of Clarrie'* page 146.

The process of changing gear means that each selector rod acts as a pump, with the lower rod being the most effective. Every time one changes gear, a small charge of oil is deposited on the floor beneath.

This modification addresses a problem which in an F4 or 3-speed Family creates an oily mess.

** If you don't have a copy of "The Best of Clarrie" it is available from John Barker , Regalia This publication is invaluable ... buy two copies— one for the workshop and one to keep in the reference section*

Wiring: Very much removed from the original electrical system, my latest 12 volt system used screw terminal blocks throughout based on my experiences of wiring many other Morgans. Original switches and junction boxes of course used screw terminals, and a few were still left on my F4. The principles and reasons for this method are summarised below.



With 'Morgan' vibration and wet, crimped connections are just not reliable enough as many modern car owners with their complex electronic systems quickly learn.

Where cable ends, either with 'bullet' connectors or the 'Lucar' spade type have to be used, they should be soldered in place. The terminal block arrangement with just bared wire ends, is a quick reliable method and you don't have to solder a lot of ends in place.

Where solder is used, a sleeve or plastic cover must be used to avoid the

wire flexing and finally breaking adjacent to the connector. With the terminal block method a sleeve is not required.

To keep the terminal block clean and free from muck, a suitable cover as in 'wiring 2.' was fitted, a 'key' identifying the connections was taped on its underside for fault tracing.

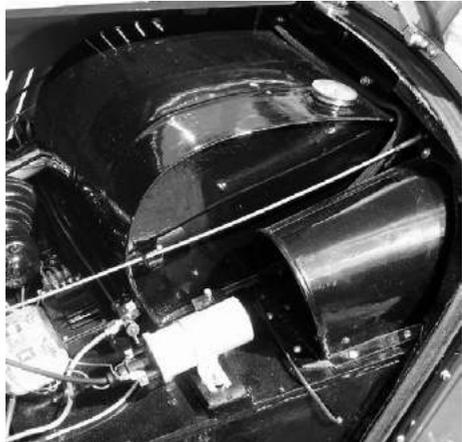
Petrol Tank

And here's another thing I should have done years ago!

On many F-types the choke and starter cables are threaded through little guides soldered on to the side of the petrol tank.

Need to take the tank out for repair? Much easier that the average sports twin where the car has to be dismantled starting with the dashboard, with the F-type even the bonnet can stay in place. Put it all back and you have to reconnect these two control cables and spend time re-adjusting them.....which can be quite critical in the case of the choke!

No need.... don't thread them through their guides but neatly secure them in place with a small electrical tie.....'Snip' and they are out of the way!



Availability of Parts in Price Lists

It is stated every month in the last paragraph of these articles that Sales Officers will advise of availability. I can understand the frustration and disappointment of some parts not being in stock. We simply do not have the resources of finance, or voluntary effort necessary to stock all parts all of the time, especially the 'big-ticket' items. We have, however, by careful management of the business enabled stock to rise to record levels in both quantity and variety. History of past sales is useful in gauging demand but for rare and more expensive items back-order requests are useful in determining our priorities, so please let us know your interests.

It would be ideal if we could publish which items are temporarily unavailable but that would be difficult and time consuming as our stock is dispersed at different locations and we do not have a centralised computer stock control system. Again it comes back to the remote Sales Officer to physically check the parts bin or their stock record cards.

Determining lead times of new stock can also be difficult and we regularly suffer unexpected delays with quotations and manufacture.

Supply and demand within our budgetary constraints has to be managed as best we can. We try not to borrow from central Club funds but appreciate the flexibility this facility offers from time to time. Mark-up is minimal and may be it is time to review our policy, which has become eroded by inflation over the last eleven years. Better funding could achieve savings with larger batch sizes, so that overall prices need not necessarily increase.

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.*

Our business is slowing and we do need to generate sales to boost investment and in turn, increase availability.

Lists of Club spares are shown on the website www.mtwc.co.uk and in previous copies of *The Bulletin*. Sales Officers will advise of availability and any price changes.

Matchless Jun 14, **Transmission** Apr 14,

Misc Feb 14, **Ford** Dec 13, **JAP** Oct 13. ▼

JAP sales	Andrew Morison, Dolphin House, Durford Wood, Petersfield, Hants GU31 5AW	01730 890 199 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

Orders to: **Roger Orford**, Nethergreen Farm, Ridgeway Cross, Malvern, Worcs, WR13 5JS
 Email **mogrog@hotmail.co.uk** Tel/Fax **01886 880 387** Mobile **07969 950015**

PART NO.	DESCRIPTION	PRICE (£)	PRICE (£) inc 20%
		ex VAT	VAT
MATCHLESS			
RE1	CRANKCASE APEX BOLT	6.87	8.24
RE2	CAM LEVER PIVOT PINS	5.93	7.12
RE4-7	CAM LEVERS (SET OF 4)	370.50	444.60
RE13/14/15	CAM FOLLOWER ROLLER, BUSH, PIN (SET OF 4)	81.61	97.93
RE17	CAMSHAFT (STANDARD TIMING), MX2/4	350.71	420.85
RE18	CAMSHAFT BUSH, LONG	15.00	18.01
RE19	CAMSHAFT BUSH, SHORT, REAR MX2 & MX4	9.15	10.98
RE35	CRANKCASE STUD WITH 2 NUTS	11.06	13.28
RE37	FRONT MAINSHAFT BUSH, STANDARD	44.12	52.94
RE37/1	FRONT MAINSHAFT BUSH OVERSIZE	44.12	52.94
RE40	CRANKPIN NUT, MX, MX2, MX4	8.25	9.90
RE49	REAR MAINSHAFT SINGLE KEY TYPE	76.72	92.06
RE53	REAR MAINSHAFT NUT, INNER	11.63	13.96
RE53T	REAR MAINSHAFT NUT (INNER), 3 KEY TYPE	4.50	5.40
RE61	FRONT MAINSHAFT, MX, MX2, MX4	71.18	85.42
RE62	FRONT MAINSHAFT KEY	0.44	0.53
RE56	MAINSHAFT PINION/STARTER DOG	101.39	121.67
RE63	STARTER DOG PINION NUT	15.71	18.85
RE64	FRONT MAINSHAFT NUT, INNER	11.63	13.96
RE68	CYLINDER BARREL, LH, MX (NOT RE65)	537.00	644.41
RE69	CYLINDER BARREL, RH, MX	537.00	644.41
RE72L	CYLINDER BARREL, MX4 [O/S]	204.00	244.80
RE73R	CYLINDER BARREL, MX4 [N/S]	204.00	244.80
RE78R	CYLINDER HEAD, MX4 [N/S]	265.20	318.24
RE79	CYLINDER HEAD GASKET (C/C), MX	12.00	14.40
RE80	CYLINDER HEAD GASKET (COPPER), MX2	15.68	18.81
RE81	CYLINDER HEAD GASKET (C/C), MX4	14.00	16.80
RE82	CYLINDER HEAD STUD & NUT, MX	8.73	10.48
RE83	CYLINDER HEAD BOLT, MX2	15.75	18.90
RE84	CYLINDER HEAD BOLT, MX4 (SS)	10.28	12.34
RE85	CYLINDER BASE GASKET, MX	3.00	3.61
RE86	CYLINDER BASE GASKET, MX2 & MX4	1.17	1.40
RE87	CYLINDER PLUG (BRASS), MX	6.38	7.66
RE88	CYLINDER BASE HOLDING DOWN STUD, STEEL	4.22	5.06
RE89	CYLINDER BASE HOLDING DOWN NUT, STAINLESS	6.38	7.66
RE89/1	CYLINDER BASE HOLDING DOWN NUT, STEEL	2.78	3.34
RE90	DRAIN PLUG	6.15	7.38
RE91	CONTACT BREAKER ASSEMBLY KIT (MOGSPARES)	67.57	81.08
RE92	CONTACT BREAKER BODY RETAINING BOLT	5.63	6.76
RE93	CONTACT BREAKER ASSEMBLY COVER	20.00	24.00
RE97	POINTS SET, FOR RE91	3.78	4.54
RE98	CONDENSER SET, FOR RE91	3.42	4.10
RE100	IGNITION CAM	52.79	63.35
RE101	CONTACT BREAKER DRIVE SHAFT	101.86	122.23
RE102	DISTRIBUTOR DRIVE SHAFT BUSH	18.60	22.33
RE107/1	EXHAUST STUD	5.10	6.12
RE107/2	EXHAUST NUT	0.20	0.24
RE117	GUDGEON PIN CIRCLIP	0.10	0.12
RE117/1	GUDGEON PIN CIRCLIP (ACCRALITE)	0.93	1.11
RE120	IGNITION CONTROL ADV/RET VOLUTE SPRING	2.26	2.72
RE133	INLET PIPE COLLAR (OLIVE) BRASS	7.64	9.17
RE134/1	INLET PIPE UNION NUT, STAINLESS	15.40	18.47
RE136/1	OIL PUMP SHAFT, SINGLE START MX/MX2/MX4	51.42	61.70
RE136/2	OIL PUMP SHAFT, DOUBLE START	49.01	58.81
RE137/3	OIL PUMP SHAFT END CAP, PLAIN	4.95	5.94
RE139	OIL PUMP SHAFT END CAP, WITH UNION	12.53	15.04
RE140	OIL PUMP END CAP BOLT, CADMIUM PLATED	1.17	1.40

PART NO.	DESCRIPTION	PRICE (£)	PRICE (£) inc 20%
		ex VAT	VAT
RE140/1	OIL PUMP END CAP SCREW, CADMIUM PLATED	1.20	1.44
RE142	OIL PUMP SHAFT END CAP GASKET	1.07	1.29
RE143	OIL PUMP CAM SCREW	9.96	11.95
RE143/1	OIL PUMP CAM SCREW (2-START)	10.49	12.59
RE146	OIL FEED CONTROL VALVE BALL, ¼ inch dia.	0.15	0.18
RE149	OIL FEED CONTROL VALVE SPRING, LH (NS) LIGHT	2.10	2.52
RE150	OIL FEED CONTROL VALVE SPRING, RH (OS) HEAVY	1.50	1.80
RE152	PISTON COMPLETE, ACCRALITE FLAT, 86 mm	122.00	146.40
RE152/1	PISTON COMPLETE, ACCRALITE FLAT, 86.5 mm	122.00	146.40
RE152/2	PISTON COMPLETE, ACCRALITE FLAT, 87.0 mm	122.00	146.40
RE154	PISTON COMPLETE, ACCRALITE DOMED, 86 mm	122.00	146.40
RE154/1	PISTON COMPLETE, ACCRALITE DOMED, 86.5 mm	122.00	146.40
RE154/2	PISTON COMPLETE, ACCRALITE DOMED, 87 mm	122.00	146.40
RE155	PISTON RING SETS, ACCRALITE, 86mm	34.62	41.54
RE155/1	PISTON RING SETS, ACCRALITE, 86.5mm	34.62	41.54
RE155/2	PISTON RING SETS, ACCRALITE, 87mm	31.20	37.44
RE157	PUSH ROD BALL END	6.38	7.66
RE158	PUSH ROD TUBE ONLY	4.22	5.06
RE159	PUSH ROD CUP END	5.75	6.90
RE161/2	PUSH ROD COVER TUBES CHROME PLATED (ENG. SET OF 4)	121.82	146.18
RE163	PUSH ROD COVER TUBE SEALING RING BOTTOM	0.20	0.25
RE164	PUSH ROD COVER TUBE SEALING RING TOP	0.09	0.11
RE166/1	PUSH ROD COVER TUBE RETAINING SCREW	3.45	4.14
RE169	PUSH ROD COVER TUBE SPRING	2.45	2.94
RE186	ROCKER BOX COVER SCREWS STAINLESS STEEL	0.20	0.24
RE188	ROCKER ARM, TAPPET END (LH INLET, RH EXH)	26.84	32.21
RE189	ROCKER ARM, TAPPET END (LH EXH, RH INLET)	26.84	32.21
RE190	ROCKER ARM, VALVE END (LH EXH, RH INLET)	26.84	32.21
RE191	ROCKER ARM, VALVE END (LH INLET, RH EXH)	26.84	32.21
RE192	ROCKER ARM SPINDLE (ROCKER SHAFT)	37.50	45.00
RE193	ROCKER ARM SPINDLE BUSH	4.50	5.40
RE195	ROCKER SHAFT BOLT, 1/ALLOY	5.54	6.65
RE196	ROCKER SHAFT THRUST WASHER	3.60	4.32
RE197	ROCKER SHAFT THRUST SPRING	2.25	2.70
RE198	ROCKER ARM PIN, BALL END	4.47	5.36
RE199	ROCKER ARM PAD, VALVE END	9.20	11.04
RE200	ROCKER ARM RETAINING WASHER MX2 & MX4	1.53	1.84
RE208	ROCKER BOX SECURING BOLT, LONG, 5/5	9.08	10.90
RE209	ROCKER BOX SECURING BOLT, DOUBLE HEXAGON, STAINLESS STEEL	13.00	15.60
RE209/1	ROCKER BOX SECURING BOLT, DOUBLE HEXAGON HI-TENSILE (CHROME)	13.00	15.60
RE210	ROCKER BOX SECURING BOLT, SHORT	1.92	2.31
RE219	OIL FEED BANJO TO ROCKER BOX MX2/MX4	18.30	21.96
RE220	OIL FEED STUD (FEEDS ROCKERS)	10.61	12.73
RE223	ROCKER BOX BANJO NUT STAINLESS	6.86	8.23
RE224	STARTER COUPLING DOG SHAFT	93.83	112.60
RE225	STARTER COUPLING SPRING	2.40	2.88
RE226	STARTER COUPLING SPRING COLLAR	2.70	3.24
RE234 SET	MX2/MX4 TAPPET ROD / ADJUSTER / LOCKNUT, (ENGINE SET)	67.56	81.07
RE247	TIMING CHEST FRONT COVER SCREW, LONG	7.43	8.92
RE248	TIMING CHEST FRONT COVER SCREW, SHORT	3.75	4.50
RE249	VALVE, SLOTTED, SV	15.95	19.14
RE250	VALVE, INLET	20.48	24.58
RE250/1	VALVE, INLET, OVERSIZE	16.02	19.22
RE251	VALVE, EXHAUST	20.48	24.58
RE251/1	VALVE, EXHAUST, OVERSIZE	16.02	19.22
RE252	VALVE END CAP	4.02	4.82
RE254	VALVE GUIDE, STANDARD, INLET	9.74	11.69
RE254/1	VALVE GUIDE, O/SIZE, INLET +0.002"	7.22	8.66
RE254/2	VALVE GUIDE, O/SIZE, INLET +0.004"	7.22	8.66
RE255	VALVE GUIDE, EXHAUST, STANDARD	9.74	11.69
RE255/1	VALVE GUIDE, EXHAUST, +0.002"	7.50	9.00
RE255/2	VALVE GUIDE, EXHAUST, +0.004"	7.50	9.00
RE256	VALVE COTTER	9.15	10.98
RE257	VALVE SPRING COLLET, TWO HALVES	8.16	9.79

PART NO.	DESCRIPTION	PRICE (£)	PRICE (£) inc 20%
		ex VAT	VAT
RE258	VALVE SPRING, MX (SET OF 4)	9.00	10.81
RE259	VALVE SPRING, MX2/MX4 (ENG. SET OF 4 DOUBLE SPRINGS)	75.13	90.16
RE259/1	VALVE SPRING, HAIRPIN (ENGINE SET OF 8)	72.00	86.40
RE260/1	VALVE SPRING RETAINING COLLAR, HAIRPIN	20.15	24.18
RE264	VALVE SPRING COLLAR ALLOY, MX2 / MX4	8.36	10.03
RE265	VALVE SPRING SEAT, HAIRPIN	23.40	28.08
RE265/1	VALVE SPRING SEAT, EXHAUST	3.75	4.50
RE302	NEEDLE VALVE FOR VALVE GUIDE OIL FEED MX2 / MX4	37.50	45.00
RE306	WATER CONNECTION UNION (BARREL), S/S	17.63	21.16
RE307	CYLINDER HEAD WATER BONNET, S/S	24.50	29.40
RE308	WATER CONNECTION NUT, S/S	15.95	19.14
RE309	WATER CONNECTION NIPPLE	5.00	6.00
RE355	OIL FILTER FELT CARTRIDGE	9.30	11.16
RE451	EXHAUST FLANGE GASKET (C/C)	5.63	6.76
RE451/1	EXHAUST SEALING RING (C/C)	3.68	4.42
RE502	EXTERNAL FLYWHEEL NUT	0.57	0.68
PIPE FITTINGS			
299	NIPPLES FOR 1/2" PIPE	0.50	0.60
299N	7/16 x 19 TPI NIPPLE NUT	0.50	0.60
292/293N	1/4" BSP NUT	0.50	0.60
	3/16" O/DIA COPPER TUBE / ft	0.85	1.02
BLACKBURNE			
BMS100	WATER ELBOW SEALS	2.16	2.59
BMS110/5	CYLINDER HEAD GASKET SOLID CU	25.00	30.00
BMS110	CYLINDER HEAD GASKET (C/C)	25.00	30.00

Rewminations

Robin Rew

We were looking forward to our first event of the year and the Bank holiday Monday dawned with a mist, which was feeling sharp but burned off to give us magical conditions. Our Aero's JAP sounded crisp, flattering only to deceive when it started to fire back through number 2 inlet valve. Alistair had "buzzed" the motor and, we thought, had bent an inlet valve.

Subsequent examination revealed the fact that the oil supply to the valve guides had failed. At home, we stripped the heads and fitted stronger valve springs as well as reaming the guides to get more clearance. None of the valves were bent but clearly our use of the lightweight Pinto valves from Merlin requires significant extra guide clearance as supplied and although the recommendation is use only the Outer springs, the Inners supplied should be used for safety plus a good reliable source of lubrication. We use the Pinto valves because they are 30% lighter than Speedway JAP valves

In a way, the episode was useful as pulling the JAP forward to remove the heads revealed a knackered clutch thrust bearing. We think that the bearing had been travelling too far into the diaphragm and it had milled away the thrust bearing shroud. We have now limited the pedal travel.

None of this spoiled our day, it was great to see all our friends again. I was pleased to see a 5 speeder going very well. Another one, not listed as an entry but carrying competition numbers, was parked in the Competitors' paddock with competition roundels and numbers. This, unless I am hugely mistaken, comes into the realm of "posing" and in my view is bad form. Yes, I am old-fashioned. *The roundels or competition numbers are some of the options offered by the Morgan factory ...Ed*

Grandson Alex had his first outing as Dad's passenger and apparently enjoyed the experience enough to volunteer to do Prescott. Well done!

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or
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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.

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Requests for commercial advertisements or *Bulletin* enclosures should be discussed with 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 from 2011 can be purchased from the Membership Secretary, plus postage at cost.

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

Group Reports

BROOKLANDS

Earlier, on the day of the meeting, we joined other Morgan club members at Worthing for the funeral service for John Linfield who died on the 16th April. John had wide interests. Attending the service were twenty three four wheel Morgans, six three wheelers and a fire appliance with crew standing at attention. Grahame Joseph was handed a draft for an email which John had penned but never sent regarding his Morgan motoring. His amusing words were read out at the meeting by Grahame. Out thoughts are with Maureen and the family.

This month's meeting was a little quiet with hardly any customers in the pub other than our group members. I put this down to the Bank Holiday rather than the behaviour of our group - but it is a close thing. John and Sue Houlihan visited the meeting for the first time. They were among those at the service earlier in the day.

Some interesting cars were at the meeting included an early Aston Martin found in a barn in the sixties. Although it was in need of a total rebuild it retains all the original equipment. In addition to my JAP Sports Family, the other Morgans were the Carolines' clean and oil tight JAP Beetle Back, the Dobsons' Matchless Barrel Back, Graham Hugh's supercharged Matchless Sports and Richard Bowerman's F type. Robert Carter, our youngest member, had the latest photographs showing the progress of his Sports 2 Seater. When he acquired the car he thought it just needed a bit of reassembly and a tidy - we have all been there! He is doing things properly and making steady progress.

I have finally fitted the foot throttle device to the Sports Family after making up a set of new super smooth operating control cables. Both hand and foot throttle can be operated independently. It works very well and I find it quite natural to swap between the two; however I still prefer the hand throttle with occasional use of the foot - mostly on sharp right hand bends. Oh, but its non original! It's a period mod that can be reversed and does not detract from the driving experience.

The June meeting will include a line, stick, or skip and jump of Morris Dancers to entertain us. July we will hold our Car Park Concours. The Picnic Barbeque on the Lawn is on the August Bank Holiday Sunday at Ockley followed by the South Coast Group run the following weekend. In amongst that there is the Brooklands Double twelve and Le Puy for those who like driving Morgans.

Trevor Seymour

Tues. 3rd June: New Inn, Send (with Morris Dancers)

EAST ANGLIA

The 2014 Cauliflower Run. - May 3rd saw ten Morgans assemble at David and Margaret Williamson's house in Gosberton, proceeding to the parish church of St Peter and St Paul, to view their annual flower and craft festival This year, to a strict timetable we convoyed across the delightful Lincolnshire flatlands, to the village inn, at Dyke near Bourne, for refreshments. Later, we returned to Spalding, for a special demonstration at the chain bridge forge, 18th century Living Museum. We were enthusiastically entertained by the blacksmith and grandson of the past owners. Thanks to all who attended, David and Margaret for organising and son Thomas for bringing up the rear, in the '28 Family. Next big event: Tim 'n Sue's Worstead Weekend, see you there.mrjosnes.

Mr Josnes

Tues. 17th June: Hare Arms, Stow Bardolph 8pm

EAST ANGLIA – WOOLPIT

In May a yellow 2-Speeder, a blue 3-Speeder and a white 5-Speeder graced the car park. A midnight blue Porsche joined them, substituted for its owners' hoodless Morgan after they spotted a black cloud on the horizon. A bit wimpish, though Brian did get a soaking in his F4! Enthusiastic anticipation of events abroad means several "regulars" will miss a summer lunch or two. With Raedwald gallivanting too, this column will be missing for a couple of months, but please attend the lunches if you can. Happy summer triking.

"Raedwald"

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

EAST MIDLANDS

The April meeting was the usual friendly do, but with Paul Baker and Sheila and Chris Dickson missing. Paul was working till late and so was too tired to come and join us. The pub got rather busy but the raised area, that used to be the pool table area, and is now a day time tea, coffee, and cake area, was where we ended up. This has some very nice arm chairs and, we have been told, we can use that area in future, if we want.

The 'Drive it day' to Stonehurst Farm and Motor Museum was a good event. I was in my super Sports, while Neil, from Stratford on Avon in his 5 speeder, and Sheila and Chris in the MX5, along with many members of a local car club, drove the 34 plus miles of scenic route collecting "Chuck" Berry in his Super Sports on the way. Later in the day, we were joined by John Evans with his F type going through the settling down stage after a restoration, and John Wandless in his Austin. Other club members turned out, but without their Morgans, including Alistair Hibbert. We also had the company of the Triumph Stag club and a few MGBs.

The highlight, for many, was later in the afternoon after some of the visitors had gone, when the owner fired up some of the collection. First an early Vauxhall, then a veteran motor cycle which was started by a crank handle then, on the first swing, a 1910 Wolseley which has only done 8,000 miles from new. This had been used the previous night to go to the pub for a drink. Finally, and after some effort, his son started the early solid rubber tyred Commer omnibus. Later in the evening he was going out in the Vauxhall, yet again, to the pub for a drink - only the one, he said, as he is driving.

As well as the Motor Museum, which was crammed full of items, there were many animals to be seen and all was enjoyed by the young, and the not so young. If you did not come along I can highly recommend a visit.

Malcolm D Bull

Next meeting Wednesday June 18th from 6pm I should be there, so come along, any time in the evening

14th 15th June Ashby Magna Steam Rally

15th June GWR Vehicle day

27th 28th June Banbury Steam Rally

FFSW

There would seem to be a little more Morgan activity here in Cornwall now we are moving into better weather and lighter nights. Brian Galbraith invited members to marshal at the annual MCC Lands End trial in Bishops Wood just outside Wadebridge, always a great day out observing more than 300 competitors, both motorcycles and cars, pit their driving skills through each difficult section of the course.

Next up was FBLVC "Drive it Day", again organised by Brian on behalf of the VSCC, one lone F2 mixing it up with MGs, Alvis, Rolls Royce etc. Weather turned out sunny as we all set off in groups to Perrenporth, across to Newquay, on to Padstow and then Wadebridge, completing an almost 60 mile drive at the Falcon Inn, St Mawgan for beer and a meal. A perfect day in the company of like minded vintageers – long may it continue!

With only two road going Morgans at present (at least five others under restoration) down here in Cornwall we have to join forces with other classic car & m/cycle groups to participate in club runs and social activities. Our own monthly group meeting at the Fox & Hounds was, as always, a very friendly affair. We did talk Morgans, although from time to time we did divert to self build housing together with members' tales and experiences – it's just nice to meet up with friends.

Ken Burton ordered a pair of rear spring hangers from Pat Bastock at the 2013 AGM and he has finally received the items after almost six months. The hangers had been hand carried by a number of club members, usually at group meetings, then passed on to the next area from the Midlands to Penzance. Ken had almost forgot he had ordered them,

Eric Bayley

1st June. VMCC, Lands End run, Bodmin Railway. 9.00am

6th June Black & White Breakfast meet, Plume & Feathers, Sorrier. 10.00am.

15th June VMCC, S Cornwall run, Chiverton Cross. 10.00am

18th June VSCC, Mid day lunch meet, Hawkins Arms, Zelah, 12.30pm.

19th June MTWC Group Meeting, Fox & Hounds, Scorrier, 7.30pm.

FSW

In April, FSW enjoyed a resurgence of bustle when the various elements of the Clan Clements returned from their extensive forays in foreign parts. This brought numbers up to more normal terms and much lively conversation ensued.

Wendy and Bob had had a jolly break in Norway but Wendy had the effrontery to complain about the cold (in Norway)! BUT they were rewarded by a personal exhibition of the Northern Lights. Ron and Pete had safely survived S.A. Ron and I had a frank exchange of views on the possible future of the Republic; Ron is not happy re the future, since the white folk still retain the cash. Plus ça change?

Concerning the Carr F4, why not stick a fiver onto the subs. to finance the car? It is an example of what Morgans are, while taking advantage of the "unbeatable" deal on the 5-speeder. Or is this deal exclusive?? But NO sharks' teeth, PLEASE. Or, was this an April fools jest, in the April "Bulletin"?

Also, must we wait until 2113 for the next Amiens event? Alas I won't be available for that one.

Weather at present clement. Good summer? If only.

John T.

June 17th. Huntsman Lodge,

LANCS and LAKES

A smaller meeting than recently in April with 16 present and only one 3-wheeler (Alan T - JAP) who was then able to give our Ian a memorable ride home! The last 3 weekends have been busy for us with Loton Park hill climb, then our Opening run followed by the CCM and club opening run at RAF Cosford.

It was an excellent day at Loton with twenty Morgans competing and a large contingent of the NW group spectating, having driven down in convoy on the day in their trikes. Chris and David Harfield were both competing in the F-Super in Standard class with Anne passengering for Dave Hodgson in the racing F-type.

Ian had his first taste of passengering for Steve Lister in the Blackburne Aero, which

we then have had the privilege of borrowing for a couple of weeks in order to do the two opening runs in a proper vehicle. Ian drove it all the way to Telford and back for the club opening run. Many thanks Steve, it is a lovely car and goes well!

Our own opening run was well supported with twelve 3-wheelers (9 twins, 1 F-type and two 5-speeders) plus 2 Austin 12/4's and some of our older members of necessity travelling in tin-tops. This was the first time that our 5-speeder members had joined us for a run and they seemed to have a good time.

We were pleased that Steve Finch was able to take Val Thorpe with him in the Austin 12. Unfortunately one of the NW members had a most unusual mechanical breakdown near the end of the run with a seized rear wheel bearing which rendered the car unmovable. However, I was able to assist by returning home to retrieve the complete rear hub and wheel assembly from Val's F4, which we managed to install (minus brake) in the Sports Family to allow Ian and Jan to get home safely.

This meant that I had to miss the lunch which was attended by over 30 members and partners so I hope that they all enjoyed that!

Thanks to Freddie and Rufus for route planning. We are determined that this won't be our only section run this year!

There were over 50 Morgans at the RAF museum at Cosford on a nice fine day on the 4th but not many Lancs and Lakes members attending. Where were you all? - You missed a treat folks! Bryan Rawlinson is now recovering from a recent operation and we wish him a speedy recovery.

We were delighted that Ian and Marion Naisby made it to our opening run in the car with Bob and Audrey Haynes, but Ian is having a tough time with his ongoing treatment and we send him and Marion our best wishes.

Steve Hughes

19th June – club night at The Royal Oak, Garstang 8pm. (meet for dinner from 6.30pm)

(Sorry that I am unable to attend this meeting but will arrange to pass on any information)

NORTH AMERICA

Morgans are no doubt being cleaned up and serviced in anticipation of the driving season. Our 1931 Super Aero is ready, short of a working magneto. You know how a non-working item mysteriously begins working again when you take the tin top to your mechanic? The specialist sent a video of strong sparks being created by just flipping the shaft whereas when I tested it afterward I only got sparks at relatively high rpm before they quit altogether.

John Ulver of North Bonneville, Washington, shared with me a disturbing photo of damage to his rear wheel on his 1939 F4, FYH586. There is a crack in the rim where the bead area makes a sharp turn to the middle of the rim. See photo elsewhere in the Bulletin. He reports, "Today I went to check the air in the back tire and found this...where in North America does one find a new rim for a F4?" After removing the wheel he said, "With the wheel out, it looks even scarier, we were a half inch of the thing coming apart, I don't need this happening again.

My rods took a dump in June...so it must have split while the car was down, there's not a bit of dirt, grease, etc. on the crack." In regard to his recent engine rebuild, "Took it for its first test run after the rebuild today and I think I've got a leak on the rear oil pan seal. The rear S.U. has a dribble from the hose at the bottom of the float bowl. Other than that, I've got 20 lbs oil pressure at idle!

I built a modified clutch push rod that is a lot more in line with the rod from the pedal and it made a big improvement in its operation. I think I'm gaining on it!" Still later: "I don't think I'd even consider having (the wheel) welded, I'm thinking it most likely has rusted out from salt working on it for the last 75 years. Gotta get some miles on it and a bit of clean up too. The Portland Morgan group has a small tour this Saturday."

If any US member has a lead on a Dunlop Magna wheel, please let me know (GO contact details are in the Bulletin) and I will forward that to John.

Check that rear wheel, do it now, and do it regularly! ***Duncan Charlton***

NORTH WEST

Local folk seem to have been very active these last few weeks. Starting with Loton, I was going to say that we had 28 Group members present, either competing, supporting or spectating, but then I discovered that two recent local members with 5-Speeders were also there rounding us up to an impressive 30. Two Gills, an Angell and a Barlow had made it there and back in their traditional Morgans without problems. Very impressive.

The following week-end some of us were able to support the Lancs and Lakes Opening Run, nearly without problems but salvation was at hand in the form of their G.O. Steve Hughes. And, yet again, the next week-end saw 7 Group Morgans at Cosford. One was the Sherwood 5-Speeder (and one had too many wheels).

Our April end of month meeting was joined by two new members. Graham Sherwood and Austin Smith had gone to Loton in their 5-Speeders and had thus been invited to meet us at the Whipping Stocks.

There may still be some reservations about 5-Speeders in this most "traditional" of Groups, but if folk come along with friendliness and enthusiasm and are obviously as daft as the rest of us, they can be assured of a welcome. We look forward to seeing them again.

By the time you read this we shall have been on "the jaunt", a three day foray into mid-Wales. This event, initiated and organised by Roy Summerscales, was inspired by Oliver Brooke's Tour of Britain efforts. Knowing the company, I'm sure there are going to be tales to be told!

A final reminder, if you are interested in the Lake District camping (or B&B) week-end, the details are all in last month's Bulletin.

Mike Guess

Lunch, Wednesday, 11 June, The Smoker Inn, A556, Plumley, Nr Northwich Meeting, Friday 27 June, 7.00pm, The Whipping Stocks, A 50, Over Peover.

OXFORD

Another good turnout for the evening meeting at the Abingdon Arms at the end of April. We even had two three-wheelers in the car park (the Halls' F-4 and the Tebbys' Super Sports). I hope that our regular members realised that the Saturday meeting on the 31st May was a lunchtime affair, as mentioned in my report in the May Bulletin, and not an evening do, as suggested on the events page inside the front cover. *Oops! Ed*

The meeting on 30th June falls on a Monday. Apparently The Abingdon Arms was only closed on Mondays on a temporary basis, due to a shortage of Kitchen staff, so we can in fact meet there on the last day of every month from now on.

The F-4 is just about finished and I hope to fire it up (not literally, I hope) in the next week or so. I know that pre 1960 vehicles are exempt from MOT testing, but I was surprised that I was able to tax it at the local post office without the need for a one-off MOT, bearing in mind that it was last on the road in 1966!

I recently bought a breathable, fitted, indoor dust cover for the F-4 for £45.45 including postage on E Bay, and it is ideal for the purpose. It is advertised as suitable for the Morgan 4/4 and Plus 4, but fits the F-4 perfectly (not with the hood up) and has an elasticated hem which prevents it from dragging on the floor. No, I don't get commission from the suppliers!

Bob Cragg

30th June: Abingdon Arms, Beckley, 7.30pm.

SCANDINAVIAN

We are in the beginning of the move and have made three trips up. On our last trip we were able to attend our Opening Run and I was kindly offered a drive in a new five-speeder for the event by Lasse Ericsson, the Swedish Morgan dealer. It was very fast and the road holding was good but I still prefer the old lady. In a way it was too normal and I have got used to the character of Penny, especially the reverse gear which I like very much. I am sending this on my phone, so I will keep it short. I wish you all a nice summer with your Morgans.

Lennart Nilsson

SCOTLAND/NORTH EAST

The Mog is now speaking to me, but I had to revert to electronic ignition – seems good so far.

A provisional programme of events for the year is now outlined and will be posted on the website – letters have been sent to those without e-mail.

I have initiated a new philosophy of group organisation, recognising autonomous 'clusters', to cope with the widespread nature of the group – let me know what you are doing locally for inclusion in Group Reports.

Kim Allen and David Appleton have already done this, with Kim planning an F-type raid on Shetland, and David's participation in the local Kirkwall vintage event. Kim has also sent me pictures and information about his modifications to steering linkages and propshaft improvements – maybe he will put something in the Bulletin about them.

The first Central Belt gathering will be another BBQ at Paul Jowitt's place in July, followed by visits/runs to the Summerlee Industrial Museum, a cruise on Loch Katrine, another Skittles night and an invitation to join the JockMog autumn weekend near Dumfries in October.

There may be other runs, rallies and meet-ups sprinkled in, I hope.

Dan

SOUTH COAST

In April we lost two much-loved old friends, John Linfield and Alan Crouch. Obituaries are published elsewhere in this issue. John's funeral took place in Worthing on 6th May. Morgan friends were particularly well represented with over thirty cars, both three and four-wheeled, in support. The moving service focussed on John's full life with sometimes hilarious contributions from old Fire Brigade colleagues who had arrived by fire engine. Alan's private family funeral was on 8th May and a memorial service will be held on a future date to be advised.

Congratulations to the following group members for their successful entries in the Pioneer Run on 13th April: Chris Booth (2 Morgans); Arnold Marshall (Zenith); Dave Pittuck (Leon Bollee and Morgan); Sam Savage (Indian).

At the 16th April meeting Donald Stevens gave a talk on the development of Donald Campbell's record-breaking hydroplane Bluebird K7 in its various incarnations between 1953 and 1967. Stevens started his career with Norris Brothers Ltd., the designers of K7, and was involved throughout the project. His entertaining presentation gave a fascinating insight into a national hero's story which, with its tragic conclusion, is fixed in the memories of most of us who were around in the 50s and 60s.

Sunday 27th April, the day of the Primrose Run, started unusually. I was woken by the lowing of restless cattle at 6.30am to discover that our neighbour's fifty or so cows had liberated themselves from their field and now harboured ambitions towards our lawn. I rang the owner, donned overalls over pyjamas and we successfully recaptured them. The lane bore copious evidence of their visit and much of it was transferred to the underside of the Morgan as I later set out for the start of the run at The Ostrich Hotel in Robertsbridge. The Cowleys, the Houlihans and the Pittucks had spent the previous night at the hotel and had clearly fallen victim to its charms and eccentricities. Seventeen Morgans, spanning the years 1921 to 2014, made their mark on the village in their usual rowdy style as the convoy set off at 11am.

Two miles on, a flock of errant sheep was blocking the lane. As the column of Morgans bore down on them it was not difficult to interpret their frenzied bleating: "All further thoughts of freedom are futile. We can only surrender and pray our lives will be spared."

They did and they were. The run took us 24 miles across some of the highest and loveliest countryside in East Sussex down to the Lavender Line, a tiny private railway situated in the village of Isfield to the north of the Downs. Here we enjoyed rides on the little steam train and lunch in our own private buffet carriage. Edward Sermon (aged 41/2) represented the next generation and co-piloted at least three Morgans during the day. Sam Savage had driven the furthest from home and so won the Ken Boulter Cup. It was mercifully dry (just) and a day of great fun. Full marks to Nick Sermon for faultless planning and execution.

The "Come in a Morgan" meeting in June is a great opportunity for new or prospective members to get an idea of what the club and the cars are all about. There should be plenty of Morgans to see and this year there will be an informal concours competition. See you there!

Stephen Clark

**Wed. 18th June: Six Bells, Chiddingfold. 8pm
Come in a Morgan + Concours!**

SOUTH EAST

Jerry Rea is arranging a visit to the Lotus factory, south of Norwich on Wednesday 20th August. If you are interested in joining the other members who will be going, please contact Jerry on 0208 864 8526 or by e-mail at helpco@hotmail.com. Jerry has also arranged as a joint meeting of the London Centre of the 4 Wheeler Club and the SE Group of the Three-Wheeler Club, an informal talk by Charles Morgan on Wednesday 11th June at the Dover Castle, 43 Weymouth Mews, London W1G 7EQ (between Oxford St and Great Portland St) at 8.00pm sharp. The room is quite small so if you wish to attend you should contact Jerry without delay to see if places are available.

Martin Brown continues to be impressed, so is his wife Sue, with the new windscreen which he had fitted to his 5-speeder by Fairbourne Carriages. Rumour has it that his next "extra" will be the in-car safe which the 4 wheeler accessory specialist Simmonds offers to those Morgan owners who must have everything available if only somewhere to stash the money which is burning a hole in their pocket.

If you are thinking of going to the SE Group camping weekend at Stiffkey in, Norfolk, from 11th to 14th July and wish to camp, as distinct from "passive camping" or "glamping" you need to book your pitch as soon as possible. If you have not already let Howard Andermahr know your requirements, you should contact him immediately on 01494 862 762 or you may be disappointed and end up in the next field with some cows for company!

Ex SE Group stalwart Nick Taylor, appears in the May issue of *The Automobile*, in Mike Worthington Williams' "**Finds and**

Discoveries” feature as the proud owner of a very rare Gordon Cyclecar (there are only five other survivors in the UK). Nick is sole member of the exclusive Gordon Cyclecar Club, and could well be the President, Chairman, Secretary, Treasurer and whatever other office he chooses!

Only 11 members and wives attended the May meeting at the Swan Hotel and Dennis Plater is still waiting for suggestions for revitalising the Group’s monthly meetings.

By the time you read this the Fly-In event at the only surviving WW1 Aerodrome in the UK, at Stow Maries, near South Woodham Ferrers in Essex, will have happened, weather permitting. It is expected that some Morgan three-wheelers will put in an appearance in spite of a clash of date with another old car event in the area.

Duoika

Sat. 7th June – The Swan, Horndon-on-the-Hill

SOUTH WEST

Our meeting in April at The Hare and Hounds was enlivened by Ron and Pete Clements’ tales of their recent visit to South Africa and Ted French’s aerobatics at the Prescott Bikefest.

Several SW members attended the Opening Run. Ian Parkinson’s brave efforts to ride Sam Savage’s pennyfarthing bicycle are on the club web site.

The Dorset Run on 8 June is a new venture, so it would be good to have support from members in that area. See news letter for full details of group events.

Tony Quinn

Sunday 8 June – Dorset Run – 11:00am at Compton Abbas Airfield Restaurant, see <http://www.comptonabbasairfield.co.uk/?page=restaurant>, then to Bovingdon Tank Museum, see <http://www.tankmuseum.org/>

WEST MIDLANDS

An excellent Opening Run at Cosford, blessed with some very pleasant weather. Fifty plus Mogs presumably made it worth while for Malcolm Lamb and his helpers but thanks are due to them for a great day out. Bob Derricott was showing off his new Grand Prix toy, although I am not sure whether he considers giving Len Critchlow the opportunity to drive was an altogether

good idea.

Still on the subject of old cars and aeroplanes, this year’s Defford Air Day is on Saturday, June 14th from 11:00 to 18:00 at Croft Farm, on the A4104, west of Defford, near Pershore, (WR8 9BN). This is a friendly gathering in aid of the Mission Aviation Fellowship and combines a variety of old vehicles and aeroplanes of all ages. A few years ago, we were treated to a spirited display by a privately-owned P51 Mustang (a video of which can be seen on <http://www.mothy.co.uk/dmfc/movies/mustang1.html>), although I have not been able to find whether anything similar is expected this year. There is a local farm shop just over the road, a pub close by and the National Trust Croome Park is not far away if other family members want alternatives to watching ageing machinery and its owners all day.

With luck we are now entering the season of the year when we can expect some fine weather so get the Mog out, dust off the cobwebs and enjoy some good driving. (I daren’t dust the cobwebs off the F-type these days as I suspect they are all that is holding it together.)

Dave Anscombe

Wed 11th June: Mid-month Meeting. Fruiterer’s Arms, Ombersley 8pm.

Sat 14th June: Defford Air Day, Croft Farm, Defford, WR8 9BN. 11am.

Wed 25th June: Monthly Meeting. Clent Club 8pm

Y. N. D.

That will teach me to go on holiday for a few days instead of going to the Group Meeting! I came back to find that Adrian and I are to take over the running of the group as GO and Assistant GO (*I bet nobody appointed a new secretary! – Heather*), with the hope that within the next couple of years a volunteer will either become a third person and gradually take over or take the helm straight away. Don’t be shy, a quiet whisper in the ear of either Adrian or myself will trigger a wealth of co-operation, information and help. I would like to offer all our thanks to Dave Hodgson who has held the fort after taking on the role of GO in difficult times when the group was drifting both Captain and rudderless. Thank you Dave!

My first job is to apologise, I have omitted to mention 'The Reindeer Inn' YND meetings which take place on the last Tuesday of the month near Wakefield. I had always understood that this was a meeting of a local car club, who welcome anyone with a similar interest, which some YND members found easy to attend - however it will be advertised from now on. It will be difficult for me to get there regularly, although I will try, so if any attendees would like to phone me on 01709 379037 or let me know what happened by email to h_eadon@hotmail.com I will include this in the monthly report.

Adrian and I have discussed the split of jobs and have agreed that he will deal with the officialdom and representation at MTWC Committee meetings, I will continue with Group Reports (er em – Heather) and we will share the organisation of group visits, runs, events etc. Any ideas you have will be greatly appreciated, just let either of us know by some method.

Group Activities:

By the time you read this our first weekday run to Pat Davy's Museum will have happened. I hope the experiment was deemed a success and enjoyed by YND and East Midlands Group members alike. The next visit is to Adrian's home and workshop, in Barlborough (close to J30 M1), Tuesday 22nd July, 12:00 onwards. Adrian will formally invite you in the next Group report. Our attempt at a third visit this year is hoped

to be to the Rolls Royce Archives Museum in Derby. There is not a lot of detail yet but initial contacts seem promising. There are cars, piston and jet engines and restoration projects to inspect at close quarters with added info from a guide who is known to John Rowland. I should have more firm information next month.

Group Meetings:

At the moment meetings take the form of general discussion, but as attendance increases it could be difficult to include everyone and get people to mix. Through the summer with the prospect of 2 and 3 speeder twins, F types and hopefully our first 5 speeder in the car park, I don't think we will have a problem. However, I wonder if during the winter we could foster cross discussion by holding themed nights hosted by 'expert' members on, for instance, competition, 5 speeders, 2 speeders, quiz nights, over heating cures etc, etc. I feel it would help people to get to know 'who is who' as well as giving an arena to offer specific information sharing.

Oh and an afterthought.... I know we are not yet through June but I am advised that we must start thinking about a Group Christmas Dinner, or must we?.....

Eric Eadon

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.

JAP D shaped bevel-gear covers £25. incl p&p anywhere

JAP half-round bevel-gear covers for late KT series engines with mechanical oil pumps:

£25. incl p&p anywhere. (must be finish-bored in timing cover)

50°/60° JAP engine plate sets £40. plus p&p £8. UK, £32 Europe.

*If you are not entirely satisfied with goods supplied,
please do not hesitate to return them for a refund.*

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JAP ohv and common sv.

60° timing chest internals; New con-rod b/e sleeves; New 60° 5 spl coarse timing pinions.

JAP sv.

A mass of KT and KTW spares; several KTW barrels; pr new +040" pistons, flat top, 1¾" comp height; KT engine on chassis cross-head.

Matchless.

Pair new JP pistons for fork and blade rods, bare, +080".

Transmission.

Twin and F clutch cover assemblies; Outer flywheel for plate clutch-requires insert; Mix 3 speed gears and shafts; new 'twin' input gear; Coventry gear set with shafts, selectors and forks; Relined clutch disc for F-Type; 16t sprocket blanks.

Hubs, drums, brakes and wheels.

New 14 mm wheel nuts.

Steering and suspension.

twin main springs; 3 speed rear springs.

Instruments and Electrical.

Range of Lucas V-twin magnetos; 6v double-ended coil; Lucas CF3 cut-out; twin dynamo; electric Klaxon horn; 3 spd dynamo brackets.

Carbs. and controls.

Mixture of various Amal carburettors and float chambers.

Chassis and body.

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, Still needed are; 3 spd forks, JAP rocker box heads; narrow B, R,M or C rear wheels or hubs; JAP KT and KTW inlet manifolds; JAP 50° ohv crankcases Lucas ammeter, 20-0-20, black face, pendant onion shaped needle; F-Super steering wheel; Early Grand Prix radiator; narrow B rear forks

Parts to Clear:

Pr Slider, early,braked	£15.00
Lucas fascia mounted dipswitch	£ 5.00
Pair 3-Speed brake drums	£10.00
Brakeless front hub	£10.00
KTW Industrial barrel, passenger	£20.00
KT Small port barrel. passenger	£20.00
Pair cast iron pedal pads	£10.00
Pair floating cam housings, bare	£10.00
Lucas 6v CF3 cutout	£5.00

Secretary's Scribblings ...

Chris Harfield

Firstly a big thank you to Malcolm Lamb, Bob Derricott and the team who made the opening run such a success.

As soon as one event has finished it is customary in this Club to think about next years event, but really we should be a looking for venues and ideas for the next few years as well.

I have already had some suggestions about the ingredients required for a successful event. It is nice to be able to have something for the Wives / Girlfriends / Daughters / Carers to do whilst we talk Morgans.

Would Groups or individuals who have views and are ideally also keen to organise an event please contact me at the earliest opportunity.

You may remember we used to have a Night

Trial, please do not let the opening run go the same way due to lack of volunteers.

Talking of Volunteers brings me to Regalia.

The Club has some very smart Regalia and some excellent publications as well. John has given plenty of advance notice that he is stepping down at the AGM, so far I have had not a single enquiry from a member willing to take on this role.

Finally 2015 it the 70th Anniversary of the Club. We first met at the factory in September 1945. It would be good if we could have something extra in the weekend programme to celebrate this milestone in our history.

The AGM weekend will be at Malvern on 18th, 19th and 20th September 2015.

Please contact me with your ideas.

secretary@mtwc.co.uk

Regalia

...available from John Barker

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.

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’ engine three-wheelers sold.

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

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

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

OP7 – **1937 catalogue.** An (unfolded if you want) reprint of the 1937 company catalogue, showing all models available at that time. (B&W)

OP13 – **Morgan Three-wheeler Handbook – Ford Engine Models.** Tony Birks definitive book of the F-type, full of helpful hints, photos, drawings and data. Includes a great deal of useful information for 3 speeder owners especially on the disassembly and assembly of the gearbox. (soon to be reprinted)

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

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

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

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Questions, Questions

1. Firstly, thank you Brian Courage ... the only reader who responded to last month's Questions. Perhaps everyone is happy ... more likely everyone else didn't read the questions ... or more likely everyone else pulled up a chair for apathy to set/sit in. There again ... most probably apathy. So the question must be "***How can members be galvanised into responding?***" In the past, numerous requests for answers or opinions have been lodged, only to be met with something comparable to rigor mortis.
2. Who would be prepared to offer to collect spares/parts bought from the Floggery, ebay purchases and the like? ... for onward distribution through the Club grapevine via events or committee meetings - a version of the Helping hand scheme. ***More next month ...*** ▼

Lancs and Lakes Opening Run



Morgan Thrill-on-the-Hill 2014

Saturday 12th July

**Shelsley Walsh Hill-Climb,
Worcestershire, WR6 6RP**

Following the success of last year's 'Thrill', the 2014 Thrill-on-the-Hill promises to be even better. For full details of this exciting event visit:

<http://www.morgan-motor.co.uk/mmc/shop/index.php/morgan-products/events/the-morgan-thrill-on-the-hill-festival-2014.html>

**Factory Centenary Celebration Party, Sunday 13th July
Pickersleigh Road, Malvern, Worcestershire, WR14 2LL**

The Morgan factory is 100 years old this year, join us for a free celebration party at the famous Malvern Link Works. For details visit:

<http://www.morgan-motor.co.uk/>

**Spitfire Flypast (TBC) • Free Factory Tours
Fairground Rides**

Centenary display featuring a Morgan from every year of production. To

To be part of this historic line-up, with commemorative gifts,

contact: martyn.webb@morgan-motor.co.uk

A consequence of the April 1st article about selling the 'Gerald' and buying a new 5-speeder seems to have curried renewed interest in borrowing the car. Perhaps some people took it seriously.

Needing no more than a 'wash and brush up' after the winter, the 'Gerald' is on good form and is going well. It is perhaps worth re-iterating, however, that the idea of the loan system is to allow those non-owning members the chance to experience driving a vintage three-wheeler over a long weekend and is not a cheap hire car scheme.

One unusual 'borrowing' in May was the request to ferry the groom and best man (aged 11) to Worcester Guild Hall for their wedding. Having no concerns as to getting there, but aware that this was something of a time critical event ("Get me to the church on time")

I decided to enlist the help of Brian Clutterbuck in his Deluxe Two-Speeder as my wing man. Brian cajoled his daughter Liz in to bringing her +8 as a 'follow car' so we amounted to a motorcade of sorts. The groom and best man were being brought to Hareley Farm unaware of their eventual transport into Worcester.

Our plan to carry the best man in the Deluxe and the groom in the F4 were somewhat derailed by the best man saying he



wanted to go in the +8. Kids Eh? The other slight complication was that there was a vintage car event in Worcester that day and it was far busier than we imagined. Never the less all cars performed faultlessly and both parties were delivered safe and on time.

One of my pet projects at present is to write an article on 'The Gerald' for MOG Magazine's Iconic Morgan section. There is a wealth of information in past Bulletins but sadly I can't find many early photos of Gerald or the car. The one exception seems to be the cover of the August 1992 issue which shows the F4 in 'blackout' mode with slatted headlight covers and the proscribed white edging to body and wings. If anyone has any pictures of Gerald or the Morgan suitable for publication they could email me I'd be much obliged.

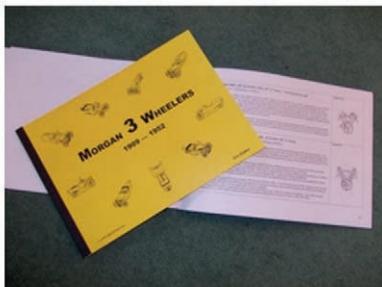




L-R Roger & Chris Orford Tony & Lily Quinn Ian & Maria Parkinson Dick & Sue Fripp Stalwart Organiser Stan Hewitt



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or **chris@morganmuseum.org.uk**

South Coast Primrose Run



East Anglia Cauliflower Run





Sadly, I have to report the demise, after a long illness, of John Linfield

John had many jobs in his life, ranging from engineer and handyman to fireman. He also had a fascination with the art world, having studied the subject at college in his youth, and collected a superb selection of ceramics and glassware.

John loved Morgans from an early age and was a member of both MSCC and MTWC. He had a vast collection of Morgan related literature and regalia which filled every free space in his house.

His first Morgan was a 1983 4/4 2 seater which was not quick enough for John – like many of us he was a frustrated racing driver. The 1.6 CVH engine was promptly replaced by a 1.9 – John doing all the work himself.

From its number plate, the Mog was always referred to as “Roxy.”

He then bought a highly modified three wheeler F2 with a Willment inlet-over-exhaust engine which John could never get to run satisfactorily, so he sold it and bought a beautiful F4 with conventional side valves in which he and his wife Maureen travelled many miles.

We shall miss him greatly for his helpful nature, generosity and mechanical knowledge but mostly for his vast wealth of slightly blue and incredibly non-politically correct jokes.

He is survived by his wife Maureen, two children Wendy and Paul, and by three grand-children Emma, Jessica and Zac whom he adored. ▼

Opening Run Concours Results

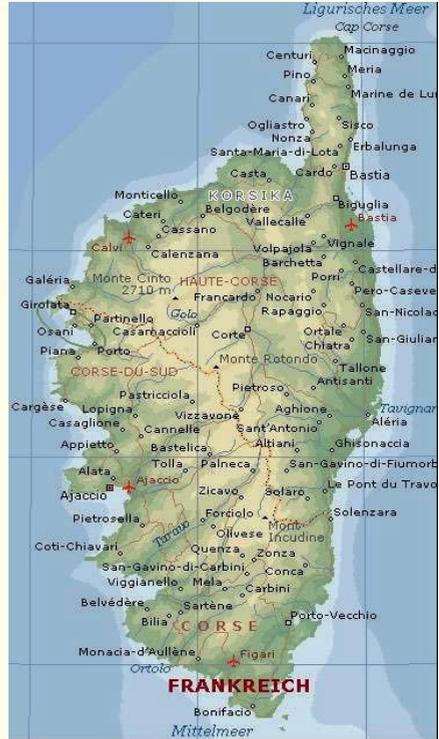
Malcolm Lamb

Two Speeder: GP 6053 John Barker F Type: FMC 225 Barrie Jones

Three Speeder: BCD 74 Bob Morley Five Speeder: SS03 MOG Stuart Steele



Three years ago, I included an invitation to participate in the Corsica Rally, for which I didn't expect any members to enter. Wrong! The previous owner of Andreas Gähwiler's F-Type entered and drove from Switzerland to Corsica - 3000km in 2 weeks. Next month: description and pictures of Andreas in a more recent Swiss rally.



FLOGGERY



For Sale 1939 Super Sports Matchless registration number ESM 458. A genuine car and fitted with its original MX2 engine. It is in good reliable mechanical condition, but would benefit from cosmetic attention to the skirt panels and exhausts. Realistically priced to a Club member at £35950. Please telephone Tom Cowley on 07901664693 who is handling the sale on behalf of the owner. Steve Lister is also available on 01629 650933 to answer questions on the history and original specification of the Morgan.



For Sale: 1934 Morgan F-type modified over the years. Ford engine plus spare. Many other spares included. Runs well. See photo above but further photos available. Regrettably for sale due to urgent need of space. Price £13,990 Contact Chris Drew, Mem No F9330 Bishops Stortford 01279 653703 or mobile 07773754019

For Sale: Original SS wings exc condition plus bottom stays. No rib, nice swage away at bottom, no cut outs. Reasonable offer. Can take to Puy Notre Dame. 'Sarge' St Pompain, Poitou Charentes 0033549041162 email gsargerson@yahoo.com



For Sale: 1935 MX4/SS Barrelback. Pale blue with St Christopher's cross on the barrelback. Interior, maroon with two sets of back rests, one staggered as per original, one bench for snuggling. Pale yellow wheels and with a tan fabric top. Spectacular restoration. Ex Ray Olson, the US Guru of 3Wheeler restorers. Ex. Doug Sallen, the finickiest of 3 Wheeler owners. Restored to perfection. See photograph above. Chassis D1456, Engine MX4/726 £40,000 Contact Dennis Glavis, member 7997 C/O MorganWest, 3003 Pico Blvd., Santa Monica, Ca. 90405 USA. Phone 001 310 998 3311 office 001 408 813 2480 or for more detail. or to view in more detail <http://www.morganwest.net/preown/car16/precatalog.html>

Wanted: JAP LTOW (50 degree) Crank cases or bottom end (without cracks), your price paid. Jeff Smith 07771 940 299 or Blacklightning@tiscali.co.uk

Wanted: To purchase a 2 speeder or 3 speeder Super Sports in good running order. I am a club member with a new 5 speeder but I am still looking for a vintage one. If there is one out there with someone looking to sell, I am a cash buyer with funds available. Contact Michael Smith, Colne, Lancs 07860 160291 Membership No F10636 ▼

LOTON PARK



Anthony Jenkins and Sandra Hodgson at Keepers Corner - Anthony's first competitive outing



Morgan Girls have More Fun



Mark Reeves and Joanna Wallace at Museum Corner



Rob and Georgie Pike exit Keepers Corner



Steve Lister and Steve Hughes at Triangle