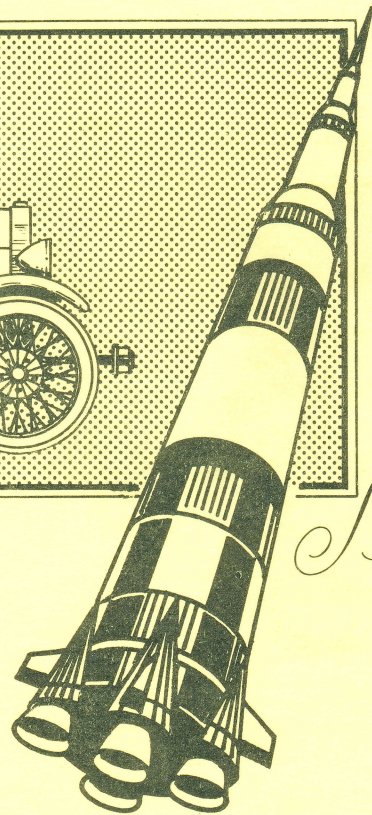
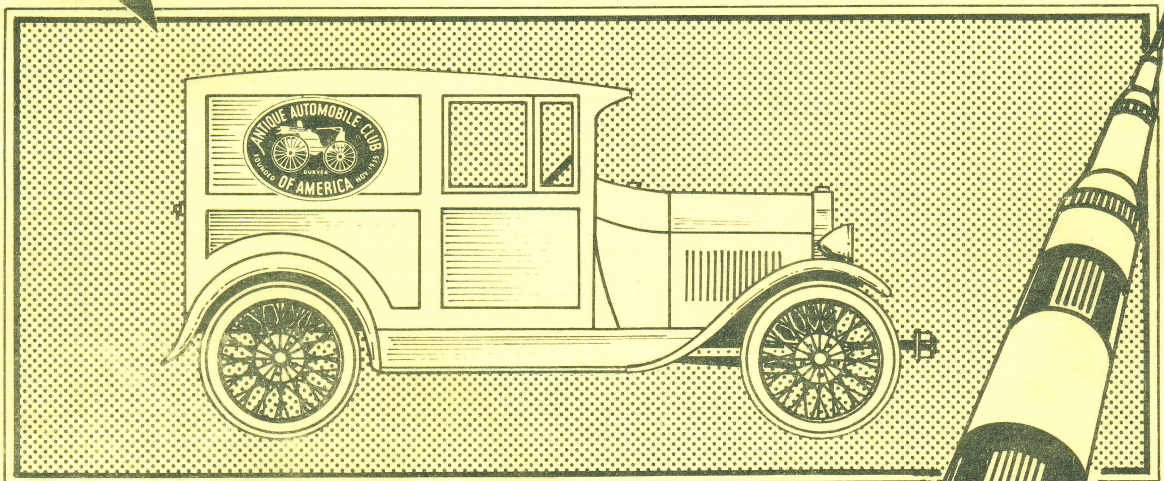
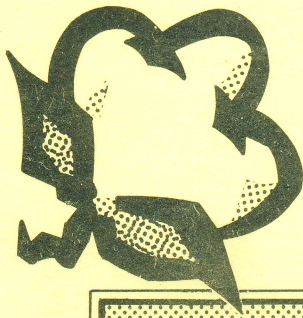


SEP/OCT '68

Auto Antiquarian News



North Alabama Region
A.A.C.A.

Auto Antiquarian News

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are their own and do not necessarily reflect the
Official policy of this region or A.A.C.A. Dead-
line for contribution of all material is the 10th
of the month.

The Auto Antiquarian News Editorial Staff wishes to welcome our 100th member. Ben Sherlock, the owner of a 1938 Buick, requested club membership through Dennis McCann. We wish to welcome Ben and congratulate Dennis for his fine work.

SICK AND SHUT-IN

Cecil Eddings is in the Nashville Baptist Hospital suffering with a ruptured vertebra. We are hoping that Cecil's confinement won't be long. Cecil is one of our Tennessee Active members.

CLUB MEETING PROGRAM

Gene George, who has supplied the Club News with some good pictures and articles, presented the August program. Gene put on an excellent color slide and talk presentation. The pictures were taken on Gene's four week vacation. The presentation contained about 150 pictures of good antique cars located in the Southeast. Should a club member be looking for a car, Gene is one antiquer that he should talk with.

CLUB PROGRAM FOR SEPTEMBER

The September program was presented by Leonard Brown. Leonard's subject was "Priming and Painting Techniques." For those who might not know this gentleman from South Tennessee, I venture to say "cars that he has painted have won more awards than those painted by anyone else. The program was an outstanding production, giving directions and answering questions in an informative manner. "Thanks" Leonard, for taxing time out of your packed schedule for our gain.

CAR STORAGE

The storage warehouse has been committed and should be available for occupancy by the end of October. The rate is \$4.00 for the first car, \$3.00 for the second car, \$2.00 for the third, and subsequent cars. Boats are also welcome. Each subscriber must provide own insurance. This warehouse is bonded with burglar alarm system and 24 hour armed guard 365 days a year. Three months rent in advance is required. Thirty days notice is required for removal. Contact Dennis McCann, 852-2361.

NEW CARS IN CLUB

The following cars have been added to our Club Roster:

1924 Model T Touring
1930 Model A Coupe

Herb "Mother Goose" Fulmer
Jack "Pres" Stuart

RESULTS OF AACA CENTRAL DIVISION NATIONAL FALL MEET AT CHATTANOOGA, TENNESSEE
OCTOBER 4, 5, 6

Earnest Cross - Senior
Bernie Geir - No 1 Junior
Herb Fulmer - No 2 Junior

The Totcky Mail Truck was entered in this meet, but did not receive an award. It was agreed the tire condition of the truck was not show condition. Tires were ordered, but had not been received. Bob Thurston is thanked for transporting the truck. Earnie Azary served as manager of the truck for this meet.

OUR LOSS IS NASHVILLE'S GAIN

I am sad to inform the Club that Fay, Tracy and Don Huffine have moved from Huntsville to the Nashville area. The Huffines' have been active members in the Club for the past few years. They served on the staff of the club paper this year and Don provided advertising layouts and promotional material for our annual car meet for the past few years. In the time that I worked with these fine people, it was a pleasure. A job was never too "big", the hour was never too "late", and I never heard either of them say "let someone else do it." Don and Fay are fine examples of people who enjoy (fine cars) antique cars.

WELCOME FROM: North Alabama Region, Antique Automobile Club of America, Inc.
Huntsville, Alabama

TO: Tri-City Chapter, AACA
Florence, Alabama

Charter approved 11 October 1968 at the National AACA Board of Directors meeting.

Tri-City Chapter Officers

Chairman	William D. Johnson
Vice-Chairman	Floyd R. Parker
Secretary & Treasurer	Charles H. Mullins

Charter Members include:

H. Knox Longshore
Frank Williamson

MAKE MINE MORGAN!

OR

The Main Difference Between Men and Boys are the Cost of their Toys!

by

"Three-Wheel Beal"

Any nation that perpetuates a currency system which has as its units farthings, halfpennies, pennies, three-penny bits, sixpences, shillings, florins, half-crowns, pounds and a non-existent guinea, and bases its measurement of the proof spirit of alcoholic beverages on the amount required to burn a quantity of gunpowder with a steady flame, can reasonably be expected to be equally illogical in its motor-ing habits. This is evident from the popularity enjoyed in England by the Morgan Three-Wheeler almost from its inception in 1909 until the present day.

Actually, there is more logic to the "Moggie" than meets the eye because it was the result of a loophole in the English tax laws which, at one time, were very severe on automobiles, but classified all vehicles with 3 wheels as motorcycles under a very much lower rate, provided, of course, that they had a total weight of under eight hundredweight (896 lb).

In consequence, H. F. S. Morgan's particular breed of sporting machinery found favor among a select group in England who reveled in fast driving but couldn't see their way to paying the tax on it. Sanity prevailed in America at that time, so that it is doubtful if any cars crossed the Atlantic during the period they were being manufactured. However, since the war a number of cars have been brought over. A fellow in California has located 27 in the U.S....I know of a few he may not have on his list. Probably there are at least 35 to 40 of these strange machines around, although I've never seen any others on the road except the first one I rode in at San Antonio in 1956. Have visited and exchanged much useful information with Robin King in Costa Mesa, California. His 1935 Super Sports is featured in the Salon writeup in the December 1965 issue of Road & Track -- from which I plagiarized (oops, I mean researched!) some of the history for this article.

My Morgan is one of the 1934 Sports Models (with 1938 Matchless engine), which is one of the more exciting cars in the Morgan range and, because the company has always pursued its familiar policy of not changing anything unless it is absolutely necessary, this particular car can be taken as a typical example of the Three-Wheeler conceived by H. F. S. Morgan.

Surprisingly enough, the Anglican Church plays a major part in the activities of the Morgan company, because it was the Reverend H. G. Morgan who encouraged his son H. F. S. in the venture, and H. F. S. later married the daughter of another neighboring churchman.

When not ministering to his flock, the Reverend Morgan was something of a pioneer motorist, and he served a chairman of the company from its formation in 1912 until his death in 1937. Apart from his official company duties, he found time to put together a large number of scrap books which detail all Morgan activities, and he also seems to have been present frequently at Brooklands and other circuits, always suitably dressed for the occasion in a top hat (bet he didn't wear it with the top down, if he drove a three-wheeler).

At 18, H. F. S. was apprenticed to the chief engineer of the Great Western Railway so, in common with many of the founders of the industry, he served his apprenticeship in steam before moving on to the internal combustion engine. After seven years at the GWR, he settled in the small English town of Malvern, noted for its spa waters and its school for the sons of the nobility and gentry. There he opened a workshop and started a bus service.

A year later, in 1909, he built the first 3-wheeler, using a V-twin Peugeot engine and incorporating his own patented form of independent front suspension of the sliding pillar type, which is still a feature of Morgan cars today... (Yes siree!, the suspension really gives this vehicle character....like riding in an empty gravel truck, and watch out for the railroad tracks and manhole covers....) With his father's encouragement he exhibited two cars at the London Show of 1910, which resulted in 30 orders being placed. Using the deposits on the orders as capital, he was able to acquire more machinery, and the result was the founding of the Morgan Motor Co. in 1912.

Although competition was very keen during the 20s and many companies fell by the wayside, Morgan prospered and the Super Sports Model (see drawings) of the 30s was the culmination of his life's work. (The body of my Sports Model is somewhat smaller and more angular, otherwise no different) When he died in 1959 at the age of 77, the 3-wheeler had been discontinued for 9 years because there was no longer any tax advantage, but undoubtedly he lamented its passing and looked on the Plus-4 4-wheeled models as a spurious substitute.

My car is typical of the line. Its chassis consists of two steel tubes running the length of the body, a third larger tube for driveshaft tunnel and front suspension and engine support, and a trapezoid-type tubular front end. The body is a light wood framework, over which a metal covering, made in one piece flat layout, is secured...this is skin and stringer construction so that the body metal takes some of the stress. The body is cockpit-style roadster with no doors. Doors were generally avoided because of the tendency to weaken the body. The V-twin engine is mounted on the ends of the 2 frame tubes and power is transmitted by a single plate clutch to a propeller shaft which passes through a tunnel to a 3-speed gearbox behind the seat, and from there by a chain to the rear wheel. This general layout, combined with a weight of under 800 pounds, is sufficient to keep me from falling asleep under any circumstances!

A number of different engines were used by Morgan including Anzani, Blackburne, J.A.P., Matchless and Ford (1), and these were variously air or water-cooled. They were all big twins, with the exception of the Ford, which was an in-line four. Instead of being hung on the front, the Ford was mounted under the hood and was always considered rather unsporting by the Morgan aficionados.

The Matchless in my Morgan is an air-cooled V-twin (1938) with a bore and stroke of 85.5 x 85.5 mm (3.4" x 3.4") and 990 cc (61.7 cubic inches) displacement. The crankshaft is built up in the conventional motorcycle manner, and supported by a bronze bush on the timing side and by roller bearings on the driving side. The connecting rods are of the forked type running on three rows of roller bearings and the compression ratio is 6.2:1, but a few were built with domed pistons, giving a ratio of 7.5:1. The power output from the standard ratio is 39 horsepower at 4600 rpm.

The valves are inclined in the heads, which have hemispherical combustion chambers, and are operated by long pushrods from the timing case. The rockers and strange "hairpin" valve springs are exposed to the atmosphere and one can observe their operation from the cockpit, thus one of the primary purposes of the windscreens (windshield) is to keep stray bits of flying oil out of my face. Lubrication is by a dry sump system from an oil tank located under the hood, and the Amal carburetor, fed by a fuel tank under the hood, is a conventional motorcycle unit. Incidentally, in order to check oil circulation, the oil tank cap is removed after engine starting, and one watches for oil spurting out of an inlet tube just below the tank neck. Oil tank capacity is about 3 quarts and gas tank holds about 4 gallons. Contrary to normal motorcycle practice of the day, ignition is by a double-ended coil and distributor with the distributor driven off the cam gears through the timing cover.

Big twins of this type have an appeal all their own. They look extremely fierce, but actually are very docile indeed. Starting is not a problem provided one has the knack, but they can break your arm if you don't. They have a strange rhythmic beat which is unique, and the whole car has a perceptible rocking motion at idle, and one can feel each power stroke of the engine through the seat of the pants when accelerating hard.

Fitted to the engine shaft is a flywheel which accepts an automobile-type single-plate clutch. The flywheel carries a ring gear for the electric starter but, despite an exhaust valve lifter control to eliminate the compression when the engine is turned over, the only way to start a Morgan is by the crank when the battery won't do the job (which is most of the time).....it seems that big V-twins and 6 volt starter motors just aren't in sympathy.

The drive is taken from the clutch by a propeller shaft to the gearbox situated just behind the seat. For some strange reason there is no driveshaft universal in the ordinary sense of the word; whatever slight misalignment is present is supposed to be taken care of in a dog clutch type of joint. As a consequence, the engine has to be very carefully aligned with shims (my next job!), and

periodic realignment is necessary because the frame has a tendency to sag after a period of time.

The transmission is a 3-speed unit with a worm on the end of the mainshaft which engages with a worm wheel to take the drive through 90°, and a sprocket on the worm wheel delivers the drive by chain to the rear wheel. On the opposite side of the transmission to the chain sprocket is a fiber gear which drives the dynamo (generator), so the battery is not being charged unless the car is actually in motion (herein lies the reason why so much cranking is usually required....I keep a trickle charger on my battery most of the time).

After it has become worn, the transmission has a tendency to engage two gears at once, with the result that all forward motion instantly ceases. However, an advantage of the Morgan is that one can then lift up the rear end of the car, wheel it to the side of the road, and effect the necessary repairs with the minimum amount of delay and embarrassment.

The front suspension is of course by the Morgan system. At the rear, the wheel is carried on two arms pivoted at the gearbox and supported by two quarter elliptic springs. As indicated earlier the suspension is extremely hard and is not softened very much by the 4:00 x 18 tires all round.

The braking system is peculiar: The foot pedal operated a cable brake on the rear wheel, which has to be applied with some discretion or the wheel will lock, and the front cable brakes are applied by the emergency brake lever. This, of course, is pure motorcycle practice and does not present much of a problem once one has experienced the effect of each individual system and can tailor one's braking to the needs of the moment....that is, a looong moment, since some fancy hand work is required to shift gears with left hand, steer and manipulate throttle with right hand, brake and clutch with feet, try to signalla turn, and also operate emergency brake with left hand for a quick stop....I'm not naturally left handed, so still am in a learning stage....avoiding heavy traffic and big trucks for awhile yet.

The cockpit is reasonable comfortable for one person, although it is somewhat difficult to put yourself in the driver's seat. When a passenger is carried, it is necessary for the driver to get in first, and one has to remember to avoid the hot exhaust pipes which run along each side of the car....(These are good for warming cold hands in winter driving).

The controls are laid out in the conventional manner, except that the cable operated throttle, mixture, and ignition advance and retard are situated on the steering wheel, so a well educated thumb is needed to accurately control the engine speed when shifting. The steering is extremely quick, with 3/4 turn from lock to lock (one hickup and you are all over the road!!), and it is also very heavy, but the heaviness disappears as the car gains projectile momentum.

It is necessary to know the correct control settings for a particular car in order to start the engine without trouble. The oil and gas petcocks must be on, the carburetor must be "tickled", the throttle must be opened a little, and it is essential to retard the ignition because big twins have a kick like a mule.

The idle is very steady and slow, due in part to the fact that the normal flywheels inside the crankcase are supplemented by the outside flywheel and clutch mechanism. This arrangement also has a bearing on the low speed torque of the car, which is surprisingly good.

First gear engages easily, although if the alignment of the engine is not true, considerable clutch drag will be experienced. This is a current problem of mine -getting into first gear- which I hope to get fixed when some suitable info arrives from England. The vehicles are supposed to cruise nicely at 60-65 mph, but until I make some more adjustments regarding alignment and clutch hookup, and eliminate some of the unknown noises in the vicinity of the engine, I'm holding the speed to 40-45 mph on my Morgan... These things get pretty lethal at high speed and, until I get more confidence, I still feel close to the point of total disintegration above 45 mph.

As far as roadholding is concerned, it is greatly affected by the road surface and, while the car is comfortable and steady on freeways, it tends to jump about like a young gazelle if the surface is uneven. However, the quick steering is useful in correcting these deviationist tendencies once one has become accustomed to it, and the machine as a whole presents quite a challenge to one's driving skill if optimum performance is to be gotten out of it... Cornering ability is terrific because the differential action is not present and you can drive "with the seat of your pants"...that is until one of the front wheels lifts off the ground on a tight turn....then one tends to get a feeling of insecurity! As the teenagers say, "Wow, you can do wheelies around a corner!"...I'd just as soon not, thank you..

From the point of view of appearance, the car looks even meaner in the flesh than it does in pictures. Like other sports cars of its era, there is nothing on it that doesn't help to make it go faster....which is the acid test of the true sports car.

A family automobile business which has existed on a minor and specialist scale for over 50 years is a rarity. H. F. S. died in 1959 and left the company to his son Peter who is well equipped to carry on its traditions. Totally unconcerned with mergers, take-over bids and other financial wizardry, Peter Morgan calmly goes about his business of building limited production sports cars.

Strangely enough, it was the export market that finally killed the 3-wheeler, because it was apparently unacceptable to anyone but the English who of course, went out in it in all weathers and even in the midday sun. As far as the future is concerned, there is absolutely no chance of it being re-introduced, and the English are even talking about changing their currency to the decimal system, which proves that they are losing their grip on the more vital aspects of life.

Additional data on my particular Morgan:

Engine Number MX-2/714 (mfg 1938)
 Body Number 2906 (mfg 1934)
 Length 10 ft 9 in.
 Width 4 ft 11 in.
 Height 3 ft 5 in.
 Wheelbase 7 ft 1 in.
 2 passenger roadster - no doors, cockpit style
 Started inquiries to advertisements in the British Motor Sport publication on October 18, 1965.
 Purchased December 13, 1965 for £120 (\$336)
 Arrived New Orleans on February 7, 1966 with \$211 shipping charges, \$20 customs entry and clearance charge and \$23 customs duty.
 Dashboard compliment of 80 mph speedometer, ammeter, trouble lamp plug in, on-off switch combining dynamo high charge and low charge settings plus side lamps and head lamps, red light indicator for indication that dynamo not charging, horn button, light dipper (dimmer) switch, and passenger grab bar.

All new bearings, chrome plate and drive chain....3 out of 4 engine mount tubes were cracked and required welding....everything sandblasted, passivated, primed, and painted with epoxy. Body completely rebuilt...all new white oak and marine plywood from seat on back...Completely removed metal body covering...filled many holes, beat out many dents, used much body filler...replaced large right rear body panel....all new control cables, tires, Brooklands wind screens, upholstery, electric wiring, and exhaust pipes.

Joined the Morgan Three-Wheeler Club on June 15, 1966, and have put their club publication the "Bulletin" to good use. Parts are not much of a problem since several distributors and parts outlets are available plus a very good Mutual Aid Service for members...takes two weeks by Air Mail and about six weeks for surface mail...depends on weight of part and how badly you need it.

Be seeing you at the Antique Auto shows and meets!
 (Also Sport Car - T.A.C. - shows and meets)
 (Also Motorcycle shows and meets)

Note: I bought this vehicle strictly for fun....it is not a very practical vehicle for driving back and forth to work. I don't intend to race it....but I do intend to drive it!

ADS, LEADS, AND OTHER INFORMATION

FOR SALE

1929 Ford Business Coupe \$500.00
 Jerry Thach 1812 Kendall Terr NW
 Huntsville, Alabama 539-7637

1925 "T" Touring
 Solid; complete car \$1,095.00
 1936 Ford Convertible
 1963 Chev engine 750.00
 1930 Ford 2 dr; new tires 1,250.00
 1929 Ford Roadster Hot Rod
 282 cu. in. Chev engine 650.00
 1914 "T" Touring 1,400.00
 1929 Ford Deluxe Touring 4,500.00
 1919 "T" Touring
 Disassembled; complete car 650.00
 1929 Willis Knight
 2-dr sedan 250.00
 1925 "T" Truck,
 50% restored 700.00
 Dick Dollar, Route 4,
 Humbolt, Tennessee

1946 Olds 2 dr, standard,
 body excellent, original
 upholstery, 60,000 mi,
 overhauled 3 yrs ago at a
 cost of \$169.00, Raid heater
 (Firestone) 250.00
 Kelley Hill
 Huntsville, Ala 881-6465

1927 Willis Knight
 4-dr sedan, runs good
 Jim Doney (Club Member) Huntsville

1927 Reo, located in south
 Huntsville, lead through
 Gene George 400.00

1936 Viz P ackard
 Gene George (Club Member)

1952 Kaiser Manhattan 95.00

1958 Edsel 4-dr Hardtop 295.00
 K. M. Barry 852-7375

PARTS FOR SALE

4 Model "A" Blocks - used - not-machined
various degrees of rust, cracks unknown,
oversize/undersize not checked.

4 Model "A" Crankshafts - used - not matched
to the blocks - 2 are reground and the other
2 are regrindable.

Ernie Azary 852-2421
4007 Lakeview Dr NW
Huntsville, Alabama 35810

ODDS AND ENDS

4 ea Timbers 4" x 4" x 8'
Jerry A. Peoples
Huntsville, Alabama



DENNIS MCCANN
2621 ROCKWELL RD. NW
HUNTSVILLE, ALA

35810