

October 2008

North Birmingham News

NEWSLETTER

Picnic / Concours Run



A clear break in this summers unreliable weather gave us a warm, mostly sunny mornings ride through lovely country lanes to the coffee stop at the Boyne Arms on the side of Brown Clee Hill. Beautiful it may have been but the previous days downpour made road conditions less than helpful to the concours machines so lovingly polished beforehand. The generous supply of cakes at the boyne went a long way to sweeten this muddy misfortune and 20 machines continued on along a real bikers road to the picnic venue at the National trust property, Dudmaston Hall, near Bridgnorth.

I was greatly assisted in the concours judging this year by Martyn Griffiths, one of last years winners, a man with a lifetimes experience in the professional assessment of road vehicle condition. In the post vintage category we quickly sorted out four likely contenders and fined this down to two machines Andrew Den-

ham's B.S.A. A10 Golden Flash 1958 and Dave Spencer's B.S.A. B33 1950. There was no dividing the two on condition—both winners but only one Harry Haddock cup. We had to fall back on normal precedent in these matters, and nominate the oldest machine. Sorry Andy, but the cup will reside this year with Dave Spencer.

The George Burrow cup, designated for the most noteworthy vintage machine, (i.e. pre 1931) was awarded to Brian and Pat Emsall for their 1928 Triumph "N" Deluxe side car outfit. This was in recognition of very long continuous use of a machine that is always carefully maintained, well presented and gets more reliable as the years pass. With Pat's consistent and reliable reading of route cards from the "comfort" of her sidecar, many a tail-end Charlie (including me) has come to appreciate the sight of Triumph No PSK 163 ahead of the pack. Mind you, the exhaust notes of the other two vintage machines out that day, Paul's Sunbeam and Maurice's Scott was sweeter music to the ears than any other machine on the run.

Thanks to everyone for your support in making it a great day out.

Peter



Flight of Fantasy Run

August proved to be a washout on the weather front, I was hoping for an Indian summer in September but got the monsoon season! The two days prior to the Flight of Fantasy run I had been training learner motorcyclists for their 500cc. tests. On removal of their jackets at the end of the day they looked to have been dipped chest high in water. You can't skimp on waterproofs. Travelling to Stratford from Redditch I watched car drivers travelling at crazy speeds. A lady in front of me hit deep water and when the wall of red-brown water had settled, her Toyota was ten feet off the road backwards in the hedge! She and passenger unhurt and no-one else either.

I was hoping for better for Sept 7th. and was rewarded with a dry start at Noel Clark's at Bluntings. In preparation I had printed 15 copies of the route and said to Rachel that I hoped that it would be sufficient, She laughed!! In the event, nine intrepid motorcyclists turned up at the start, these were, Trevor Bull -1940 Triumph Tiger 100, Maurice Hardy - 1950 Matchless G3, John Aston - 1980 BMW R 100 RS, Maurice Trupp - 1967 Triumph T90, Keith Little - 1972 Honda CB 750, Colin Lloyd - BSA B33, Martin Round - Honda CB 750 and Bill Orchard - 1977 BMW RS 100/7 and John Round on the Aprilia.

The route encompassed lanes around Woodcote Green, Hanbury, Ham Green and Danzey Green. Green is the key word here, we negotiated narrow lanes bounded with lush vegetation and shaded with gently arching trees which we tunneled through, avoiding mud, gravel, standing water and washed out tarmac. What an adventure! We even had a few minutes of bright sunshine.

The scenery and properties around were stunning and we finished in the picturesque village of Tanworth in Arden, lunching at the Bell Inn. We had exclusive use of a rather posh marquee. Coffees all round, then I had the best Sunday roast beef served in a pub for a long time. After lunch the Flight of Fantasy was judged and with only eight votes cast it was a tight verdict. However, for the first time ever, the organiser's well-used and rather scruffy Tiger 100 emerged triumphant just ahead of Colin Lloyd's very smart BSA B33.

Bill Orchard, who had travelled down from Church Stretton stepped in to present the trophy to me. I have been asked to remember to hand it back to myself next August.

The Forge Mill Industrial Museum at Bordesley Abbey was on the route home, and well worth a visit, but clear skies beckoned and we headed home having beaten the weather!

a big thank-you to the stalwarts who turned out, I hope that you enjoyed the day.



Trevor.



From the Archives

An extract from a road test on the new 1933 Morgan three wheeler

An entirely new range of Morgans has now appeared on the market, and these machines are fitted with side-valve water cooled 990c.c. Engines, the performance of which is not appreciably below that of many good o.h.v. units of larger capacity.

Chassis Details

The particular machine on test was a sports two seater built upon conventional Morgan lines so far as bodywork and chassis are concerned. The drive from the engine is via a single dry-plate clutch and cardan shaft with centre steadying bearing, to a three-speed-and-reverse gearbox mounted on transverse members just aft of the seat. Thence the transmission is by steel wormshaft and bronze crownwheel to a countershaft and single chain.

The forks housing the quickly detachable rear wheel, which, incidentally, is interchangeable with their rearward ends supported upon the sliding pads at the extremities of two quarter-elliptic springs. The front wheels, with their large car-like Magna hubs, are independently sprung upon enclosed helical springs in the usual well-tried Morgan manner, and all wheels are fitted with large, internal-expanding, cable-controlled brakes. The spare wheel is mounted on the cut-away flat at the tail, as in sports car practice, and the big panel beneath it is readily removable to give access to the rear wheel and chain. The fuel and oil tanks are mounted in line, aft of the radiator header tank, and lubricant is fed to the engine via an instantly datable fabric filter, mounted alongside the ignition coil behind the radiator block.

Cooling of course, is thermo-siphonic, and the large-capacity radiator ensures freedom from boiling. All the water connections are of the quick-release "snap" type.

The Engine's Internals

The engine is the most interesting feature of this Morgan. The cylinders, which are beautifully made and enamelled castings, are set at an angle of 50 degrees and the bore and stroke is each of 85.5mm. The heads are quickly detachable, being held by seven studs over copper-asbestos gaskets, and their design is the result of considerable research. The valves are totally enclosed and positively lubricated, the plated doors of their cases being secured with knurled centre nuts; the whole engine has a pleasing and distinctive appearance.

Pistons of the new Lo=Ex alloy, recently described in *Motor Cycling*, are employed, and give a compression ratio of 5.4 to 1; it is claimed for these pistons that slap is entirely eliminated and that risk of seizure, even with extremely close clearances, is avoided. In appearance the "bottom" of the engine is similar to that of the motorcycle unit, but all shafts, bearings, etc., have been enlarged to deal with the increased loads. The lubrication system is identical with that used in

Matchless engines.

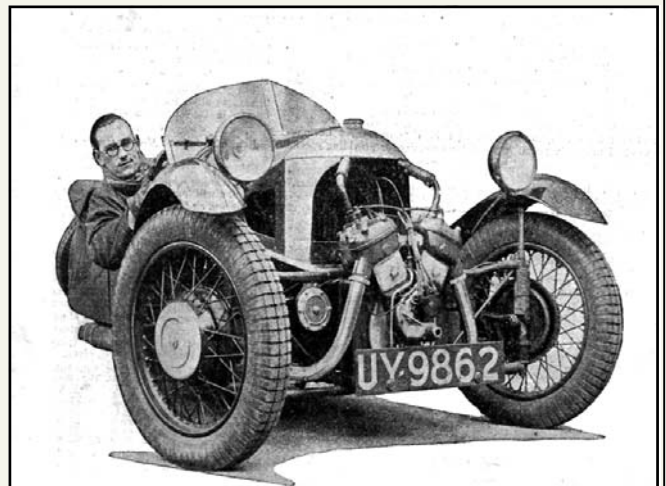
Ignition is by coil, with the distributor driven off the camshaft in front of the annular timing chest, and immediately below it is the front handle starter attachment, directly actuating the crankshaft. Two long exhaust pipes lead along each side of the machine to tubular silencers mounted just below the fairing of the body.

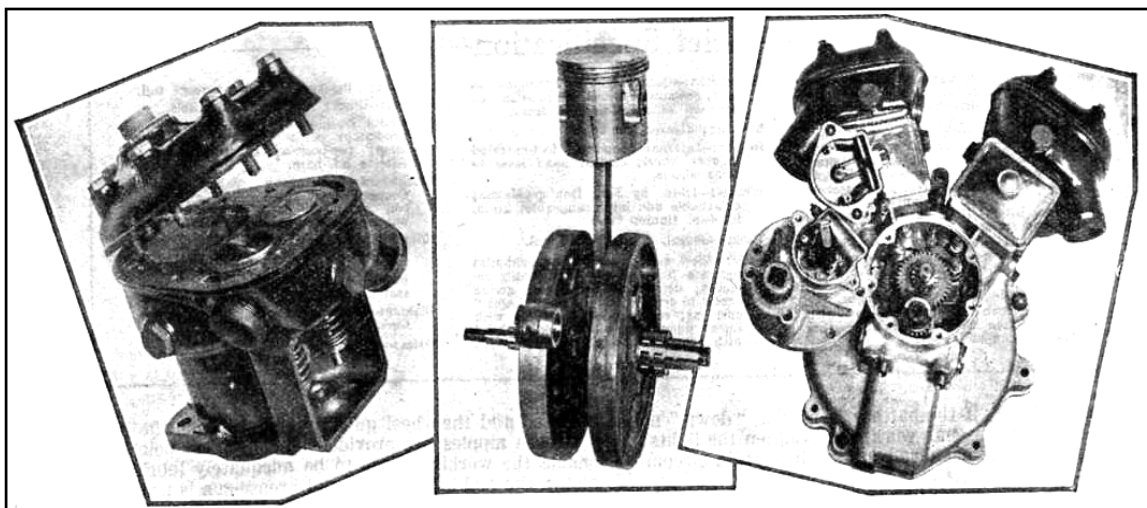
A door on each side gives comfortable access to the body, which is upholstered with Dunlop "Latex" cushions, the seats being separate and readily removable.

Seated behind the wheel, one immediately gets "that sports car" feeling. The steering is rather highly geared and gives an impression of absolute control over the Morgan even at high speed on very rough roads. Confidence in one's ability to put the car where one wants to is at once engendered, and even on narrow, twisting roads cornering is thoroughly pleasurable. The Morgan feels just like a well-built fast motorcycle to drive—without, of course, the exposure.

The driver's head, in normal circumstances, comes at such a level above the dash that a clear view is obtained of the road ahead, although the seats are sunken in wells on each side of the cardan-shaft-tube, and even in heavy rain the sloping safety glass Vee screen offers such fine protection that the hood need be raised only in really bas weather. With the hood up there is still enough vision ahead, and the pneumatic windscreen wiper, controlled by a neat turn-key on the dashboard, keeps the right-hand half of the screen quite clear.

Central control is provided for the hand brake and the gears, with normal pedals for clutch and foot brake. On the wheel is the ignition lever and ordinary motorcycle type carburettor controls.





(left) one of the water cooled cylinders and heads.

(centre) the flywheel assembly with one of the Lo-Ex. Pistons in position.

(right) a general view of the timing gears and distributor

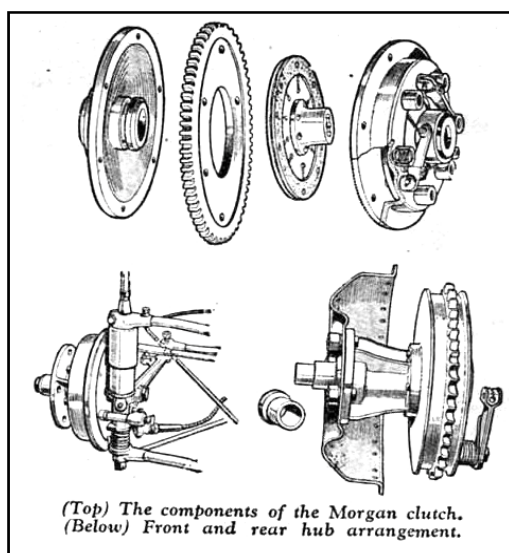
In practice the "car-feel" of the Morgan prompts the driver to wish that an accelerator pedal were fitted, but after a little experience the hand throttle can be manipulated quite spontaneously.

Smooth Getaway

The improved clutch enables the Morgan to glide away from rest with great smoothness and almost immediately the car is under way a change into second is called for. Top gear can be engaged at 15m.p.h., and the 990c.c. Engine will pull away from a standstill on the middle gear quite comfortably. In fact, the bottom ratio was found to be an emergency one and in traffic was seldom used. Whatever tendency there may be towards pinking can be smoothed out by judicious juggling with the ignition lever. On the way to London from the Malvern home of Morgans the notorious Fish Hill, near Broadway, was climbed comfortably on top gear, even the awkward hairpin like bends turned without slackening speed.

On straight, level roads the throttle was pushed against its stop and the maximum speed reached was in the neighbourhood of 68m.p.h. The actual speed attained was somewhat difficult to read because the instrument was of the "strip type" and was a little wavy in the higher range. However in second gear some 45m.p.h. could be exceeded without any trace of overworking the engine; when this ratio was used the Morgan possessed the smart acceleration of a "hot" o.h.v. The bottom gear maximum was 22m.p.h., but this was seldom needed..

0-60m.p.h. in 18 1/2 seconds when using all three gears:



(Top) The components of the Morgan clutch.
(Below) Front and rear hub arrangement.

0-60m.p.h. in 17 seconds when using 2nd and 3rd gears.

Top speed was 65m.p.h.

These figures speak for themselves and leave no doubt as to the class of the Matchless motor.

A criticism which might be levelled at Morgan is that the dynamo is driven off the countershaft in such a way that it only charges when the car is on the move. Normally, however, the Lucas electrical system worked in a very satisfactory manner. The maximum output of the dynamo is 10 amps which was reached at 30m.p.h. In top gear, with the switch in the winter charge position. When moved to the summer position the charge was 5 amps, and with the side and tail lamps on, 8 1/2 amps charge was registered on the meter. Even with both headlamps on there was 3 1/2 amps shown on the right side of the dial, which was enough to ensure freedom from running down the battery in normal circumstances.

Easy Starting

It is asking a lot from an electric starter to turnover a big twin engine, but the Morgan did this on all but one exception on a very cold morning was it necessary to use the handle. When starting with the electric motor it was found advisable to employ the exhaust valve lifter, now fitted under the dashboard.

The speeds of which the Morgan is capable naturally call for something good in the way of brakes. Those fitted are quite up to their work, and at 40m.p.h. On a dry concrete road with using both the hand and foot brakes the machine can be stopped in 30 yards. The adjustment of the brakes is carried out with a minimum of effort, as ordinary cable adjusters are fitted near to the operating arms on the brake shoe plates and the cables themselves are of such robust gauge that the need for attention is slight.

Removal of the front wheels is a matter of moments, using only the car type jack and wheel nut brace. A little more effort is required to take out the rear wheel. Once the chain has been disconnected and slipped off the sprocket, the entire hub is easily dismantled and the wheel quickly removed from the hub.

When lubricating the gearbox it is as well to note that overfilling can have the effect of causing a leakage to occur into the interior of the body in such a way as to spoil the upholstery.

With its tax at only £4 per annum, and fuel and oil consumption rates of 40m.p.g. And 1200m.p.p. respectively.

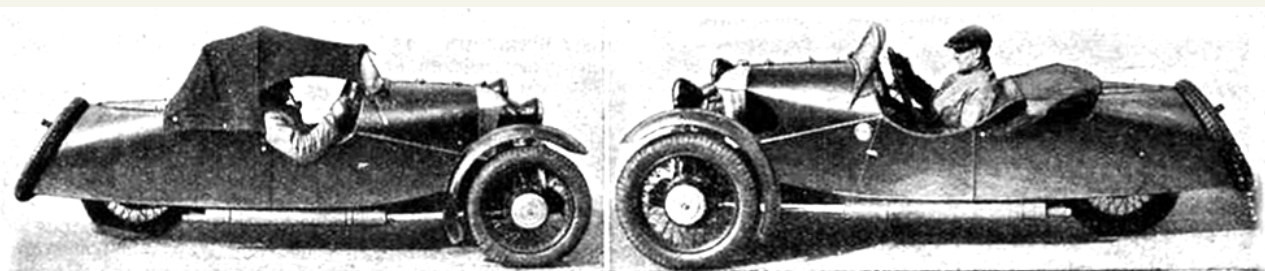
Listed at £110 complete, it makes no onslaught on the pocket at the outset.

FORTHCOMING ATTRACTIONS FOR 2008

CLUB NIGHTS	
SEPTEMBER 24th	Talk by Johnny Brittain on life as a trials rider
OCTOBER 29th	Talk by Geoff Brazendale on early vehicle lighting
NOVEMBER 26th	Bring and Buy evening
DECEMBER	No Meeting

CLUB RUNS

DATE	RUN	ORGANISER	Tel No
September 28th	Severn Valley Run	Bill Danks	01562-67103
October 12th	Autumn Run	Andy Briggs	0121-544-5938



With hood up or lowered, the lines of the 990 c.c. Sports two-seater Morgan are likely to make an appeal to the motorcyclist with a leaning towards three wheels.