

Hon Chairman - on Safari

Brian Clutterbuck

The intrepid visitors to Italy and the *Kiersaal* Car Club accidentally forgot to hand over at the AGM a gift from the President of that club. This was a fine club Pennant but as the MTWC has nowhere to display it I have suggested that it be awarded each year to the member or members covering the longest single trip in their three-wheelers. Alessandro Natali was pretty confident that his President would be in favour. The cars created a huge impression whilst over there and have featured in their club magazine. Anyone who knows the Clements boys will tell you that they cause an even larger amount of attention! They will be worthy custodians of the pennant until there is a claim for a monumental trip in the next 12 months.

Alessandro was reminded of John Sheally's U.S. coast-to-coast trip in his Matchless barrel back three-speeder. No back up transport for him or the Italian job. (Who did more miles than the coast to coasts).

It's always nice to see original non-restored cars in running order like the car belonging to the Duffin family. Recently Pat Bastock has reconditioned a Darmont "JAP" engine for Bernard Regnier from Tremblay-en-France near Paris. Bernard's car is a 1926 Darmont reputed to be one used by the Darmont factory for racing and test purposes and could even be the car that Douglas Hawkes used with a supercharged Blackburne type engine. Its originality is beyond dispute. Original pointwork worn through to the metal in places and lead seals still attached to the crosshead from scrutineering at race meetings in the 20's and 30's. Pat has also supplied a new Blackburne and Bernard is now looking for a Cozette supercharger to put the car into the Hawkes specification. Interestingly the front wheels have 72 spokes, the inner ones set in pairs and also an alternator for coil ignition that is friction driven off the cone clutch flywheel.

Ex club member Roger Moran's letter in the November Bulletin regarding the proposed statue, recognising HPS Morgan's contribution to the automotive industry, needs some correction. The reason why the Club could not make a donation to the fund was that it was not allowed under the memorandum and articles of association which were in place in 2008. However the Committee suggested that members should donate, if they so wished. In addition there has never been any official discussion regarding the design of the memorial, the current being at least a second one. Naturally individuals might favour other designs.

Importantly our members need to know that the current estimated cost is £377,000 and that pledges and donations currently stand at £130,000. The shortfall we are informed needs to be raised by the middle of next year.

One of the most important things to get right on the three-wheeler is the prop-shaft length. On the three-speeder twins and the M and C types, with the engine off, this is not too difficult to accomplish. (The model F means either the engine or the gearbox out and a deal of measuring). The B types pose a different problem which generally mean body off if the shaft is too short and the engine packing out if it's too long. A recent rebuild on a B type showed the shaft to be too short by about the thickness of the spigot bearing. Although it proved easier to say than do, the prop-shaft was extended by mechanical means in the best Clarrie Coombes tradition. An extension was bolted to the end of the in-situ shaft.

Forgetting to reduce an over-long prop-shaft can result in unacceptable and damaging loading on the engine front main bearing and crankcase. Made even worse if it's a plate clutch and an inability to engage gears. Enjoy the festive season.