



**Vol. 19 No. 4**

**April 1999**



# 1999 MOGNW CALENDAR

Apr 10	Sat	MOGNW Midlands Centre monthly event open to all Marrowstone Island and Port Townsend, WA day tour 10:00am on Marrowstone at 7745 Flagler Rd (Hwy 116)	Bill Button	(206) 935-3616
Apr 20	Tues	MOGNW Southerne Centre monthly social meeting 7:00PM at Portland Brewing Pub, 2730 NW 31st Ave	Heinz Stromquist	(503) 224-9576
May 1	Sat	Deadline for May Mogazine	Craig Runions	(206) 542-7137
May 8-9	Sat-Sun	MOGNW 2nd Annual Caboose Run to Colville, WA Meet at Grand Coulee Dam noon Sat. Nominal cost for catered BBQ dinner, beer and wine	Kay Jones	(206) 329-2885
May 22	Sat	VanDusen All British Field Meet, Vancouver, BC and MOGNW regional picnic/dinner post function, et al <b>ENTRY FORM</b> and <b>MORE INFO</b> in this newsletter	Burkholder/Theroux	
May 29-30	Sat-Sun	All British and Classic Run to the Gorge, Bellevue, WA to Hood River, OR (Memorial Day weekend)	Arnie Taub	(425) 644-7874
June 20-22	Sun	Father's Day Picnic and Car Show, Victoria, BC	Roland Gilbert	(604) 652-2159
June 25-27	Fri-Sun	MOGNW Devil's Punch Bowl weekend, Newport, OR	Heinz Stromquist	(503) 224-9576
July 1-4	Thur-Sun	Ralley in the Valley, Vernon, BC	Peter Moore	(250) 545-2432
July 17	Sat	Western Washington All British Field Meet, Clise Mansion, Marymoor Park, Redmond, WA and annual MOGNW regional picnic/dinner post function, et al	?	
July 30-31	Fri-Sat	MOGWest, Cambria, CA (central coast)	Bill Button	(206) 935-3616
Aug ?	?	Day tour to Morgan Spares (Bob Couch), Sequim, WA	Dick Dice	(206) 855-9628
Sept 4	Sat	Portland All British Field Meet at PIR and annual MOGNW regional picnic/dinner post function	?	
Sept 18	Sat	Vancouver to Whistler British Car Run		
Dec 11	Sat	MOGNW Holiday Banquet, LaConner, WA <b>INFO INSIDE</b>	Bert McCabe	(360) 466-3284

## TREASURER'S REPORT from Bob Hauge...

beginning balance, 3/1/99	\$4,483
plus dues	547
plus advertising	50
less Mogazine	- 111
ending balance, 3/31/99	\$4,969

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Business meetings are held quarterly as published in the calendar. Social meetings are held monthly (times and locations as stated above in the calendar): Northerne Centre (Vancouver/Victoria) as stated, Midlands Centre (Seattle/Bellevue) on the third Thursday, and Southerne Centre (Portland/Vancouver) on the third Tuesday. Dues are as stated on the Membership/Dues Form published frequently in this newsletter. Club merchandise can be ordered using the Regalia Order Form published frequently in this newsletter. Non-commercial advertising is free to MOGNW club members. **NW MOGAZINE** commercial advertising is payable in advance in US\$ and is based on camera-ready ad copy.

Business card size	\$ 5.00 per issue	or	3 for \$ 12.50	or	12 for \$ 50.00
Quarter page	\$10.00 per issue	or	3 for \$ 25.00	or	12 for \$100.00
Half page	\$20.00 per issue	or	3 for \$ 50.00	or	12 for \$200.00
Full page	\$40.00 per issue	or	3 for \$100.00	or	12 for \$400.00



## *THE FLAT LINE*

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Wow -- What a meeting we had at Betty Sue's Barbecue! A great crowd, the largest we've ever seen for a monthly meeting, in spite of the fact that it was held on a Sunday instead of a Thursday -- and great food! Patti and Jim Dietz did a terrific job in organizing the event. However, I thought the Prez was discriminated against just because he thought he had all the right quiz answers. Hal Meden kept whispering to Patti about my answers until I was eliminated from winning a prize. Patti made the comment that I didn't understand the objective of the game and that all of the answers were not supposed to be "Kay Jones." I guess I didn't mix enough to pick up some other possible names.

The new approach of a varied venue, some weekend events and multiple member organizers is working well so far. The large turn out at last month's meeting is the proof of the pudding. This month we're having another weekend driving event on April 10th, organized by Bill Button. Next month we have two driving events, The Caboose Run and Van Dusen. There will also be the third Thursday night meeting at Cafe Veloce. But we still need volunteers for future Midlands monthly events, so please contact Bill Button or myself with your ideas.

The Big Big news is the completion of the design of the 25th anniversary commemorative badge. All of the details will appear in the May issue of the Mogazine. It may be possible to have the badges for sale by Van Dusen. Of course, members will have first crack at the lower numbered badges prior to open sale of the badges. I think you are going to be very impressed with the final design.

Kay Jones

### **FOR SALE**

1967 4/4 Series, GT Competition Model, RHD, 1997 ground up restoration, vintage racing/street use. Over 25k invested. US\$20,000 firm. Kay Jones, (206) 329-2885.

Cover photo on Oahu by Paul Levitt, HIMOG – Hawaii Morgan Owners Group

## *North of the 49th, from Les Burkholder.....*

VanDusen All Brit Field Meet May 22

Those that have not received their entry form for VanDusen phone 604-736-6754 or e-mail [stewartp@direct.ca](mailto:stewartp@direct.ca) or [www.direct.ca/driver](http://www.direct.ca/driver). The VanDusen after party on Saturday night will be held at the Theroux's in conjunction with the Burkholders. The only thing you need to bring is your own alcoholic beverages. Instructions will be handed out at VanDusen on how to get there. There are 8 rooms set aside for Saturday only at the Ramada. This is close to the Theroux's, thus saving a long trip back to Richmond at the Abercorn (see entry form for VanDusen). For Reservations at the Ramada 1-800-272-6232. Ask for the rooms for the Morgan Group #2020. Rooms are \$80 Canadian. Address is 19225 Highway 10, Surrey, BC.

May 30 VINTAGE RACING CAR CLUB Is putting on its first Vintage Race in 11 years at Mission Speedway in Mission B.C. For further information contact Al Allinson at 604-985-5451

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## *Midlands Matters, from Bill But ton.....*

Our March Noggin was at "Betty Sue's Bar-B-Q" in University Village. Betty Sue is Mrs. Buchan, a member of our club. We were unable to talk to her because she was working very hard to serve this demanding bunch. The food was excellent and the camaraderie was as usual up to the club's high standards. Jim and Patti Dietz arranged this affair and also provided a contest that challenged us to the extreme. The contest was fun; however, the judging was suspect. The winner was Hal Meden who in turn presented the Dietz's with a present. I think we were in a "Third World" Morgan meeting. Attending were Ron Weiskind and Jeannette, Buttons, Bells, Gary Van Hook, Craig Runions, Dietz's, Hal Meden, Gil Stegen, Joneses, Buchans, Terry Campbell, Joe Ray, Wellingtons and Andre Samson and Fred Green. Fred Green is looking for a Morgan to restore. So if you know of one give him a call. Our next meeting will be at the Car Collection April 10th on Marrowstone Island. Come on Midlanders, as of now there are more Canadians coming than Seattle Area folks!

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## THE CABOOSE RUN

The second Caboose Run will be held on the weekend of May 8 and 9. The destination is Kay Jones' fully restored 1905 Northern Pacific Caboose located on his 140 acre property on the Little Pend Orielle River near Colville, WA. The plan is to rendezvous at Grand Coulee Dam on Saturday, May 8th. Some may wish to go over Friday and stay the night east of the mountains or in Coulee City. A fun run (about 100 miles) will take place for the rest of the trip to the Caboose. The Run will start at noon at the Visitor's Center. Route instructions will be provided at that time. Of course, if drivers want to take an alternate route and by-pass Grand Coulee, that's okay. A catered barbecue will be held Saturday evening, including beer and wine at a nominal per person cost. Smores around the camp fire are also the order of the day. Accommodations include on-site camping (your own gear) or you can stay at Benny's Motel in Colville, where the rates are from \$45 to \$64. Benny's phone number is (509) 684-2517. For more details, contact Bob Nelson or Kay Jones.

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Subj: A Gala Old Time Christmas  
From: SPIKESQUID@AOL.COM (Bert McCabe)  
To: Mognw

Craig: The Christmas Weekend is scheduled for the 10th and 11th of December at the Country Inn in LaConner. We have reserved half the hotel for the night of the 10th and all 28 rooms on the 11th. I understand more than 10 of the rooms are already reserved by the No. Pod as they got early word on the date. On Friday nite there will be cocktails and a buffet at my house with help from Ruth. On Saturday nite the big dinner will be catered at the Garden Club, just a brisk walk from the hotel. I hope we will be led by Bailey in full regalia playing his pipes as we go up the hill to the dinner. There will be a Santa [not me] which should be a delight for all [since it is not me]. We will return to the old classic dinner with a gift exchange and a more formal [but fun] approach. More later.

**SKI TRIP 1999**

by Bill Button

Up early and on my way to Kennewick, WA. I wanted to look at a Jag XK120 for sale. The car was driving well. The new steering made the handling a dream. Now I only need "Cruise Control". Looking at the XK120 by 9:00AM. Not for me. The owner could of given it to me and I would not be able to afford the time or money to restore it. Now on to "Mission Ridge" near Wenatchee (3 hours drive). I was skiing by 12:00 noon. Great snow, sunny and fun. Always like to ski. I can go as fast as I want to (and capable of) and no speeding tickets. While skiing a gentleman put a note on the windshield of my Morgan:

"Hi there! It's great to see a Morgan in the Hills! (?) I am Chris Mason from England. I own a '73 Plus Eight and am a member of M.S.C.C. and the Cranmog Centre in the UK. I visit Wenatchee every year during March, to visit friends and of course, skiing at the Ridge. If I don't meet with you today please drop me a letter and I will try to meet up next year with you. Happy Morganeering! Chris"

Well that made my day. I decided to stay the night in Wenatchee and ski "Mission Ridge" the next day in hopes that I would meet Chris. He didn't show by the time I left about 1:00PM.

I decided to go over Stevens Pass rather the mundane Blewett and I-90. Had a great drive out of Leavenworth thru the "Tumwater Canyon". Lucked out no pickup trucks in front of me. I really hung it out up the canyon and 10 or 20 miles slowing down to the speed limit to pass the State Patrol (had a customer pulled over) and then on over the pass. What blind stupid luck.... It takes 4 hours vs 3 to go over Stevens rather than Snoqualmie, but it is worth it just to go around the corner and see Mt. Index in all its splendor. I have driven this road hundreds of times and never tire of it. Where else in this world can you see such beautiful scenery?

Get those "Garage Hens" out and go driving before they pave the whole State of Washington.

Subj: Island Cell Morgan Run  
 From: Roland Gilbert  
 To: Craig Runions

The Vancouver Island Cell is planning a MOGNW Morgan Run for June 18<sup>th</sup> and 19<sup>th</sup> to coincide with the annual British Car Picnic in Victoria on Sunday, June 20<sup>th</sup>, 1999 when we meet at Beacon Hill Park from 10am until 2pm and enjoy the fabulous display of British machinery.

Saturday will allow time to tour and shop in Chemainus (the Town that Did!), before a tour of a couple of wineries and lunch at the last one. The day will end with a Bar-B-Q party at Woody and Carmel Thompson's place. Woody says that the cottage and camping are available at his place. Just call 250-479-7743 and reserve a spot.

Additional accommodations are just a short distance away at the Fuller Lake Motel @ \$50/night. Call 1-888-246-3255 for reservations. Other Saturday night accommodations are available at Motel 6 at 1-800-463-4464 or the Super 8 Motel at 1-800-800-8000. Both of these are nearby and reasonable (about \$60 a night). There is also the Horseshoe Bay Inn at 250-416-0411.

The plan is to start the run at 2pm from the parking lot of the "Farmers Market" at the junction of Highway 17 and Island View Road. This is the fourth traffic light on Hwy 17 to Victoria from the ferry terminal at Swartz Bay.

We have to have numbers by June 11<sup>th</sup> for the food providers – so write or call ASAP to:

Roland Gilbert  
 7220 Highcrest Terrace  
 Saanichton, B.C. V8M1W5  
 250-652-2159

# ***MOG WEST '99***

July 30, 31, August 1, 1999  
 Cambria Pines Lodge  
 2905 Burton Drive  
 Cambria, CA  
 805/927-4200

Call for reservations:  
 800/445-6868

Important to say you're part of the Morgan Event  
Reservations deadline July 9

Room rates  
 (Double occupancy, includes buffet breakfast):  
 Garden Cabin - \$65  
 Standard - \$75  
 Fireplace Room - \$85  
 Small Suite - \$100  
 Large Suite - \$110 to \$120

For more information, call  
 David & Audrey Haines, 408/358-2230  
 Northern Club Coordinators

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## from the Morgan Oasis Garage

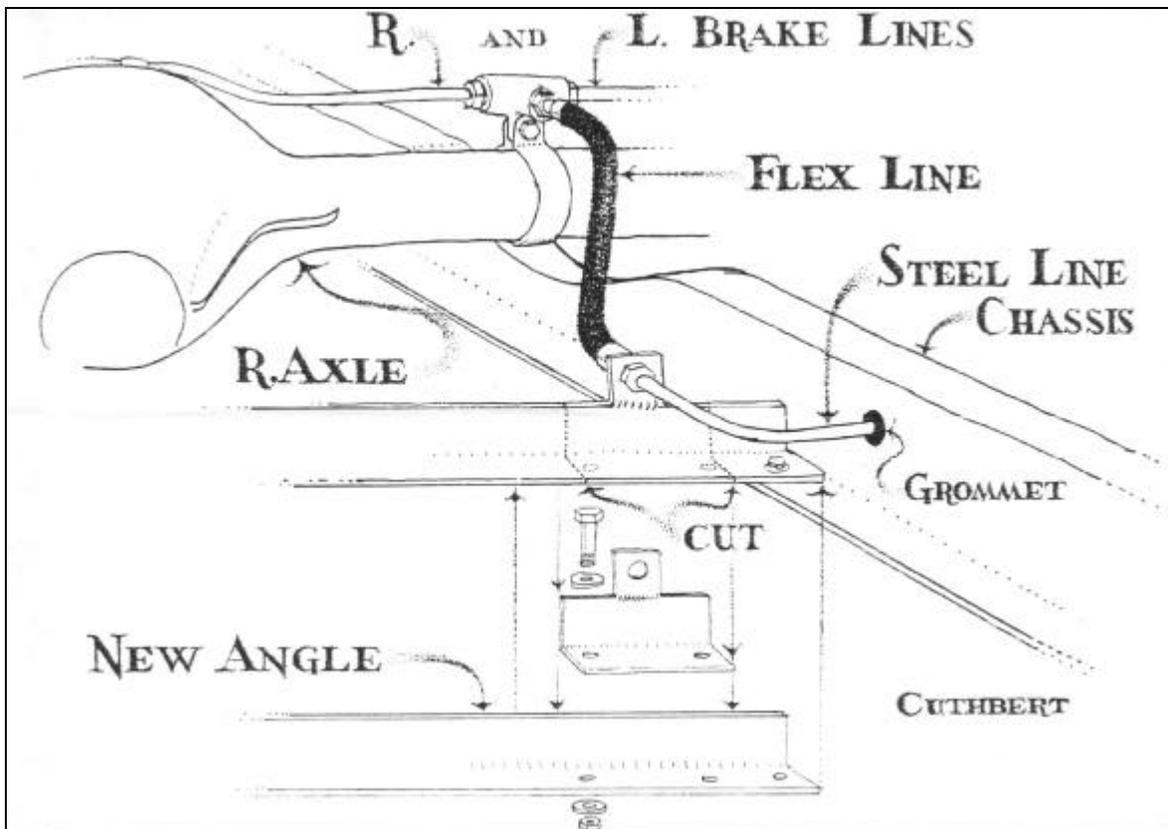
Cuthbert J. Twillie, Proprietor  
 Box 1010 – North 51 Terrace  
 Hoodspout, WA 98548  
 (360) 877-5160

Friends

The car that Terry Campbell bought from Bill Beavers has proven to be a treasure trove of wonderful dimensions if one happens to be writing articles on Morgan restoration. It seems everywhere you look there is something that needs attention toot sweet, Toots.

The plywood that is the rear of the cockpit had been chopped away so a battery could fit there. In England this is called a Bodge. Now I know you can have a battery without chopping away at the rear bulkhead, I've seen it done. When I'd removed the chopped bulkhead and the battery, I found the steel angle that carries the floorboard upon which the battery sits had been torn away and the board resting on air. Now then we replace the angle, but over on the left side welded to the angle is a tab that the steel line that takes hydraulic fluid to the rear brakes is connected to, and there is where the flexible line connects to the steel line. If you remove the angle you break the hydraulic line and then you get to bleed the brakes. If there is some way I can avoid bleeding, blood or brakes, I'll take it in a New York minute. The way this was done here was that I sawed the old steel angle on either side of the tab, then removed the old angle. The new angle was offered up and bolted in place, then the old tab was bolted to the new angle. The hydraulic line was not disturbed at all, and I didn't have to drag the lovely Flowerbelle away from her task of making pictures of dead presidents over on her two thirds of the shop.

Cuthbert



This article reprint (edited) is courtesy of Triumph Trax, newsletter of the Portland Triumph Owners Association. Good stuff on timing in general.

### TALES OF TIMING

It is 1970. You own a brand-new TR6. Everything works perfectly, nothing has been modified. The distributor is a Lucas 22D6, part #41306, equipped with both vacuum advance and retard. The ignition timing was set by the factory 12 degrees BTDC static, 4 degrees ATDC dynamic. All Lucas type 22D distributors have mechanical (also called "centrifugal") advance. Yours was set by Joe Lucas himself to provide 0 deg advance at idle, and 22 deg at 5000 RPM. The vacuum advance capsule is stamped 4/7/8; it can provide a maximum 16 degrees of vacuum advance. The retard capsule is stamped 3/10/8; it can provide a maximum 16 degrees vacuum retard. In the examples that follow bear in mind that: TOTAL ADVANCE=STATIC ADVANCE+MECHANICAL ADVANCE+VACUUM ADVANCE-VACUUM RETARD.

**EXAMPLE 1** You just started your fully warmed up engine, which is idling smoothly at 850 RPM. Static Advance = 12 deg BTDC. The Triumph mechanic set this by rotating the distributor and clamping it. It won't change in operation, except for gradual variation due to wear of the distributor's parts. Mechanical Advance = Zero. Mechanical advance is a function of engine speed only, and your distributor is "curved" for zero advance at this engine speed. Vacuum Advance = Zero. Although the manifold vacuum is very high, the vacuum advance unit doesn't sense it. The vacuum pickup, on top of the front carb, is masked by the throttle butterfly. Vacuum Retard = 16 degrees. Manifold vacuum is high, and the vacuum "signal" runs from the bottom of the rear carb, where no "masking" is occurring, to the vacuum retard capsule, which is providing its max retard value of 16. TOTAL ADVANCE = 12 deg BTDC + 0 + 0 - 16 deg = 4 degrees ATDC. This is why you set static timing to 12 deg BTDC with the engine off, but when you idle the engine with a timing light hooked up, you see 4 degrees ATDC.

**EXAMPLE 2** You are driving downhill in top gear at 65 MPH, stuck behind some pogue in a MG Midget wearing open-knuckle driving gloves and a tweed cap. Engine RPM is 3000. The throttle is partially open, obviously. Static Advance = 12 deg BTDC. The Triumph mechanic set this by rotating the distributor and clamping it. It won't change in operation. Mechanical Advance = 14 deg. Mechanical advance is a function of engine speed only, and your distributor is "curved" for 14 degrees advance at this engine speed. Vacuum Advance = 6 deg (est.). The manifold vacuum is moderate, and the vacuum "signal" runs from the top of the front carb to the vacuum advance capsule, which is providing "some" advance. This improves both fuel economy and tailpipe emissions. Vacuum Retard = near Zero. Although the manifold vacuum is moderate, the vacuum advance unit doesn't sense much of it. The vacuum pickup, on the bottom of the rear carb, is masked by the throttle butterfly. TOTAL ADVANCE = 12 deg BTDC + 14 deg + 4 deg - 0 = 30 deg BTDC. If someone could hook a timing light to your engine right now, they would see 30 degrees BTDC. That's a lot of advance for such a low RPM, but the engine can tolerate it without pinging because it is only at part-throttle. Notice that the Vacuum Advance is not really providing any "extra power."

**EXAMPLE 3** You've just pulled out into the passing lane and mashed the accelerator pedal. The engine is still at 3000 RPM, it has not yet responded. Static Advance: 12 deg BTDC. The Triumph mechanic set this by rotating the distributor and clamping it. It won't change in operation. Mechanical Advance = 14 degrees. Mechanical advance is a function of engine speed only, and your distributor is "curved" for 14 degrees advance at this engine speed. Vacuum Advance = Zero (Surprise!) The manifold vacuum is low, hence no vacuum advance. Vacuum Retard = Zero. The manifold vacuum is low, hence no vacuum retard. TOTAL ADVANCE = 12 deg BTDC + 14 deg + 0 - 0 = 26 deg BTDC. Notice that you now have less advance than when you were "just cruising" at the same engine speed. That's because the engine is now under load and can tolerate less advance without going to higher octane fuel. To avoid pinging, that "nice-to-have" vacuum advance economy feature is automatically cut out.

**EXAMPLE 4** Victory at last! 110 mph through the hills, God bless you. Engine RPM 5000 plus, pedal to the floor. Static Advance = 12 deg BTDC. The Triumph mechanic set this by rotating the distributor and clamping it. It won't change in operation. Mechanical Advance = 22 deg. Mechanical advance is a function of engine speed only, and your distributor is "curved" for its maximum 22 deg advance at this engine speed. Vacuum Advance = Zero. The manifold vacuum is low, hence no vacuum advance. Vacuum Retard = Zero. The manifold vacuum is low, hence no vacuum retard. TOTAL ADVANCE = 12 deg BTDC + 22 deg + 0 - 0 = 34 deg BTDC. Your engine is spinning fast now, and can tolerate more advance even though it is under load.

**POINTS TO REMEMBER** High manifold PRESSURE = low manifold VACUUM. If the car is at sea level on an average 60 degree day, the outside ambient pressure is about 30 inches of mercury (30" Hg). At idle, the manifold pressure is low, say 12" Hg. That means the manifold vacuum is 30" Hg - 12" Hg = 18" Hg. This is a HIGH manifold vacuum at idle! At full throttle, the manifold pressure is high, say 27" Hg. That means the manifold vacuum is 30" Hg - 27" Hg = 3" Hg. This is a LOW manifold vacuum at full throttle! Vacuum retard is an idle emissions feature. It does little, if anything, at off-idle RPM unless the throttle is closed (such as during an overrun condition). Vacuum advance provides part-throttle economy, not high-load or high-RPM power. It was deleted on later cars due to tailpipe emissions, and power did not suffer a whit because of it. TOTAL ADVANCE is what you see when you point a strobe gun at the crank pulley with the engine running. This is roughly equivalent to the "Dynamic Advance" referred to in the Bentley manual. If your vacuum retard is no longer operational and you set your TOTAL ADVANCE to 4 deg ATDC with a strobe gun, your car will run poorly, since you just set your static timing to 4 deg ATDC instead of 12 deg BTDC.

# 14th Annual 1999 Vancouver All British Field Meet

**GENERAL INFORMATION:** The 1999 Vancouver All British Field Meet will take place on **Saturday May 22, 1999**, Victoria Day weekend. Our annual celebration of the British motor car is now in its fourteenth year and is the largest in Canada, with well over 400 entries and some 5,000 attendees.

**A grand prize of a trip for two to Britain, or \$500 cash, will be drawn from all entrants registered before April 9, 1999.** We look forward to seeing you and your car at this very special annual event.

For extra entry forms phone (604) 736-6754 and leave your name, address, or fax. E-mail your request to [stewartp@direct.ca](mailto:stewartp@direct.ca) or register online @ [www.direct.ca/driver](http://www.direct.ca/driver)

**ACCOMMODATION:** The Abercorn Inn at 9260 Bridgeport Road in Richmond is the official hotel for those visiting from the United States or other parts of B.C. The special rate for the bed and breakfast package on Friday night is \$105.00 per room CDN (single or double occupancy), plus applicable Canadian taxes. We have blocked off 28 rooms under this special rate until May 1, 1999. For reservations, call 1-800-663-0085, ask for Ingrid and mention your affiliation with the All British Field Meet. Do this soon, as last year's room allotment was sold out.

**TO GET THERE:** If you are heading north on Highway 99, take the Bridgeport exit (the last one before the Oak Street Bridge), and

turn left at the lights.

If you are heading south from Vancouver over the Oak Street Bridge, take the first exit into Richmond, turn right at the lights and right onto Bridgeport. Parking is outside and a special area has been provided for your cars.

**NOGGIN' & NATTER RECEPTION:** This popular no-host cocktail party will be held at the Abercorn Inn on **Friday May 21, 1999**, starting at 7:00 p.m. You can pre-register, pick up your entrants pack, share a laugh and hors d'oeuvres with fellow entrants and participate in the special prize draws.

**9th ANNUAL SWAP MEET:** Held on **Saturday May 22, 1999**. At the VanDusen Garden, in conjunction with the ABFM.

RULES OF THE FIELD
<ul style="list-style-type: none"> <li>• Cars must be in place on the grounds by 10:00 a.m. and may not be removed before 4:30 p.m.</li> <li>• Engines must not be started before 4:30 p.m.</li> <li>• The VanDusen Garden is a "Quiet Zone"; the use of any audible sound device is prohibited.</li> <li>• Please respect the lawns. Cars must move slowly and carefully while on the grounds.</li> <li>• For Sale signs of any sort are not to be displayed in or on cars displayed in the Show area.</li> <li>• Entrants' car information signs must be small and discreet; no flags, banners, or displays of any kind allowed.</li> <li>• To sell parts and/or memorabilia reserve a space in the Swap Meet Marquee Tent by calling (604) 736-6754.</li> <li>• There will be <b>no refunds or cancellations within 30 days of the event.</b></li> </ul>

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SCHEDULE OF EVENTS	
<b>Fri. May 21</b>	<i>Noggin' and Natter</i> Abercorn Inn, 9260 Bridgeport Road 7:00-10:00 pm No-host cocktail party and late registration T-shirts, posters & entrants' packs available.
<b>Sat. May 22</b>	<i>All British Field Meet (14th Annual)</i> VanDusen Botanical Garden, 37th & Oak St. 8:00-10:00 am Late registration, car placement. 10:00-4:30 pm Car display. 3:00 pm Entrants' Choice voting closes. 3:30-4:30 pm Awards Presentation.
<b>Sat. May 22</b>	<i>Swap Meet (9th Annual)</i> VanDusen Botanical Garden, 37th & Oak St. 8:00-9:30 am Set-Up 4:00 pm Booth Dismantlement <b>Cost:</b> \$30.00 per Table, \$15 for additional Tables, <i>plus 10% of your Sales Revenue for donation to Cancer Society of B.C.</i>

Please make all cheques or money orders payable to:

**Olde British Car Society**

Mailing Address: **Box 153, 1896 West Broadway, Vancouver, B.C. V6J 1Y9**

<p><b>BEST DEBUTING RESTORATION AWARD</b> Please indicate if you are competing for this award. Restoration must have been completed within the last six (6) months and not previously shown at any other car show on the Lower Mainland of British Columbia. Entries for this award will be accepted up to and including May 7, 1999.</p> <p style="text-align: right;">YES <input type="checkbox"/></p>	<p><b>BEST FIRST-TIME VANCOUVER ABFM ENTRANT</b> Please indicate if you are competing for this award. This must be the <b>first-ever Vancouver All British Field Meet</b> your car has been shown at. Entries for this award will be accepted up to and including May 7, 1999.</p> <p style="text-align: right;">YES <input type="checkbox"/></p>
<p><b>BEST ORIGINAL CAR--UNRESTORED</b> Please indicate if you are competing for this award. Cars in this category will be judged by a panel of experts chosen by the Olde British Car Society. Entries for this award will be accepted up to and including May 7, 1999.</p> <p style="text-align: right;">YES <input type="checkbox"/></p>	<p style="text-align: center;"><b>ABFM SWAP MEET--<del>Friday</del> May 22, 1999</b></p> <p>Please indicate if you wish to be a Vendor. <i>See reverse of this page for Swap Meet Entry Information</i></p> <p style="text-align: right;">YES <input type="checkbox"/></p>

**CONFIRMATION OF ENTRIES**

All entries, received up to and including May 10, 1999, will be sent a confirmation of entry booking and ABFM Class designation. For further information concerning registration please call Joan Stewart @ (604) 736-6754; fax: (604) 736-6750.

# THE GREATEST SHOW ON BRITISH WHEELS

## VANCOUVER ALL BRITISH FIELD MEET - ABFM '99



VANDUSEN BOTANICAL GARDEN

OAK STREET AT 37TH AVENUE, VANCOUVER, BRITISH COLUMBIA  
SATURDAY, MAY 22, 1999 · 10:00 AM - 4:30 PM

- See more than 400 classic British cars on display in a magnificent Garden setting.
- Visit related sponsor & vendor exhibits, plus Swap Meet Marquee Tent for Parts and Automobilia.
- Enter your British car before April 9, 1999 to qualify to win a Trip for Two to Jolly Olde England, or \$500 cash.
- 44 Class Awards and 6 Sponsor Awards plus Dash Plaque, Poster and Goody Bag.

### VANCOUVER ABFM AWARDS

*Not a Concours... Entrants' Choice Voting*

All voting for the Vancouver ABFM Class Awards (three Awards in 44 Classes) plus three of the Sponsors' Awards, is done by entrants' choice. This is not a concours, but recognition is given to owners who have done a fine job of maintaining or restoring their car(s). Each entrant is asked to vote on five or six random classes (not including their own) and then to hand in their voting card at the information table.

Entrants' Choice voting closes at 2:30 p.m. All voting cards must be in by this time.

**Best Debuting Restoration, Best Original Car-Unrestored and Best First-Time Entrant** are judged by a panel of qualified experts nominated by the Olde British Car Society.

- SPONSORS' AWARDS**
- Most Elegant Car
  - Best Debuting Restoration
  - Best Original Car-Unrestored
  - Best First-Time Entrant to the Vancouver ABFM

ABFM CLASSES	
1 Aston Martin-Post War	22 Morgan Plus 4
2 Austin Healey-100s (side curtains)	23 Morgan Plus 8
3 Austin Healey-100-6/3000 (side curtains)	24 Competition
4 Austin Healey-3000s (roll-up windows)	25 Rolls-Royce, Bentley-Post War
5 Austin Healey-Sprite	26 Triumph TR 2, 3
6 Jaguar XK 120, 140, 150	27 Triumph TR 4, 5, 250
7 Jaguar XKE	28 Triumph TR6
8 Jaguar Touring, Mk II-X	29 Triumph TR7, 8
9 Jaguar XJ Sedan	30 Triumph GT6, Spitfire
10 Jaguar XJS	31 Rover
11 Lotus-Open	32 Post-War Touring '60s+
12 Lotus-Closed	33 Post-War Touring '50s
13 MG T-Series	34 Pre-War Touring
14 MGA	35 Pre-War Sports, GT
15 MGB/C Roadster-pre '75	36 Post-War Sports, GT '50s
16 MGB/C Roadster-'75+	37 Post-War Sports, GT '60s+
17 MGB/C GT	38 Light Utility Vehicles
18 MG Midget	39 Jensen
19 Mini, Early (sliding windows)	40 Riley
20 Mini, Late (wind-up windows)	41 Nash Metropolitan
21 Morgan 4/4	42 Sunbeam Tigers
	43 BMC Farina
	44 Land Rover

### VANCOUVER ABFM ENTRY FORM

PLEASE PRINT. TO QUALIFY FOR THE GRAND PRIZE DRAW, YOUR ENTRY MUST BE POSTMARKED BY APRIL 9, 1999.

NAME: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_ PROV/STATE: \_\_\_\_\_  
 CITY: \_\_\_\_\_ TEL: \_\_\_\_\_  
 POSTAL/ZIP CODE: \_\_\_\_\_  
 RELEASE OF LIABILITY: PLEASE READ CAREFULLY AND SIGN: I AGREE TO INSURE MY VEHICLE AND PROPERTY AGAINST LOSS, DAMAGE AND LIABILITY. I AGREE TO ASSUME THE RISK OF ANY AND ALL DAMAGES OR INJURY, AND TO INDEMNIFY AND HOLD HARMLESS THE OLDE BRITISH CAR SOCIETY, ITS OFFICERS, DIRECTORS OR AGENTS FOR ANY ACTS OF OMISSION WHICH MAY RESULT IN THE THEFT, DAMAGE OR DESTRUCTION OF MY PROPERTY OR INJURY TO ME OR OTHERS OCCURRING DURING, OR AS A CONSEQUENCE OF, THE ABFM SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

VEHICLE ENTRY INFORMATION: \_\_\_\_\_  
 MAKE OF CAR #1: \_\_\_\_\_ MODEL # \_\_\_\_\_  
 YEAR: \_\_\_\_\_ BODY STYLE: \_\_\_\_\_ COLOUR: \_\_\_\_\_  
 CLASS# \_\_\_\_\_ (See ABFM Classes Section to determine)  
 MAKE OF CAR #2: \_\_\_\_\_ MODEL # \_\_\_\_\_  
 YEAR: \_\_\_\_\_ BODY STYLE: \_\_\_\_\_ COLOUR: \_\_\_\_\_  
 CLASS# \_\_\_\_\_ (for additional cars you may photocopy this form)  
 FEES: After April 30, 1999, rate per car is \$35 CDN., \$25 U.S.  
 Additional cars \$25 CDN., \$20 U.S.  
 Each car Entry receives a Dash Plaque, Poster and Goody Bag.  
 Entry Cost (Up to April 30/99)

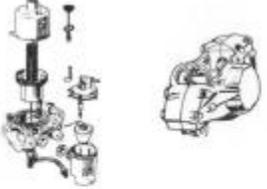
<input type="checkbox"/> ABFM 1st Car Entry @ \$25 Cdn., \$20 US	= \$ _____
<input type="checkbox"/> ABFM 2nd Car Entry @ \$20 Cdn., \$15 US	= \$ _____
<b>Total</b>	
<input type="checkbox"/> ABFM 1st Car Entry @ \$35 Cdn., \$25 US	= \$ _____
<input type="checkbox"/> ABFM 2nd Car Entry @ \$25 Cdn., \$20 US	= \$ _____
<i>To Order Additional Quantities:</i>	
<input type="checkbox"/> Dash Plaque @ \$10.00 ea.	= \$ _____
<input type="checkbox"/> ABFM Poster @ \$7.00 ea.	= \$ _____
<b>SWAP MEET MARQUEE TENT</b>	
<input type="checkbox"/> 6' Vendor Table @ \$30 per table*	= \$ _____
<input type="checkbox"/> Additional Tables @ \$15 per table*	= \$ _____
* Plus 10% of Vendor Sales Revenue for donation to Cancer Society of B.C.	
<b>TOTAL AMOUNT ENCLOSED:</b>	= \$ _____

Cheque/Money Order made payable to: Olde British Car Society,  
 Box 155, 1896 West Broadway, Vancouver, B.C. V6J 1Y9

**THIS SECTION FOR OFFICE USE ONLY**

Class(es): \_\_\_\_\_ Vancouver All British Field Meet  
 Date Received: \_\_\_\_\_ Entry No: \_\_\_\_\_  
 Payment:  Cheque  Cash \$ \_\_\_\_\_

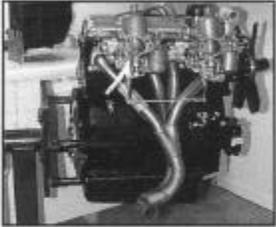




*The Morgan Shop* is happy to announce the opening of our new facility in Sequim Wa. Established by Robert Couch, the founder of Morgan Spares Ltd., Robert brings 25 years of experience restoring, servicing, and racing Morgans to the west coast.

Because of Robert's extensive restoration and racing history he is able to offer any level of restoration or performance enhancements for your Morgan

From full restoration to the smallest rebuild  
No job is too small or too big  
For more information call, e-mail, or write

  
*The Morgan Shop*  
Robert Couch  
(360) 582-9020  
E-Mail [morganshop@hotmail.com](mailto:morganshop@hotmail.com) Web @ [www.olyphen.com/mspares/tms](http://www.olyphen.com/mspares/tms)

#### +4 Tech Tip, reprinted from *The Morganeer*, the 3/4 Morgan Group Journal of March/April 1999

Having been roused to action by the recent article "Keep Cool," I removed my thermostat housing with the intention of performing the same modification. The housing is virtually brand new, having been replaced when the car was rebuilt in 1997. Apart from some beige colored crystalline buildup, the thermostat obviously did not fit, being 1/8th inch too small for the recess it is supposed to sit in. Then vague primeval memories began to stir. It has probably been 30 years since I changed a Morgan thermostat, my motto being "if it ain't broke...." But something was definitely wrong.

I unearthed a couple of old Rolls Royce units, and the light dawned. The thermostat of my youth had a sleeve arrangement that closed the bypass when it opened. This one did not. Also, apart from the fact that it was flopping around in the housing, it did not open when subjected to the boiling water test, and I realized that some recent overheating problems were accounted for. My car never overheated. It has had an electric fan on it since before I bought it in 1977, the fan being operated with a manual switch. But since its rebuild I have noticed a very hot oil smell, although the thermometer (calibrated by the aforementioned boiling water test) showed no sign of overheating.

Thus I realized that the water was never getting into the radiator. It was just being pumped around and around via the bypass. And even if the thermostat did open, the fact that the bypass was still open also would allow at least half the water to recirculate. Lo and behold! I received the latest edition of Moss *Motoring*, and there, right before my eyes, was the old thermostat of my memories. A "new" item. So I bought one. It fits and it does the job. Moss No. 434-155. Linda at Morgan Spares also is getting them, Part No. 300-379-A. Don't forget to order the gaskets.

This is about as simple a job as one can find on a 4, and likely to have a profound effect this coming summer. Remove the radiator cap. Drain some coolant from the bottom of the radiator (about 1 gallon). Undo the clips on each end of the upper hose from the thermostat housing to the radiator. Remove the hose (probably a good idea to replace that as well). Undo the top cover of the housing (two bolts) and remove the cover. Remove the remains of the old gasket before removing the thermostat so that bits and pieces don't fall into the cooling channel. Lift out the old thermostat. Install the new one. Put on the new gasket, then the cover. Tighten bolts, replace hose, pour in the coolant, replace the cap, and you're done.

Actually while you are at it, why not drain and discard all the anti freeze, and the two other hoses (bypass and bottom), flush the radiator and engine block, and install all new hoses and antifreeze. This is something that should be done every two years anyway. When did you last do this? Please dispose of the old antifreeze at your local garage, not down the drain.

**1999 MEMBERSHIP / DUES FORM**

Please make checks payable to..... **MOGNW**  
then mail check and this form to.... Bob Hauge, MOGNW Treasurer  
11 Heron Street  
Longview, WA 98632 USA  
(360) 636-6015

DATE \_\_\_\_\_

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

HOME PHONE (\_\_\_\_\_) \_\_\_\_\_ WORK PHONE (\_\_\_\_\_) \_\_\_\_\_

FAX NUMBER (\_\_\_\_\_) \_\_\_\_\_ E-MAIL\* \_\_\_\_\_

DO YOU WANT THE MONTHLY NEWSLETTER BY \_\_\_\_\_ POSTAL MAIL OR \_\_\_\_\_ E-MAIL\*  
(\* REQUIRES ADOBE ACROBAT ® READER 3.0 OR LATER, FREE OFF THE INTERNET)

**MORGANS NOW OWNED:**

1. YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ BODY STYLE \_\_\_\_\_

COLOR \_\_\_\_\_ ENGINE SIZE \_\_\_\_\_ CHASSIS # \_\_\_\_\_

2. YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ BODY STYLE \_\_\_\_\_

COLOR \_\_\_\_\_ ENGINE SIZE \_\_\_\_\_ CHASSIS # \_\_\_\_\_

DO ANY OF YOUR MORGANS HAVE HISTORICAL SIGNIFICANCE, SPECIAL EQUIPMENT,

INTERESTING SPECIFICATIONS, ETC? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**1999 Dues.....US \$24.00** (\$29.00 if postmarked after March 1, 1999)

Dues for new members..... \$2.00 per month for each month remaining in  
the calendar year including the current month  
(\$22 in February, \$14 in June, \$6 in October, etc.)

Remittance: \$ \_\_\_\_\_ (Canadian members: remit money order payable  
in "US funds" or mark personal check "US funds")

Have any questions? E-mail inquiries to MOGNW@AOL.COM

# MORGAN OWNERS GROUP NORTHWEST

## Regalia Order Form - 1999

Circle color choice, size and indicate quantity. Not all sizes available in every color. Price includes USA surface shipping and handling. US\$ cash, check or money orders only payable to MOGNW. Please send payment and order form to:

Nancy Dice, MOGNW Regalia  
7011 N.E. Baker Hill Road  
Bainbridge Island, WA 98110  
phone (206) 855-9628

Item	Color	Size	price	quantity
long sleeve Denim shirt with pocket	washed blue with embroidered wings and club name	S, M, L, XL, XXL	27.00	
polo shirt with embroidered club name and wings	white, cream, dark green, navy, red	S, M, L, XL, XXL	23.00	
long sleeve sweat shirt w/ embroidered club name and wings	pearl gray	S, M, L, XL	20.00	
short sleeve Morgan profile swoop T-shirt	red, maroon, blue, green, yellow	S, M, L, XL	9.00	
“Morgasm” short sleeve <b>OR</b> long sleeve T-shirt	navy blue with white lettering	S, M, L, XL	9.00 <b>OR</b> 12.00	
pilsner glass with etched club logo		20 oz	10.00	
wine glass with etched club logo		10 oz	8.00	
glass mug with etched club logo		10 oz	8.00	
MOGNW cast bronze car badge	natural burnish with drilled mounting tab		n/a	
MOGNW club car badge	multi-colored enameled brass		n/a	
MOGNW lapel pin / tie tack	multi-colored enameled brass		2.50	
“Home for the Holidays” note cards by Dietz	black ink on cream paper, 5 cards and envelopes per pack		7.00	
MOGNW 20th Anniv. Poster	red and silver 21”W x 16 ¼”H		5.00	

3/99

total payment      US\$ \_\_\_\_\_

SHIP TO: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

phone # : ( \_\_\_\_\_ ) \_\_\_\_\_ to resolve any problems if necessary



## NW Mogazine

Craig Runions, Editor  
17759 - 13th Ave NW  
Shoreline, WA 98177  
USA

## FIRST CLASS

### IN THIS ISSUE

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