

MORGAN OWNERS GROUP MOMAGAZINE NORTHWEST

Vol. 19 No. 9

September 1999



1999 MOGNW CALENDAR

Sept 16	Thur	MOGNW Midlands Centre monthly meeting Café Velocé 7:00PM (I-405 at NE 124th, Totem Lake Shopping Cntr)	Bill Button	(206) 935-3616
Sept 18	Sat	MOGNW Southerne Centre Wine Tasting Tour followed by potluck at Wayne & Linda Harris' in McMinnville, OR	Heinz Stromquist	(503) 224-9576
Sept 18	Sat	MOGNW Northerne Centre (and Club-wide) Annual Vancouver to Whistler British Car Run	Les Burkholder	(604) 886-2508
Sept 21	Tues	MOGNW Southerne Centre monthly social meeting 7:00PM at Portland Brewing Pub , 2730 NW 31st Ave	Heinz Stromquist	(503) 224-9576
Oct 1	Fri	Deadline for October Mogazine	Craig Runions	(206) 542-7137
Dec 11	Sat	MOGNW Holiday Banquet , LaConner, WA	Bert McCabe	(360) 466-3284

TREASURER'S REPORT from Bob Hauge...

beginning balance, 8/1/99	\$6,533
plus dues	24
plus regalia	488
less regalia	- 338
less August Mogazine	- 120
less miscellaneous	- 195
ending balance, 8/31/99	\$6,392

COVER PHOTOS: At Bob Couch's Morgan Shop in Sequim on August 14, we see Kay Jones' 1953 4-place Flat Rad and Bill Ward's 1999 Plus 8. Photos by Runions

FOR SALE

2 used Michelin XZX 165SR15 tires. Thousands of miles left. Great shape. Perfect spares. \$10 each. Craig Runions on 206.542.7137 or mognw@aol.com

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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.

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Full page	\$40.00 per issue	or	3 for \$100.00	or	12 for \$400.00



THE FLAT LINE

by Kay Jones, President



I am still in vintage car overdose after four days in Monterey! Italian Concourse (corsica italiano) on Friday; Morgans, Morgan friends and Peter Morgan himself at the Friday evening 90th anniversary banquet; Laguna Seca with racing Morgans including the only two SLRs and a Morgan hospitality tent Saturday; more Morgans and Morgan friends at a BBQ on Saturday evening, and finally a Morgan class (10 cars) at the Pebble Beach Concours d' Elegance all day Sunday. The formal program contained a special article by Ken Hill.

There was a significant contingent of Mog NW members in attendance at Pebble Beach, with and without cars. I hope I didn't miss anyone. Most notably was Bob Adair who drove down from Boise, Idaho in his beautifully restored (finally) '52 flat rad twin spare two seater. It could have qualified to be on the green at Pebble Beach. Others attending were Dick Dice, Hal Meden and Joan Royal (with RR), the Dietzs, the Jewetts (returning the + 4 from Cambria), the Couches, Leonard Brouillard, the Cammaranos (racing their Cad -Allard), the Pollacks (with trike in tow), the Van Hooks, and Dwight Smith who drove down in his '53 4-seat flat rad. Bob Couch was showing one of his restorations at Pebble Beach. Jim Dietz was one of 25 invited artists at the Pebble Beach Automotive Fine Arts Society Premier Exhibition and won the grand prize. So please don't ask him to sketch your car on a napkin anymore without checkbook in hand!

On a personal note, I met up with Chris Towner of Cape Cod who bought my race prepared '38 F Type nine years ago. He has had 48 races without a DNF. I'm extremely gratified that I sold BUS 83 to someone who would perpetuate the heritage of the car. Along these lines, I had a great chat with Larry Ayers of the Northern California Morgan Club, who has a new book coming out in October, "A Morgan Called Red, Brooklands to Laguna Seca," which is the history of a famous racing trike that Larry restored and now races. If you want a copy, call (800) 553-5319. I'm not getting a cut. I also met the previous owner of my recently acquired red '61 Alfa Sprint Coupe Veloce at the Concourse Italiano, who offered to send me all of "Rosebud's" maintenance records, but also informed me of where all the hidden rust spots are.

To sum it up, I'm one very happy, proud, dedicated, enthusiastic, vintage car diehard who can't wait to get on the road again with my Mog. In spite of all the many exotic cars I viewed this past weekend, I know unequivocally that MOGs, MOG friends, and MOG NW all add up to my utopia of sports car ownership.

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1967 4/4 Competition roadster. Fresh Cortina GT engine. Ground up restoration. Vintage racing or street. Copper State 1000 veteran. Call for many, many more details. \$20,000. K. Jones @ (206) 329-2885 or G. Jewett @ (425) 868-7171.

Southern Chatter, from Heinz Stromquist.....

Usual venue, eleven Morganeers, two Morgans, good food, drink and conversation, how much better can it get? As has become customary, our conversations are more and more beginning to resemble travel logs. Buffums gave us a verbal tour through Australia and New Zealand - Alice Springs (where have you gone Neville Shute?), Ayers Rock, Darwin, Barrier Reef and native art. At the other end of the table, Hauges recalled their trip to the Dakotas including the Black Hills, the Bad Lands, sixty years of Harleys at Sturgis and a visit to Bob and Clair's homesteads - S.D. and N.D. respectively. The region is known as lutefisk heaven where potato dumplings are routinely eaten two meals per day and people respond to the question "aren't these good?" by saying "ja sure, you betcha." It's hard to say anything else when things are sticking to the roof of your mouth!

One of the more interesting discoveries resulted from a conversation between Wayne Harris and Fred Bowman. It seems they both owned an MGTD in the early Sixties. Fred recalled that when he bought his it had a louvered hood, to which Wayne responded, so did his. Plus it had something else unusual, white painted wheel wells. So did Wayne's car. To make a long story short, it appears Fred bought Wayne's car years before they knew each other.

Other exiting news. Linda Harris is in the process of completing the writing of a novel and she has a publisher who is showing an interest. This might be an opportunity for me to turn this monthly write-up over to someone with talent!! Finally, had a call from Ed Frank, who is a Portland member with a very busy schedule, so we don't see him very often. It seems he has.....

Five Plus 4 wire wheels, rusty but salvageable, all with different tires. **FREE** to a good home. Ed Frank, MOGNW member, e-mail franke@ohsu.edu or phone 503-297-8524.

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

VANCOUVER - WHISTLER ALL BRITISH RUN

The Annual Vancouver - Whistler All British Run takes place on Saturday, Sept 18. The starting point is in West Vancouver at the Park Royal Bowling Alley-Cinemas parking lot, Marine Drive just west of the Lions Gate bridge between 9.00 and 11.00 AM Saturday morning. Entry Fee is \$30.00 CDN. Call Colin Fitzgerald days at the Octagon Motor Group, (604) 253-4145 or leave a message eves at (604) 421-5554.

The Morgan Group will wind its way to Whistler with a stop for lunch at Howe Sound Inn & Brewing Co, then carry on to Whistler. We will stay Saturday night at the Crystal Lodge in Whistler. Reservations at \$91.00 CDN can be made under the Morgan Car Group #73383. Reservations have to be made BEFORE Sept 10th. A roped off covered and secure Morgan parking area will be complimentary.

After the Saturday drive up and Blackcomb mall display, there will be Vespers in room 209. Bring your own beverage. Evening meal will be downstairs in the Old Spaghetti Factory at 7:30. Sunday morning we will gather and head to Pemberton for breckie. Those wishing to continue on will do so after their tummies are full.

See you on the 18th.



HO HO HO



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On the evening of the 10th there will be an Open House for cocktails at the waterfront home of Bert McCabe and Ruth Wynn, who will be glittering and festive! Saturday the 11th will be wide open to visit the town and join with your friends. After cocktails, you will be called to assemble by the voice of the Graham Bailey bagpipe. We will follow his lead up two blocks to the hall where a roaring fire, a great meal and an evening of entertainment and festivities will fill your heart with joy as we celebrate the season and the last party of the century!

A check at the hotel finds that almost half of the rooms are already reserved! We have all 28 for the night of December 11th and 14 for the night of the 10th. All but two of the reservations are for both nights. We think we can get more rooms for those wanting to stay the weekend but it looks like we will have an early sell-out. It is suggested that if you are sure you will attend that you make reservations soon. Our special rate for the Morgan Car Group is \$88 each night. Contact the LaConner Country Inn directly:

PO Box 573

LaConner, WA 98257

Phone 360 466 3101

FAX 360 466 5902

Sequim Tour

by Dick Dice

As Terry Campbell and I stood at the roadside, waiting for the tow truck, we watched as Morgans roared north on 101 toward Sequim. First we saw Bill and Cassandra Ward's 1999 Plus 8, then a dark car with roll bar and white racing circle on the door (later identified as the Jewett/Jones 1967 Competition 4/4).

Terry and I had headed for Sequim from his new house at Hansville on Saturday morning, with Terry following my Plus 8 in his truck, "just in case my noisy lifter failed on the run." We had stopped briefly at the Hood Canal bridge park-and-ride to talk with Bill Button, who was driving his 1964 Plus 4, and was waiting for a group of Morgan drivers off the Edmonds/Kingston ferry, none of whom had their cell phones on.

Then, shortly after Terry and I had connected with 101 from 104, I tried to shift down from 5th, but the lever wouldn't move. So here we were, parked at the side of the road just under the Valley View Motel on the road to Port Townsend. After I had come to a stop Terry and I tried to get the gearbox out of 5th, with no success. Finally I turned on my cell phone and called Bob Couch for advice. Bob made use of all his experience with Morgans and came up with an excellent solution: "Call a tow truck."

Just before the tow truck arrived from Port Hadlock, a 1986 Plus 8 with Canadian plates pulled up: it was new members, Christine and Win Muehling. The truck arrived, the Muehlings left, and my cell phone rang. Couch said that the parking lot at the Red Ranch Inn was loaded with Morgans, each with a hungry driver, some with hungry passengers. They were going to have to eat lunch without Terry and me.

Twenty-one miles (and \$113) later the Plus 8 was parked on the concrete pad in front of Couch's shop. Bob and Sidney arrived and I arranged for Bob to pull the engine, dismantle the gearbox, and, might as well as, replace the clutch.

Then the Morgans began arriving: Tim Stratton with Gary Bell as passenger in Tim's 1966 grey over black drophead, Carole and Mike Geluch their newly acquired red 1969 4/4, Tanya and Gerry Seligman in the ex-Button 1964 4/4, Bob and Loretta Nelson, Thea and Dave Wellington, Gil and Barb Stegen, Ron Weiskind driving his 1965 drophead, Craig Runions with Morganless friend/club member Peter Atwood, and Shirley and Ken Waldrup. Also present, and previously mentioned, were the Wards, the Muehlings, Button, Jones and Jewett. Driving Detroit-iron, but welcomed anyway, were John and Setsuko Rennie, Al and Helen Allinson (their Plus 8 is still in the shop) and Brian Pollack.

Expecting some sort of organized activity, Couch turned to me. I addressed the crowd: "Just hang out." The crowd cheered. But I detected some muttering and grumbling. Then Craig solved the problem by yelling: "I'm going for beer!" The crowd cheered.

After the beer arrived Al Allinson called a meeting of the Morgan Mental Mechanics concerning the 5th gear reluctance. Al himself remembered that once, while racing, his Morgan's gearbox got stuck. "Have you tried rocking it back and forth, and pulling on the shift lever?" he asked. No, we hadn't, but we did, and the lever moved right out of 5th. I immediately told Bob not to pull the engine, dismantle the gearbox, or replace the clutch. Bob thanked Al.

When the beer ran out the Morgans began leaving for home. Several members, the Couchs, Nelsons, Wellingtons, Seligmans, Muehlings, and Dice, met for dinner that evening. A plan was made to run up to Hurricane Ridge the next morning, but this was scratched when we awoke to an overcast sky and a steady drizzle. After breakfast at the 101 Diner, we headed for home.

Congratulations and thanks to Bob and Sid Couch for hosting a very successful meeting which drew 15 Morgans to Sequim.

CAMBRIA - MOGWEST

thru Bill Button's eyes

Cambria is 1,200 miles from my home. Runions and Jewett did it in two nights out. Theroux and Miles did it in two nights out except they left a day sooner and had an extra 100 extra miles from Vancouver, B.C. Button's and Dick Dice left Monday and spent four nights out. Leisurely and fun.

The first night in Springfield, Oregon was hot and boring. The second day was thru Grants Pass to Eureka, Ca. Button picked a "Best Western" in between Highway 101 North and 101 South. Mrs. Button was not a happy camper. Particularly in a town that is famous for its "Victorian Houses" (more on this latter).

The next day was down Highway 1 on the California Coast. This is the grand-daddy of Morgan roads. I would try to describe it but can't. If you own a Morgan go for it. The drive down Highway 1 is worth the trip by itself. We thought the RV's would be a problem but not to worry. There are lots of turnouts and the RV's were courteous. Bodega Bay that night and Carmel the next.

We met the Northern California Morgan Club at a shopping mall and traveled down the Big Sur having lunch on the way. Big Sur is also a great Morgan road but construction this year kind of took the luster off. The California Clubs were great. Nice people and full of fun. The "Cambria Pines" was a very nice place for this venue. Not too expensive but clean and nice.

We arrived on Saturday just as Ken Miles finished installing a new rear hub and wheel on Pat's Morgan. It seems the spines gave out as Ken was backing up. They were able to get replacements from "British Wire Wheel" in Santa Cruz.

(continued on page 9)



THE 1ST 100 BADGE ORDER LIST and DRAWING

Drawing held in the presence of and verified by:
 Kay and Theresa Jones, Bill Button and Craig Runions
 Distributed at the Marymoor All-Brit party at Dick and Kathy Dow's

NAME	BADGE #	REQUEST	NAME	BADGE #	REQUEST
1. Robert Stinson	84		51. Ken Miles	28	
2. Gary Van Hook	79		52. Graham Bailey	50	59
3. Randall Gould	9		53. Graham Bailey	69	
4. Gil Stegen	61		54. T. Carew-Gibson	16	69 or 74
5. Gil Stegen	48		55. Ric MacDonald	26	65
6. Dave Collis	83		56. Kay Jones	6	53
7. Mike Meyers	81		57. Jonathan Russell	44	
8. Chris Sinclair	77		58. Jonathan Russell	92	
9. Harold Cox	68		59. Jonathan Russell	100	
10. Brian Pollock	76	34	60. Jonathan Russell	85	
11. Dave Wellington	23		61. Jonathan Russell	94	
12. Dave Wellington	86		62. Carmel Thomson	2	
13. Dave Wellington	46		63. Carmel Thomson	80	
14. Dave Wellington	64		64. Bill Button	15	
15. Dave Wellington	22		65. Craig Runions	93	
16. Mike Amos	72		66. Buddy James	62	
17. W.B. Sterne	42	8	67. Mike Powley	54	69
18. Glenn Jewett	29		68. Mike Powley	8	72
19. V Dale-Johnston	21	52	69. Mike Powley	49	
20. Hugh Dickson	41	37	70. Mike Powley	5	
21. Jim Snyder	31		71. Roland Gilbert	7	
22. Daryl Ozuna	57		72. Bill Brouillard	40	
23. Hal Meden	43		73. Malcolm Buffum	19	
24. Ron Weiskind	89		74. Wayne Harris	73	
25. Ed Frank	63		75. Frank Kaufman	70	
26. Steve Hutchen	74		76. Fred Ernst	20	
27. G.M. Seligman	32		77. Hal Irwin	37	
28. Russ Austin	39		78. Drew Irwin	45	
29. Bill Button	52		79. Jim Dietz	91	
30. Ken Waldrop	66		80. Mike Anderson	51	
31. Roscoe Nelso	82		81. R. Mc Diarmid	59	
32. Roscoe Nelso	18		82. Win Muehling	65	86 or 100
33. Brad Gree	58		83. Jim Bayer	34	
34. Brad Green	24		84. Simon Johnson	88	
35. Roger Huntley	17	62	85. Patton Buchan	14	
36. Roger Huntley	78		86. Fred Webster	75	
37. Henry Stromquiest	33		87. John Powell	67	
38. Jean Tinnea	4		88. Dave Crandall	87	
39. Jean Tinnea	25		89. Bob Nelson	47	
40. Jean Tinnea	13		90. T. Campbell	12	
41. Stu Rulka	3		91. Dick Dice	1	
42. Stu Rulka	56		92. Bert McCabe	36	
43. Stu Rulka	38		93. Dick Dow	35	
44. Ron Theroux	53		94. Bob Hauge	30	
45. Pat Miles	27		95. Bob Green	96	
46. Les Burkholder	55		96. Brooks Barnes	97	
47. Les Burkholder	60		97. Jonathon Russell	94	
48. Leo Lee	10		98. Jiro Merimoto	90	
49. Al Allinson	11		99. Jim Walters	99	
50. Larry Sharp	71		100. Dennis Glavis	90	

from the Morgan Oasis Garage

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Friends

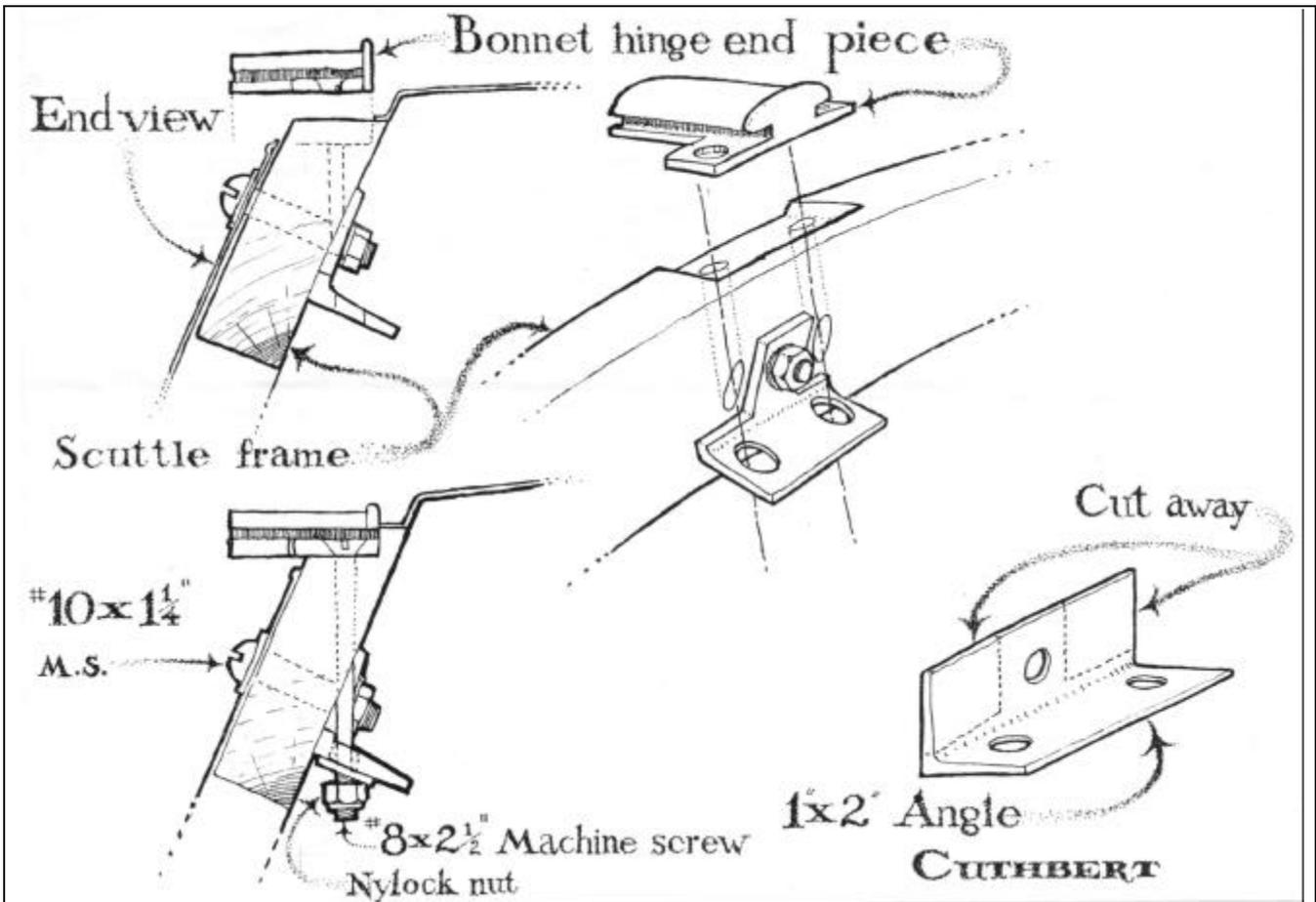
This month's epistle is a modification of an idea stolen from Fred Sisson's "Notes From A Morgan Garage". I came by the theft honestly as I've bought both of his books. His newer book is titled "A Bedside Reader".

This wrinkle has to do with the little brass piece that locates the bonnet's aft end where it fastens to the scuttle, and how it is fastened. The people at Malvern in their infinite wisdom attach this brass piece with wood screws about an inch long. Not the strongest fastening in dear old Blighty and perhaps not the worst either. Problem is when the bonnet is opened it lays over the other side and puts a darling great strain on the hinge (the chrome strip in the center is the hinge) which then tries to pull the wood screws that hold the brass piece out of the wooden scuttle frame.

Sisson recommends a piece of steel shaped somewhat like the letter "Z". This is to be screwed under the center of the scuttle frame so it can go up and then out to accept two machine screws and nuts to hold the brass bit much more securely. I completely agree with Fred on the need for a better method, and I did use his method on my car. However when I got to this point on the car I'm now doing I wanted to avoid standing on my head under the dash, trying to put screws in under the scuttle frame right up against the bulkhead.

In an earlier epistle I recommended refastening the bulkhead with 10X32 machine screws, and this has been done to this car. So there is a willing screw on the backside of the scuttle frame to fasten a homemade bracket upon. The bracket is simply a piece of one inch angle steel about two inches long with three holes drilled in it and two comers sawn off as in the drawing.

If the wood screws are removed one at a time a drill bit can be used to open the screw hole right down through the scuttle frame. If this hole is made plumb or even slightly angled back the hole will come out near the middle of the frame, this allows the 6X32 or 8X32 by two and a half stainless machine screw to go through the bracket and is then held with a nut (Nylock) and washer. Trying to explain all this on a typewriter gets complicated. The drawing gives the best view of this method.



Cambria – MogWest continued

Well, after that I was listening to my wheels whenever I moved. Sure enough, I could hear a crunching sound at very low speeds. Took the wheel off and the spines looked OK (sort of). While out at the Hearst Airport where the Slalom was taking place, I asked Greg Solow (owns the "Engine Room" in Santa Cruz) what he thought. As he was very busy he took a moment to tell me he thought the axle nut was loose, take it back to the Hotel and check it.

OK, back to the Hotel. Put on a pair of bright Red coveralls with "MORGAN" on the back, jacked the car and removed the wheel. Just then a young man came up and asked if he could help. All I needed was another "Morgan Mental Mechanic" (as Dick Dice calls us). I turned around to buzz this guy off when I noticed his T-Shirt - "Gregg Solow's Engine Room". He was one of Gregg's mechanics. This young man (Patrick) checked out the wheel and yes it indeed had a loose axle nut but not too bad. Should be fixed but not to worry.

Pat said "What else would you like me to do? I have some time to kill". Not to pass this up I asked him to tune my SU's. This he did explaining what he did as he went. At the banquet I thanked Gregg for Pat's work. In-as-much as I was going thru Santa Cruz on my way home, Gregg thought it would be advisable to stop and he would fix it. This I did. His shop manager drove Geri and I out the pier for lunch. While we had a very nice lunch Gregg's mechanics went to work.

Back at the "Engine Room" Gregg fixed the axle nut, finished Pat's work on the SU's and gave the car a safety check. They found the rear body just floating. I wondered what the bangs were when I went over bumps. The body could come up over 2 inches (fixed this yesterday).

Off we went for an overnight at Half-Moon Bay and the next night at Eureka. This time Mrs. Button noticed a sign: "Eagle Hotel, A Victorian Inn, Turn left 2 blocks on 'C' Street". A Victorian Inn it was: 24 rooms each done up with antiques, pictures and 4 poster beds. Mrs. Button was happy. The hotel had a ball-room, bar, restaurant and other public rooms. Every thing was clean and fresh although the bar and restaurant were not open. It is owned by a Korean. He was very nice and gave us a tour of the other rooms.

In a corner of the Hotel was a very nice MGB. He had quite a story on how he got the car. Bought an XK120, traded for a MG-TD, then traded for the MGB. Don't think you will get this car at a bargain. He is very aware on what it is worth. The antique furniture must be worth a million or more. WOW. Next stop Newport, Oregon (got our worse RV traffic this day), then home to Seattle via Highway 18, Portland and I-5.

Engine Rebuild (in the car!)

from Bill Button

On my way home from Vancouver Island last June, the Morgan began running progressively worse. By the time I got home I was on 3 cylinders at slow speed (under 35mph) and not running a lot better at faster speeds. I checked the wiring (by pulling the spark plug wires while the car was running) and found that number 2 cylinder was not firing.

I then gave the car a compression check and found that all 4 cylinders were about 135 pounds. Not good but not bad enough to make the car not run properly. I then squirted oil in the cylinders and got a reading of about 150 pounds. This test is to determine if the valves or rings are the culprit. Had the pressure not improved I would have thought it would be the valves. However from this test I determined that the valves were OK and the piston rings must be faulty. However on all 4 cylinders not just #2.

I had wanted to take the car to Newport for the "Devils Punchbowl Run". After spending 3 days talking to just about everybody - Bob Nelson, Bob Couch, local mechanic that knows Triumph engines well, and the local machinist - I determined that I had better not take the car or risk going half way and breaking down. Being curious, cheap and retired I removed the Cylinder Head and inspected the valves. Looked OK to me.

Took it to Mark the Machinist and he tested it with a device that had a big rubber disk so he could put air pressure against the valves. Not good but not terrible. What to do. I decided to take out the pistons and see what was down there. About the time I removed the first piston, Mark called to inform me that although his test did not show anything, in fact, the valve guide on #2 cylinder was so bad that the valve was just floating around. Some time working OK and other times (RPM) not sealing. This was the problem he said.

OK so I had Mark rebuild the head using new valves, bronze valve guides and inserts on the exhaust valves to handle unleaded gas. In as much as the rod bearings and cylinder liners looked OK, (My evaluation although I had Mark look at the old bearings and rings) I opted to put new rings and bearings in as well. This cost me \$579 including the necessary gaskets to put the engine back together. It took me one day to take the engine apart and one day to put it back together. 16 hours including stopping for a beer now and again and discussing the operation with my neighbor.

The job is pretty much a "no brainer" except for some precautions (to keep the liners in the car) and properly torquing the Rod Caps and Cylinder head. It is also a oily, dirty job made even worse because I did the job with the engine in the car making it necessary to crawl under the car numerous times (for a 70 year old that is no mean feat). I guess my point is that until you take the engine apart you are only guessing what is wrong. For a pro to do the job his labor rate is so high that it is just uneconomical to pay for him to dismantle the engine and bolt it back up without doing the whole job. Also the pro would not want to put you back on the street with a job that was not complete.

There is a lot I did not look at. The cam, main bearings, water pump, distributor, carbs etc. etc. Also you can count the number of rebuilds I have done on one hand. If you want to do what I did I will help you (no warranty). If you will still be dabbling in the consulting business your time may be better spent letting a pro do the job. Also now that your engine is timed properly etc. maybe you don't need a rebuild at this time.

Also rebuilding an engine as is with no balancing and other improvements is one thing. Having an engine that revs easily with lots of power is a sheer joy. My engine has been "gas flowed" plus other improvements. It does make a difference. But to improve the engine is very expensive and probably would best be done by a pro with lots of experience with Triumph engines. Remember, I am an accountant not a mechanic so take any of my advice with caution. All accountants put a disclaimer on their reports.

more Cambria

photos by Runions



Miles and Theroux open for inspection



Jewett at the starting gate

*We have it all:
Mechanical, Electrical,
Stainless Steel,
Race and
Performance items.*



*We have it all:
Complete Body Assemblies,
Sheet Metal, Wood, Interiors,
Weather Equip,
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MORGANS OVER AMERICA III NEW ORLEANS TO NOVA SCOTIA

September 9 ish, 2000 to October 8 ish, 2000 (Americans)

Morgans Over America III is being planned. Richard and Anita Jordan are organizing the European participants who will be arriving a week earlier in Florida, touring over to New Orleans to meet with us and back to Florida to ship their cars back. Westerners can either ship or drive prior to New Orleans.

New Orleans to Nova Scotia to Hershey, Pennsylvania

- All meet together in New Orleans, tour the city. Welcome reception and drivers meeting
- Visit Antebellum Mansions of the South
- Traverse the historic Natchez Trace through the hills of Mississippi & Tennessee
- Tour through the Great Smokey Mountains
- Visit the Allegheny's White Sulfur springs resort in West Virginia
- Get your feet wet in Lake George & Saratoga Springs, New York
- Tour the Adirondacks
- Cross the border into Canada to Montreal
- Tour Montreal and Quebec City, Canada
- Summit party in Nova Scotia
- Travel along the coast of Nova Scotia
- Enjoy a Ferry ride
- Drive down the coast of Maine
- Experience the fall colors of Franconia Notch and the White Mountains of New Hampshire & the Green Mountains of Vermont
- Visit FDR's mansion in Hyde Park, NY
- Grand finale at Antique Automobile Club of Americas Show and Swap meet at Hersey, Pennsylvania- or with the ¾ Club in Connecticut or Massachusetts (tbd)
- Fly home, drive home or continue with the Europeans back to Florida to ship their cars. After Hershey, the Europeans, under organization of Anita and Richard, will take about a week to tour back down to Florida to ship their cars home.

The American organizers are making the MOA III arrangements:

- The 30 day route (Europeans see the European information from Anita and Richard Jordan)
- All motels/hotels for the 30 day tour (Europeans see Richard and Anita)
- Shipping from one location in the San Francisco Bay area to New Orleans and back to SF Area from Hershey, Pennsylvania or New York - tbd - if desired
- Airline reservations if desired
- Regalia

Due to restrictions in some location lodgings, only a limited number of participants will be able to register for the entire trip. Participants must book the entire 30 days (look to sharing with others if need be). "Drop Ins" are welcome, but will be entirely responsible for their own housing, etc.

If you are seriously interested in the entire trip. **DO THIS NOW !!** Deadline Oct 1, 1999:

- 1) Call or e-mail Kathy Tollworthy at (925) 462-6378 to let her know you are interested in participating.
- 2) and e-mail trikenut@aol.com to inform her if you will need you car shipped or if you will be driving.

**US Organizing Committee
Steve Roake, Elaine Fisher & Kathy Tollworthy
European Organizers
Richard & Anita Jordan**

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 v3.0 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



NW Mogazine

Craig Runions, Editor
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USA

FIRST CLASS

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