



Vol. 20 No. 4

April 2000



# MOGNW 2000 CALENDAR

Apr18	Tues	MOGNW Southern Centre monthly social meeting at the Portland Brewing Pub, 2730 NW 31st Ave	Heinz Stromquist	(503) 224 9576
Apr22	Sat	MOGNW Midlands Centre monthly social meeting at Roanoke Inn on Mercer Island for BREAKFAST!! 1825 - 72nd SE at 10:00AM	Bill Button	(206) 935-3616
May 1	Mon	Deadline for May Mogazine	Craig Runions	(206) 542-7137
May 6-7	Sat-Sun	Caboose III run to NE Washington State to Kay Jones' restored caboose, dinner, etc. Call Kay.	Kay Jones	(206)546-2232
May 20	Sat	Vancouver, BC ABFM at VanDusen Gardens It doesn't get any better than this.	Ted Carew-Gibson	(604) 421 3939
May 27-28	Sat-Sun	All British "Run to the Gorge" on back roads from Puyallup to Hood River and return	Arnie Taub	(425) 644 7874
June 17-18	Sat-Sun	Victoria All British Father's Day Picnic Weekend Lots of details inside.	the Thompsons	(250) 479 7743
June 23-25	Fri-Sun	Devil's Punchbowl V, Newport, Oregon coast	Heinz Stromquist	(503) 224 9576
July 22	Sat	Bellevue ABFM at Bellevue Community College. Morgan is the featured marque! Be there!	Gil Stegen	(425) 883 6722
Sept 1-4	Fri-Mon	Portland ABFM at PIR. Morgan is again the featured marque. Our 25th Anniversary!! Enjoy a great weekend and tour drive to Olympia for Sunday night Banquet!!!		
Sept 16	Sat	All British Vancouver to Whistler Run. Always fun!	Ted Carew-Gibson	(604) 421 3939

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

beginning balance, 3/1/2000	\$6,356
plus dues	854
less March Mogazine	- 124
less regalia	- 401
ending balance, 3/31/2000	\$6,685

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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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## ***THE FLAT LINE***

*by Kay Jones, President*



The Moggy driving season started out with a big bang for the Midlanders over the April 8/9 weekend. The weather was perfect for the visit to Ted Buckland's car collection on Marrowstone Island, followed by the overnight B&B party in Port Townsend (details reported elsewhere in this issue.) Theresa and I missed the Port Townsend party, but wowed some longtime friends from Morristown, NJ with a spectacular driving tour from downtown Seattle to Bainbridge by ferry, to Buckland's on Marrowstone, followed by lunch in Port Townsend. We returned home by ferry from Kingston to Edmonds and our friends who had never experienced the Northwest before were swept off their feet with our beautiful scenery and outdoor way of life, as well as our accessibility to great seafood and produce.

Speaking of great seafood and produce, any of you who have yet to discover the newly opened Central Market at 155<sup>th</sup> and Aurora, go there! It's much like four Larry's Markets and a small Pike Place Market rolled into one. John Owen, the food columnist for the Seattle P.I., in his March 29 column calls the Central Market the "destination grocery store," with "prawns the size of sparrows" and "more cuts of meat than Haninbal Lecter ever conceived." I drive a different car, i.e. one of the Moggies or the lesser Healey or Alfa, for my back street Shoreline drive to the Central Market every non rainy day. Just another way to enjoy our mechanical babies. Moggies, good food, good drink, and good friends are all woven together into the fabric of the good life we are privileged to experience here in the Northwest.

As I said earlier, the calendar of events over the summer is extensive and varied. VanDusen All Brits, Devil's Punch Bowl, Caboose Run, Victoria Fathers' Day weekend, Bellevue All Brits with Morgan as the featured car, the 25<sup>th</sup> Anniversary Party and Portland All Brits among other Pod monthly meetings are all planned for everyone to enjoy.

There is one area that I would encourage increased member participation, and that involves contributions to the Mogazine. More self effacing articles like those that Bill Button has contributed make us all feel better about our foibles of Mog ownership. It also relieves our Editor's frustration about the lack of member contributions. Our dear Editor became so complacent last month that he missed the Midland pod meeting at the Roanoke on Mercer Island. I cannot remember the last time Craig Runions missed a meeting. Since he lives so close by now I will team up with him to insure that he never forgets again.

Hope to see you all down the road this summer!

**EXTRA EXTRA** On the cover, a Runions spy photo of the new(?) Morgan factory here in the U.S. Nicely aged and on a railroad siding in northern California, the new plant is in response to unprecedented demand for the new Aero 8. Malvern cannot keep up the necessary one car a week production schedule, so after a long and exhaustive search, this facility, already appropriately signed, was secured. Workers in England are lined up to transfer over here once the paperwork is complete.

*from the Island Cell.....*

Subj: **June 16,17,& 18, 2000 Fathers Day Weekend**  
From: coulthard@saltspring.com (Marv Coulthard) and  
mymog@islandnet.com (Roland Gilbert)  
To: mognw@aol.com (Craig Runions)

Hi Craig;

For publication in the Mogazine, the plans of the weekend are:

Friday, June 16th - Meet at farmers market, Highway 17 and Island View Rd., in Sannich north of Victoria at 14:00 hrs SHARP. From there we run to BC Ferries terminal in Swartz Bay for the 15:00hrs sailing to Saltspring. Short tour of Saltspring, lead by Marv, arriving in Ganges at 16:30hrs to disperse to evenings lodgings and check in. At 18:00hrs, BBQ and evening social at the Coulthard residence. Some Morgan only parking available.

Saturday, June 17th - Meet at the firehall parking lot, downtown Ganges at 09:00 hrs. (approx) to browse Ganges shops and the world famous Ganges Saturday morning outdoor market craft fair. Then at noon we depart for a tour of the island, stopping at Ruckles Park for a box lunch picnic. 13:30 continue tour of island with some possible surprise stops, taking the 16:00hrs ferry back to Vancouver Island to Crofton. Drive to the Horseshoe Bay Inn in Chemainis for the Saturday night banquet, etc. Contact the Horseshoe Bay Inn, Joseph Pearson, Box 359, 9576 Chemainus Rd., Chemainus V0R 1K0, Phone (250) 416 - 0411, Fax (250) 416 - 0412, Email jpearson@island.net, \$40.00 /night, rooms reserved in Morgan name. Call ASAP.

Sunday, June 18th - Depart at 09:00 hrs for direct route to Beacon Hill Park in Victoria, to attend the Old British Car Club Annual Fathers Day Picnic in the park at 10 am with provided picnic lunch and enjoy the day. The event is over by 2:30pm, allowing lots of time to return home.

Those attending the Friday night BBQ at Coulthard's, **PLEASE** phone or email Marv Coulthard, 250-537-5206, coulthard@saltspring.com. He also has a list of B&Bs. If you're attending the Saturday night banquet in Chemainus, and/or the Sunday picnic in Victoria, **PLEASE** phone or email Roland Gilbert, 250-652-2159, mymog@islandnet.com. He also has a list of B&Bs and hotels.

Those coming from the upper island to Saltspring - if you are traveling in convoy, let Marv know so he can notify BC Ferries of your intended crossing at Crofton and meet you in Vesuvius on Saltspring. Please check ferry schedules. We are known to have last minute changes these days.

Those coming from the mainland - if you are traveling in convoy, let Marv know so he can notify BC Ferries of your intended crossing and meet you in Long Harbour on Saltspring. Please check ferry schedules. We are known to have last minute changes these days.

A list of B&B's and hotel/motel accommodations will be either emailed or snailmailed to those attending. Please book your accommodations on Saltspring early too, we are unable to reserve any of the B&B's.



*Midlands Matters.....from Bill Button***PORT TOWNSEND B&B WEEKEND, APRIL 8-9, 2000**

Craig Runions organized a great weekend for the MOGNW members. Not everyone drove a Morgan. Some came for the whole weekend, arriving Friday and leaving Sunday. Others came Saturday, visited Buckland's car collection on Marrowstone Island and went home while still others came Saturday to stay the night and enjoy the Ravenscroft no-host social and Italian dinner at Lanza's. The highlight was again Ted and Shyrl Buckland's car collection featuring the new addition of the CanAm Mantra. Not a race car but a race car for the street. Powered by a rear engined 350 Chev it certainly is a "Road Rocket". This is supposed to be the last addition to their collection as they are out of space. But I expect that to be remedied. Shyrl says "don't you think Hemmings is thinner? It should be because we are buying everything". 30-35 MOGNW members had a great time!

The overnight accommodations were excellent. Ravenscroft Inn was purpose built in 1987 as a B&B. It is not one of the old mansions, however it looks like one and it is in the midst of many of the Port Townsend mansions. Judy Runions' brother and sister-in-law just recently purchased it. If Port Townsend is your destination be sure to stay there. It is very nice and the breakfast will run your motor all day long.

Only 6 Morgans made the overnight trip: Runions, Nelson, Weiskind, Ward, Marten and Bailey, all the way from Kelowna, BC through the snow in their Drophead. Other Morgans there just for Saturday were Sullivan and Austin. Beautiful sunshine, winding country roads, Saturday lunch at Port Ludlow, we were all looking good! Judd Marten drove his old +4. Judd recently purchased a new +8 from ISIS. However some wet pavement and bad luck ruined his new car shortly after purchase. It hadn't even been licensed in Washington. Robert Couch is repairing/rebuilding the car and Judd came to check it out. He should be back on the road this spring. Button could not get his Morgan started so it remained in the garage. After discussions with Bob Nelson and Judd Marten, it was apparent that a 5 minute wiring connection would have solved the problem.

The collection of Morgans really brought out the locals. There was even an Aston Martin that came by to check us out. Now that is status!

**NW Historics at Seattle International Raceway**

VINTAGE AUTO RACING is coming to SIR July 1-3, 2000, courtesy of the SOVERN GUILD. The Guild has offered MOGNW a Car Corral at SIR for the same amount as General Admission. That's \$20 for Car and Driver and \$20 for each passenger. This is a charitable event; your entry fee is a contribution to benefit Children's Hospital. There will be some Morgans from the Northern California club coming up for the races. Two cars for sure are coming (a trike and a 4/4) and I expect there are others also.

MOGNW must submit to SOVERN the money by June 1, 2000 to reserve the Corral. It is on a first come first served basis. Button will collect \$20US or \$35 for all 3 days until May 20th from all that want to bring their Morgan. If we get at least 6 cars for any or all the days, we'll submit an application to SOVERN. If not, then Button will return your check as soon as possible and you're on your own if you want to go.

NAME: \_\_\_\_\_ SATURDAY ONLY: \_\_\_\_\_ @\$20US EACH

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Seattle, Washington 98136



## SO YOU WANNA 5-SPEED GEAR BOX FOR YOUR +4?

by Bill Button

Last summer when I was contemplating the winter upgrades for my +4, I knew I had to either repair my existing transmission/clutch/bellhousing. I don't like the Moss gear box. I think it is clunky, out of date, and should be put into a truck not a high class sports car like my Morgan. Well I was about to make a few discoveries not only about the Moss Box but also available 5 speed conversions.

First of all the Moss box in my 1963 +4 is a High Ratio. I don't remember the exact ratios but I am sure you have noticed that is very easy to drive in 3rd gear thinking you are in 4th. So if you are passing a RV on a hill and need a little more oomph drop to 3rd and unless you are already going the speed of light you will not run out of rev's getting by.

But when you are cruising down I-5 at 70 MPH and 3,500 revs it would be nice to put the car in 5th gear and cut the noise and pick up a little fuel economy. 5th gear overdrive ranges (depending on transmission) from .75:1 to .90:1 or so. Fred Sisson in "Morgan Garage" suggests and has drawings on the installation of a Jaguar Overdrive. This would be one solution if you could only find a Jaguar Overdrive now-a-days. I have looked and none are to be had at a reasonable cost.

A New Zealand outfit supplies a bellhousing with a Toyota Supra transmission. It could be fitted with some modifications to the frame. There are a variety of ratios to be had and it looks pretty good. The rub is the Supra tranny is 9.5" wide and would be in the space that is presently 6.5" wide. That's a loss of 1.5" for your feet on the driver's side. Forget the passenger. They can supply smaller Toyota transmissions, but they don't have a selection of ratios and the ratios they do have are not favorable (in my opinion). Also with the torque a TR engine produces they might not be strong enough.

James Snyder of Livingston, Montana has a Morgan with a TR4A transmission/overdrive. At my request he provided pictures of the installation. It looks neat and unless you looked hard and under the car/bonnet you wouldn't know it was a conversion. There are some frame modifications and provisions to actuate the clutch. I priced a TR transmission/overdrive in West Seattle and I believe the price was about \$650 for a rebuilt unit. I asked Jim if he had enough room for his feet? He answered that he modified his shoes so they were not as wide and this made driving quite comfortable!! This probably makes the most sense(?)

I discussed my ideas of a 5 speed with Robert Couch, Greg Solow and John Worrall ("Heart Of England"). Couch and Solow were polite but expressed little interest and John Worrall thought it was "STUPID". (not John's exact words but my interpretation)

The cost of rebuilding a Moss transmission and bellhousing is probably between \$2,000 and \$3,000 depending what is needed. I recently had mine rebuilt/repared and the price was in that range. I have repaired many transmissions (old Fords, Chevies, etc.) in my time. But although I believe I could take it apart and put it together OK; I wouldn't have a clue what I was looking at. If the bearings were really bad I guess I could recognize that but there are more than bearings in the tranny. Further, the repair parts may not be up to specs. Greg Solow showed me a "layshaft" that was new but was egg shaped at one end. I would have gotten a bigger hammer and fitted it. Also, the little poppets had to be sorted as to size to get them to match as well as the little springs behind the poppets. I was able to watch some of the work and I am convinced it takes an experienced mechanic (with Moss trannies). The bellhousing wears where the clutch cylinder moves. This must be sleeved (definitely a machinest job).

If you have any thoughts on this subject please e-mail "button@ibm.net".

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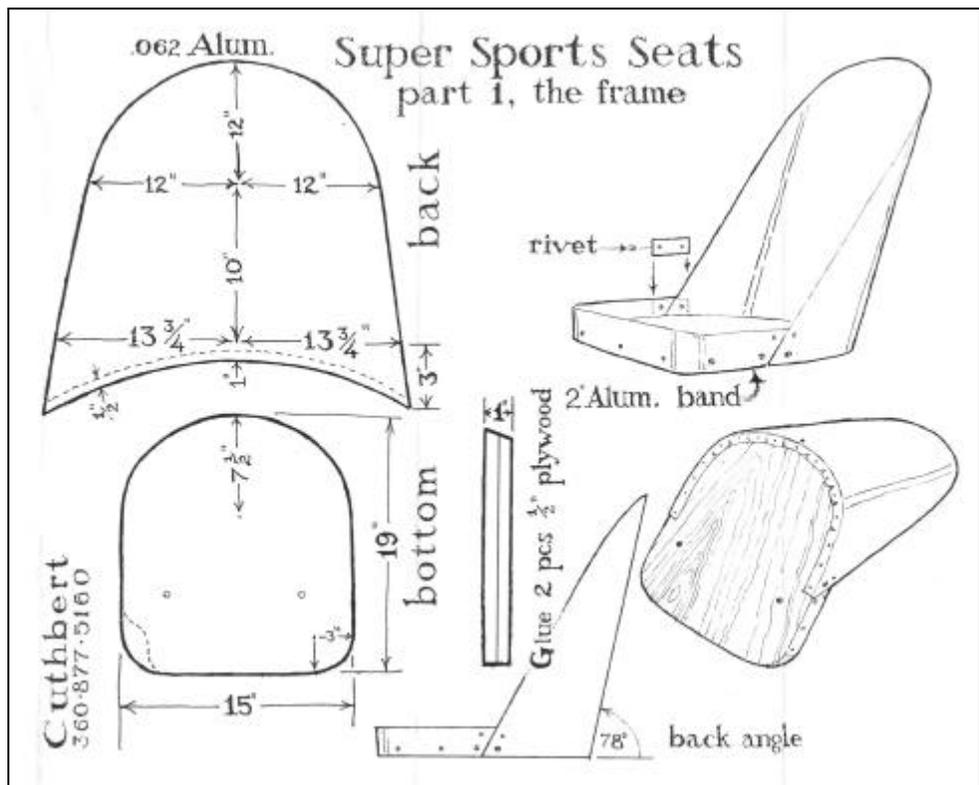
This month's epistle to the Mognoscenti is about Super Sports seats. In Fred Sisson's books he gives dimensions taken off Don Simpkin's real Super Sports. The lovely Flowerbelle was asked recently to make a pair of these seats. I dipped my oar in to make the seat frames. Sisson's plans are invaluable to this task. When one gets deep in it, however, there are problems he doesn't answer. The following is a commentary on how one of Sisson's readers made three of these seats. One prototype to develop upon, and two for Gerry and Tanya Seligman's 4/4 roadster.

Six years ago I made a stab at making one of these seats. The aluminum I used for the back was numbered 6061 T 6. This number means it is a type of aluminum NOT meant for bending. When fastened to the wood bottom piece the aluminum flared open above the fasteners to an inelegant shape. Even when I used a softer aluminum it still flared enough to not please me. "Aha," I said, "I'll take it to a sheet metal shop and have it rolled to fit the back curve of the seat bottom." Sheet metal shops do mostly dishwasher dull stuff making ducts that no one ever sees. I've found these shops pleasant places to visit and v. reasonable in price, if you don't drive up in the Rolls. They're happy to do an interesting job. I figure they charged me twenty five scoots to roll three backs. This was a very spendy shop cuz the real reason I was there was to punch louvers in Gerry's bonnet.

Another concern was if the two seats are alongside each other in the cockpit the back angle wants to be the same. After all it's a British car, old boy, let's not let the side down. Having the backs rolled greatly eased the task of fastening the backs to the bottoms. When one seat was made the other was compared to it's angle.

The fasteners used were SHEETROCK screws, not sheet metal. The screws were neatly spaced every two inches, pilot drilled and countersunk. Once the backs were on the protruding half inch was hammered over the bottom. The Vee cuts needed were not made right up to the dotted half inch line. Staying below the line a nice fat 1/8 inch will roll the edge sweetly over and be a bit stronger. I riveted aluminum doublers to tie the front lip to the back. This may not be necessary but what can it hurt? I like to rivet. Soft aluminum rivets here, dear.

This completes part one, the finished wood and frame. Part two is simply "find a good upholsterer." I married one, but it doesn't need to be that complicated.





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*NW Magazine*

Craig Runions, Editor  
17759 - 13th Ave NW  
Shoreline, WA 98177  
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**FIRST CLASS**

**IN THIS ISSUE**  
=====

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