

MW Magazine

MORGAN OWNERS GROUP
NORTHWEST

Vol. 21 No. 1

January 2001



MOGNW 2001 CALENDAR

Jan 27	Sat	MOGNW Midlands Centre monthly social meeting 10:00am at Maggie Bluff's Café at Elliot Bay Marina	Bill Button	(206) 935-3616
Feb 5	Mon	Deadline for February Mogazine	Craig Runions	(206) 542-7137
Feb 17	Sat	MOGNW Northern Centre Hearts and Tarts Run	Steve Blake	(604) 943-6416
Mar 17	Sat	MOGNW Northern Centre Irish Lament		
Apr 21	Sat	MOGNW Northern Centre April Fool's Run		
Apr 28-29	Sat-Sun	Vancouver Classic Car Show, Abbotsford, BC	Ron Theroux	(604) 576-2957
May 19	Sat	VanDusen All-Brit Field Meet, Vancouver, BC	Northern Pod	
Jun 2-3	Sat-Sun	The Caboose Run, Colville, WA (tentative date)	Kay Jones	(206) 542-2232
Jun 16	Sat	Father's Day Picnic Event, Victoria, BC	Island Cell	
Jun 22-24	Fri-Sun	Devil's Punch Bowl VI, Newport, OR	Heinz Stromquist	
July 6-8	Fri-Sun	Rally in the Valley, Kelowna, BC		
July 28	Sat	Bellevue All-Brit Field Meet, Bellevue CC	Midlands Centre	
Aug 11	Sat	Hood Canal Tour and Picnic	Bill Button	(206) 935-3616
Sept 1	Sat	Portland All-Brit Field Meet, PIR	Southern Centre	
Sept 15	Sat	MOGNW Southern Centre Oregon Wine Country Tour	Wayne Harris	(503) 472-1911
Sept 22	Sat	Vancouver to Whistler British Car Tour		
Sept 21-24	Fri-Mon	Crater Lake Tour and CA Club Joint Meet Event	Bill Button	(206) 935-3616
Jan 26, 2002	Sat	MOGNW Annual Banquet in the Midlands area		

TREASURER'S REPORT from Bob Hauge...

beginning balance, 11/1/2000	\$4,351
plus dues	109
plus regalia	564
less November Mogazine	- 102
less 25th Anniversary awards	- 118
less regalia	- 83
ending balance, 12/31/2000	\$4,721

COVER – They're both so damn cute and have traveled far from home. How many of you have done three scheduled oil changes on the road on just one trip? President Ron Theroux's chariot is on top and Pat Miles' sun-shade special is on the bottom. Ron & Yvonne and Pat & Ken both put well over 15,000 miles this past year on their Mogs! Theroux and Miles photos.

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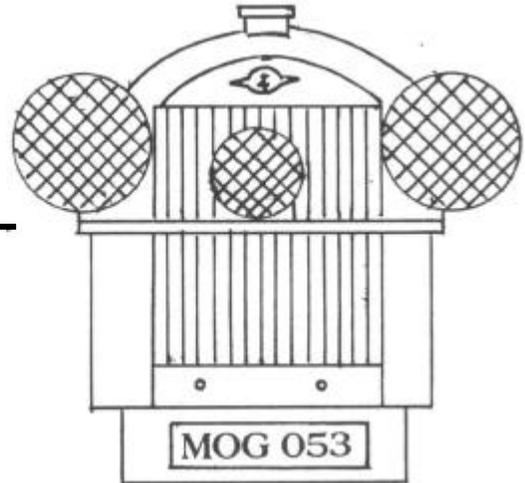
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SOUTHERNE REP	Heinz Stromquist	2618 SW Fairmount, Portland, OR 97201	(503) 224-9576

Business meetings are held quarterly as published in the calendar. Social meetings are held monthly (times and locations as stated above in the calendar): Northern Centre (Vancouver/Victoria) as stated, Midlands Centre (Seattle/Bellevue) on the third Thursday, and Southern 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 LAST LINE

by Kay Jones, Past President



Happy New Year, my Moggy friends. The Season got a great start with our attending the Northerne Pod Christmas Party. It was fabulous. Thank you Geluchs and Lees for working so hard to put on such a gourmet and festive Holiday event.

Instead of driving home as usual the day after the party, Theresa and I hung out in Vancouver shopping and sightseeing until Monday. I also hooked up with an Old World Italian car restoration expert living in the area who is going to remove the rust cancer from various spots on the Alfa, as well as paint it this Winter. Fellow Americans, if you need metal/ paintwork go North. This chap charges the extraordinary hourly labor rate of \$30/ hour Canadian.

I'd like to announce the new club officers who have so kindly agreed to serve. (Actually, some were bribed during weaker Christmas party moments.) We decided to tap the talents of the Northerne Pod for our new President, Ron Theroux. Bill Button will be the new Treasurer and Pat Miles will be the new Secretary. Pat's lesser half, Ken is the new Northerne Pod Rep. Dave Wellington is the new Midland Rep with Heinz Stromquist holding over as the Southerne Rep. It's a great team and I hope you will give them the necessary support to achieve whatever new goals they set for the club.

It has been my pleasure to serve as your president for the past two years and I wish to repeat my thanks to those who served the club during my tenure. I also do not want to close my final byline without an accolade to Theresa, who not only typed and edited my many monthly epistles, but more importantly added some needed levity when she wrote two of the Flat (Curved) Lines from a first mate's perspective.

See you all down the road!

Kay Jones

2001 DUES ARE DUE

The new club Treasurer is Bill Button. Bill will also maintain the Membership database with Craig's help. Both jobs have been aptly handled by Bob Hauge, who is taking a rest after over 20 years(!) on the Club Board in some capacity or another. Incredible. Be sure to thank him next time you see him. Dues are still \$24US, PAYABLE BY MARCH 1ST (\$29 after that). Use a renewal form to update our database records as necessary. Checks are payable to MOGNW.

PLEASE MAIL TO: WILLIAM BUTTON
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williamon@msn.com

THE NORTHERN POD BOXING DAY RUN

by Ken Miles

Boxing day dawned with rain and a pleasant temperature of about 5 degrees C or 42 degrees F for our southern friends. Gone was the sun of the past few days. Gil and Barb Stegen showed up about 10 and away we all went in Pat's car. Three Morgans met at the reservoir in Queen Elizabeth Park shortly after 11:00. Mike Powley in his 4/4 and Ted Carew-Gibson's Plus 8 driven by his son Evan and friend David (Both boys just returned from an exchange program with the University of Warwick which I understand they picked not for its academic prowess but it's 15 min. drive to the Morgan Factory.) joined Pat, myself and the Stegens.

With Mike in the lead we took off driving through downtown Vancouver heading for a quick tour of Stanley Park. From there we stopped at the Planetarium to look at the cars from the Vintage Car Club preparing for their annual run. There were some nice cars there but when the three Morgans pulled in a lot of people quit looking at the other cars to come and worship. After a 15 minute break we took off for the UBC grounds where Mike picked up the speed due to the heavy rains and his top not being up or perhaps he could smell the tremendous spread of food and wine at his home.

Waiting for us at Mike's house was another Morgan driven by Ted Laturnus and several other people including Rosemary Powley, Al and Helen



Allinson, Miles, Powley (Miles photo)

Allinson, Leo and Trish Lee, John and Setsuko Rennie, Larry and Tina Sharpe, Ted and Judy Carew-Gibson, and Ron and Yvonne Theroux. A pleasant afternoon was had by all as we consumed copious quantities of food and mulled wine, enjoyed meeting old friends and reviewed happy events of the past year.

Thanks to Rosemary and Mike Powley for hosting this annual run and supplying the base to the sumptuous banquet.

"A Yank at Malvern"

Book Review by Craig Runions

Cuthbert J. Twillie (aka MOGNW member Gary Bell) has published his Epistles to the Mognoscenti. The spiral bound publication of almost 80 pages, with many double-wide fold out drawings, is good common sense down-to-earth tested and proven stuff that most of us can undertake during the care and feeding of our Morgan. One of the neat things about this book is that it lays flat when open and it folds back over on itself. Great for when you're actually doing the work while referring to the excellent illustrations.

We here in the Northwest and others around the world have seen many of these articles published in the Mogazine and other club newsletters over the years. Cuthbert very graciously acknowledges "The Rough Rider" and "The Mogazine" editors for their past publishing efforts. I'm sure I speak for "The Rough Rider" as well when I say we always look forward to and enjoy Cuthbert's articles just as much as the readers do. Now everyone can have a very handy reference collection in one place under one cover.

Cuthbert was quoted in another review as saying "It's my opinion we're all in this together, and every Morgan owner has something to contribute, some source, some shop, some mechanic, some tool, some product, some thing that will make our beloved Mog that much nicer to own, or drive, or repair, rebuild, remodel, repaint, etc. It is my hope that 'A Yank At Malvern' will contribute towards keeping the grin on your face and the smiles on the faces of those who see and hear us burbling through the countryside on those warm summer nights, top down, not perfect but as good as it needs to be." To which this reviewer says "Amen".

You can purchase a copy of "A Yank at Malvern" for \$22.00 including shipping and handling by contacting the author Gary duBois Bell, PO Box 1010, Hoodspport, WA 98548, phone (360) 877-5160. Even if you never turn a wrench or smudge a page, I guarantee that when you turn the pages you'll at least have a grin on your face. Highly recommended.

The Holiday Season

Heinz Stromquist set up a very nice little social gathering for the Southern Centre bunch in recognition of the Christmas season. There were 21 of us at a cozy little cafe located in the residential hills of north Portland. Hauge photos below.



The Geluchs and the Lees put together a great Northern Pod Holiday gathering at the Seymour Golf and Country Club in North Vancouver last December. There was a no-host social, sit-down dinner and short program high-lighted by the Morgan giveaway. In fact, only 2 Morgans showed up (see below). Runions photos.



HARBOR MASTERS

by Bill Button

Back in my sailing days we had "Harbor Masters". You could always find a "Harbor Master" hanging around the Club or down on the docks; wherever there were boats and owners. I first learned about "Harbor Masters" from a crusty old sailor who had just sailed single handed from Osaka, Japan to Seattle and was moored at the Seattle Yacht Club. As I was working on my sail boat he invited me over for a cup of sake. While chatting with him he kept referring to "Harbor Masters". It turned out that a "Harbor Master" to him was an individual that could tell you anything - how to navigate, how to handle rough weather, how to fix your auxiliary diesel, anything about boats and seamanship. But, a "Harbor Master" never sailed out of the sight of land. I have met and listened to many "Harbor Masters" in my time!

What brought this to mind was all the information I pump out on just about anything "Morgan". I almost always refer the person (who asks the question or in some cases doesn't ask but I offer to help) to somebody I think is knowledgeable and has the experience. I also notice that the Internet has an endless supply of 'experts'. The rub is; do they really know what they are talking about? My point is go ahead, get all the information you can, but check it out with somebody you have confidence in. We have a couple of club members that make their living restoring and repairing Morgans. Check it out with them. If you have a problem; let me know. I can give you a list of members and others that I think know what they are talking about.

Albuquerque Hot Air Balloon Festival

by Bob and Loretta Nelson

It was a drizzly day, 3p.m. on Sept 29th, as Loretta & I crossed the trestle from Everett to Snohomish. And it is getting wetter as we drove into Monroe and its stop lights, in fact we are getting very wet. Maybe it will clear up as we head up Steven's Pass. It did stop raining this side of Leavenworth, and by Wenatchee we were dry. We stayed the night in Quincy.

Loretta and I are on a run to New Mexico and the hot air balloon festival in our '58 Morgan. 8am Sat. we are on the road to the Columbia and crossed into Oregon at Umatilla where we missed our turn onto #395 and had to go 50 miles on a nice drive to get back to it. Now on #395 we are making good time, no traffic and the weather is mostly sunny, a little sprinkle now and then.

We crossed into Nevada on #95 and stayed at Winnemucca. 8am we are crossing #80, the temp is in the 90's, and this is country where you had better keep your Morgan gas tank full, it's a long way between gas stations. Then we exited on #278 a smaller no traffic road to #50 to #93 and off on #319 to Cedar City, Utah and over to Springdale next to Zion Canyon where we stayed.

We have run long and hard the past 2 days, 500 to 600 miles per day. So we have more time now to tour. We spent the next day touring Zion Canyon and I will tell you it is a must to see. The next day we drove to Bryce Canyon approximately 3 hours and it is really something to see also.

Later that day we headed out on #89 to Fredonia & Jacob Lake, where we expected to stay, but no room so we headed on and stopped at a way side that normally you would go by, gas station, motel and restaurant out of the 60's. Our room was ok and had a great view of the coral colored hills. We ate on the patio of the little restaurant and a little creature flew in. The waitress assured us (3 couples) that it was just a Mexican brown bat and he comes in every night and snaps up the bugs in the air and he won't hurt you, but Loretta heard her tell someone that one night he did get in her hair, so she could not enjoy her dinner till the bat was full and had left.

We left by 8am, again the weather is nice, 70's now but cool until about 10am. Somewhere here we met 4 or 5 Lotus all loaded with luggage out in the middle of nowhere, great sight and then gone.. We are on #89 then on to #160 to Four Corners, Colorado, Utah, New Mexico and Arizona then on to Farmington, NM for the night.

But first to gas up. Well, point to be made is don't talk to someone admiring your car while selecting your fuel. One mile down the road our Morgan belched, smoked and quit. I had filled up with diesel. We coasted to a stop right in front of a Mac Truck repair shop at 5pm, closing time. A young mechanic volun-teered to stay and help us. He towed the Mog into the shop and we drained the tank and put in 5 gal of gas. I have an electric fuel pump as a backup, so we flushed the gas line with it. We started the Mog with WD-40 and within 45 min we were back running. Luck was with us.

Thurs am we headed for Taos on #64. We were told by a Morgan Trike owner that it was a place to see, so we stayed in a neat old motel right in the middle of Taos. Fri we were slow getting out of town. Weather is nice as we head out on #518, and a back road to Santa Fe. Weather turned cold and wet. Halfway to Santa Fe I asked Loretta if she wanted the hood up, but she said no (gees it was cold).

Sun finally came out as we pulled in to Santa Fe and did a tour around the plaza (old town) then on to Albuquerque where we are staying for the next couple nites for the hot air balloon festival. Sat 4:30am we are waiting for our shuttle to take us to the balloon festival. The sky is cloudy and it's cool (cold) as we watch the trucks and trailers come in and unload. There is a row of tents where you can buy breakfast, shirts, radios, cameras, film etc.

About 20 balloons took off before dawn and glowed in the sky. As daybreak came there were over 1000 balloons getting ready. We are in a very large field and balloons are raising everywhere, very very impressive.

After the morning balloon thing we went up the side of a mountain on the world's longest tram ride. But when we got just about to the top we got all fogged in and couldn't really see much at all. Than on the way down the weather turned to rain and lightening, so we got the last ride of the day on that. The evening balloon festivities were canceled. In fact I think the whole week's activities were shut down because of the weather.

Sun afternoon we visited Old Town Albuquerque, but we were getting really wet so about 1pm we left town, hood up in the rain. Drove about 200 miles, stopped in Gallup for the night. We met a couple in the pool who came through Albuquerque 3 hours behind us and said it was covered with ice and snow!

Mon we headed to the Grand Canyon. Stayed a night there, then headed out on #264 to Tuba City and #89, back to Zion for the night. Weather is ok, but hood is still on. Tues am we headed out on #15 to Cedar City and #56 to Nevada and to #93 to #50 towards Reno. Now it's really a long way between gas stops, 120 miles in one gap. I remember this area coming down, temp was in the 90's, now our hood is on, side curtains on and all air gaps covered with duck tape, our coats are on (yes we do have a good heater).

We made it to Reno where we had planned to stay for the night to give Loretta a little bit of gambling time. But the weather wasn't looking good, a little bit of snow, so we pulled into a truck stop to check the road conditions on Donner Pass as we had heard chains were required a couple days ago. We were told it was clear but 2 storms are coming in back to back so if you are going across the pass do it now. Didn't want to rent a U-haul to haul the Mog across. So we gassed up and away we went much to Loretta's dismay. We stopped just outside of Sacramento, not quite a 700-mile day.

Nelson's New Mexico Balloon Trip (continued)

Wed, our hood still on, we headed out on #80 towards Napa then over to #505 where we stopped at Winters, gassed up and removed the hood and curtains and duck tape. Weather now in the 70's again and we are on a small windy road into the wine country. And up to Calistoga and out on #128. This is a neat windy road over to #101 where we mistakenly got on a unmarked road which turns out to be the most winding almost 2 lane road for most of 2 hours, up one ridge down to the bottom and up again. (Loretta's stomach wasn't feeling very good. But she was trying to video the curves which didn't help the stomach.)

Then we meet a logging truck and we had to just sit until he inched his way around us. I think Loretta had her eyes closed about then. We passed some old buildings (which we were told later was a old tavern and meeting place for rum runners of years ago). All of a sudden we were to the ocean at Stewarts Pt. and a store where Loretta could get some soda crackers. We have been on some neat winding roads but this one was the best. Stewarts Point is approximately 30 miles south of Mendocino if you are on the coast and want a great ride to Napa Valley, this is it when you get to #101 go under and get on #128.

As the sun was high we stopped early and got a motel on the beach. Thurs am we couldn't stay where we

were at so drove 10 miles and checked in another motel on the beach. Fri am we continued up the Calif coast, now in the fog, and stopped at Crescent City where a classic car show and drive up was just getting over. Good seeing so many American Classics.

Our alternator (Delco) is periodically not charging and I hear a rattle on the idle, maybe it will be ok till we get home. We wandered our way up the Oregon Coast to Lincoln City and I stopped at a Napa Parts Store and put on a new alternator, but when I started it the rattle was still there. It was the water pump. I have a spare with me, its a 2 hour job to replace and we are 500 miles from home, so I just keep the RPM's down to 3000 and it didn't get worse.

By the time we got to Garibaldi, Oregon the sky opened up and we eventually pulled up under a canopy in front of a pottery shop for cover and put up the hood. We continued up to Astoria and crossed the Columbia and through Raymond to #6 to Centralia and on to I-5, pouring rain and heavy traffic, one hell of a way to wind up our run.

We made it home; the Morgan is resting with a new water pump installed. 18 days and 5,200 miles, the weather could have been better, but we had a great trip.

(Editor Note: WOW! See also next article.)

WHAT YOU SHOULD CARRY IN YOUR MORGAN

by Bill Button

Several Morgan Owners have asked me for a list of spares etc. that one should carry with them; based on my experiences of 12,000 miles attending the MOA III run. This is what I learned:

1. Coveralls - Ken Miles gave me a pair of disposable coveralls. REQUIRED!
2. Hand Cleaner
3. Rags
4. Duct Tape - MANDATORY
5. Tools - What you think you might need. I think I must of had at least one of everything I own. I have a few metric fittings - be sure you have those. (Throttle linkage etc.)
6. Fan Belt
7. Throttle Cable - I was supplying other cars with this.
8. Fuel Pump - or electric backup of some kind. Old TR pumps seem to go. There is a pin in them that gets out of place due to wear. (I also supplied a pump. Morgan Spares UPS'd a replacement a couple of days later).
9. Ignition parts. If you have a replacement electronic ignition, be sure to have a back up plan. My electronic ignition croaked just outside Gettysburg. I had the parts. Still cost me 3 hours.
10. Electric wire, connectors etc. It was amazing how many Morgans were stopped because the ignition wire dropped off the coil.
11. WD40 - To dry out your ignition system when subjected to a heavy rain. WD40 gets rid of the water.
12. Stop Leak, gas water remover (some kind of alcohol I think) for radiator and gas. Stop Leak saved me on the trip. I have now replaced the radiator.
13. At least a quart (preferably a gallon) of water/antifreeze. You may not need it but I bet somebody will want it. I learned this from Bob Nelson when on my first long Morgan Run the car heated up climbing Snoqualmie Pass. From back in the depths of his Morgan came a plastic bottle of water. Got me to Ellensburg and kept me on the run.
14. Phone numbers of parts suppliers. Linda Eckler (Morgan Spares) was a huge help to me and to others of our group. She could usually get the parts to me in a day or so. It is important to find someone like Linda that will go to the extra effort for you. I also carried Robert Couch's phone number for tech advice. He was able to get me (next page)

Button's Running Spares (continued)

across the Rockies. I was having trouble resetting the carb needles. (the biggest problem was by-standers that saw the car with the bonnet up and insisting on helping me) It is hard to tell them to "GET LOST" but there is no way of being sure of their expertise. The guy that helped me was very convincing, and had me so screwed up I didn't know where I was. A call to Couch got me back on track. At Gettysburg when the mechanic was trying to put the wrong spark plugs in; a phone call to Larry Eckler (Linda's husband at Morgan Spares) solved the problem. These folks give this service free. Buy your parts from them.

15. Join AAA and carry a Cell Phone.

16. When traveling in a group; exchange cell #s and monitor (leave the damn thing on) so that you can get help. Not to worry; Morgan owners want to help if they can. Even if you have no mechanical ability, you maybe able to run an errand. Misery loves company.

17. There are two gauges I added and recommend that you at least consider them. The first is a VDO (note I said VDO) voltmeter. This gauge tells you if your alternator/generator is working as well as if the fan belt is broken or loose. With both headlights and driving lights plus heater going I noticed I had only 10 volts. I should have had about 14 volts. Had I understood what I was looking at I would have stopped and tightened my fan belt. I didn't and it cost me a ride on the tow truck and 3 hours in Montana. The other is a VDO (note I said VDO) temperature gauge. When crossing the Rockies and Texas in 110 degree heat I had to drive by the temp gauge. Having a accurate easy to read gauge saved my bacon. VDO gauges are high quality and worth the extra. Terry Campbell designed a mounting board at the bottom of the dash and left of the steering wheel. It had a hinge so he could hide it for car shows. Keep the original temp gauge - only mount the sensor some where else.

For General Interest Only – Actual Recent 'FOR SALE' Ads in Hemming's (names and phone numbers deleted by the Editor)

1962 SUPER SPORTS, BRG, Roadster, Triumph, VIN: 5063, Ground-up restoration by Steve Miller Imports in 1992, this aluminum high-body Super Sport, SN 5063 is number 18 of 97 built. Race engine by Sterling Engines. 1960s race history on West Coast. Active vintage race car, trailer included. \$62,500

1953, flat rad, powered by high-performance Triumph engine, perfect detail, excellent condition, \$29,500

1959 Plus 4 dhc, 1 of 421 made, 2-seat, \$15,000 recent receipts (mechanical), black-silver with black int, new top, \$21,950

1967 1600, lhd, complete restoration with new frame, wood, perfect sheetmetal, super modified 1600cc Ford, Weber, wire wheels, leather, new weather equipment, heater, stereo, decambered, fuel cell, new wiring, light, fast, sensationally.

1965 4/4 Roadster, Red/Black, great condition, only 56000 miles, with roadster top and side curtains, \$24,900

1967 4/4, white, 1600 GT, restored and upgraded, alum body, fiberglass wings, rhd, excellent, owned 11 yrs, \$19,950

1951 Plus 4, complete nut and bolt restoration, race prepared TR3, dual Webers, strengthened chassis, 4-speed Moss gearbox, new Plus 8 steering, beautiful French blue, everything rebuilt, replaced, \$19,000

1954 Plus 4 drophead, nice restored car, ready to tour, \$25,000

1956 Plus Four, runs and drives, no rust, steel wheels, \$11,500

1958 Plus 4 roadster, red, 4-seater, Triumph motor, very driveable, same owner for 16 years, body in good condition, but needs a paint job, asking \$15,000

1959 +4, rhd, 3-position dhc in vgc, runs and drives, all #s match, rare find, \$17,500

PLUS 4: 1962 roadster, body-off restoration by long term Morgan club member, 1,000 miles on engine rebuild, King Fisher blue, red leather, phenomenal condition, \$22,500

1965 4/4 roadster, red/black, in great condition throughout, this is truly an honest, well aged example, \$24,900

1965 Plus 4, TR4 motor, 38,000 orig, only two owners, rust-free, white with excellent black leather, 72-spoke wires, new top and side curtains, excellent overall, \$1,000 worth books, posters, NOS spares, \$19,900

1972 +8, Brg, Holley carb, Moss gearbox, dual exhausts, 6 CD stereo, good chrome, paint, top, tonneau, interior, new seats, very fast, only 18K miles, \$39,000 ono

1992 +8, rhd, 3.9 FI, 3,931 miles, hunt green, stone drums, leather interior, stone hood and tonneau, alloy body, galvanized chassis, stereo w/elec ant, luggage carrier, walnut dash, Nardi wheel and knob, badge bar, absolute mint condition, \$60,000

1992 Plus 8, red/tan, Rover V8, 5-speed, aluminum body, chrome wires, 7K miles, \$49,995

1993 Plus 8, gasoline, fuel injected, red/black, chrome wire, special order aluminum body, 12K miles, like new, \$47,995

1965 Super Sport, chassis 5973, original low-body, rhd, Brg, chrome wires, rare LeMans top, SS bucket seats, one of most correct genuine Super Sports offered in some time, fully documented, \$58,000

1961 PLUS 4 2-seater conv., tr. engine, car was being used when body removed from chassis for painting, but never finished due to illness. Car complete, no rust, needs paint and body assembly. RHD \$9,950

1967 4, red, black fenders, 53,000 miles, original black interior, solid body and chassis, wire wheels, nice driver, \$18,500

1959 PLUS 4, WHITE, New Chassis, rebuilt performance engine, black bucket seats, VSCCA eligible, great driver, \$26,500

1972 PLUS 8, dark green, black interior, 35,000 miles, Nice driver, Holley carb conversion, Moss 4-speed gearbox, \$28,500

1977 4/4, Jaguar Regency Red, Aluminum alloy, Ford Cortina 1600 Turbocharged, 46,700 miles, VIN: B4008, Original, one-owner car; chrome wire wheels and bumpers; Nardi wood wheel; walnut dash; Koni shocks. \$25,000

from the Morgan Oasis Garage

Cuthbert J. Twillie, Proprietor
P.O. Box 1010 - North 51 Terrace Road
Hoodsport, Washington 98548
(360) 877-5160

Friends,

I've made bus bars on my car using the old bronze pads that were under the mainspring. It pleases me to re-use real Morgan parts in a new way. If these bronze pieces are used as ground or "earthing" bars they will prevent problems that seem to be rampant on our dear old Moggies. I speak of problems of systems not working cuz there ain't no ground.

One car I remember particularly was a 4/4 whose owner brought me a new wiring harness from the factory in Malvern Link. I identified each and every wire and marked both ends of every wire. When it was all installed I turned on the key and tried the lights. Nothing! No tail, no brake, no headlamps, no signal lamps.

On nothing more than a hunch I tried adding a ground wire to the right headlamp. Viola, light. Of course I had connected the original black ground wire to that headlamp.

The black wire disappeared into the harness and there were no unconnected black (or any other color) wires.

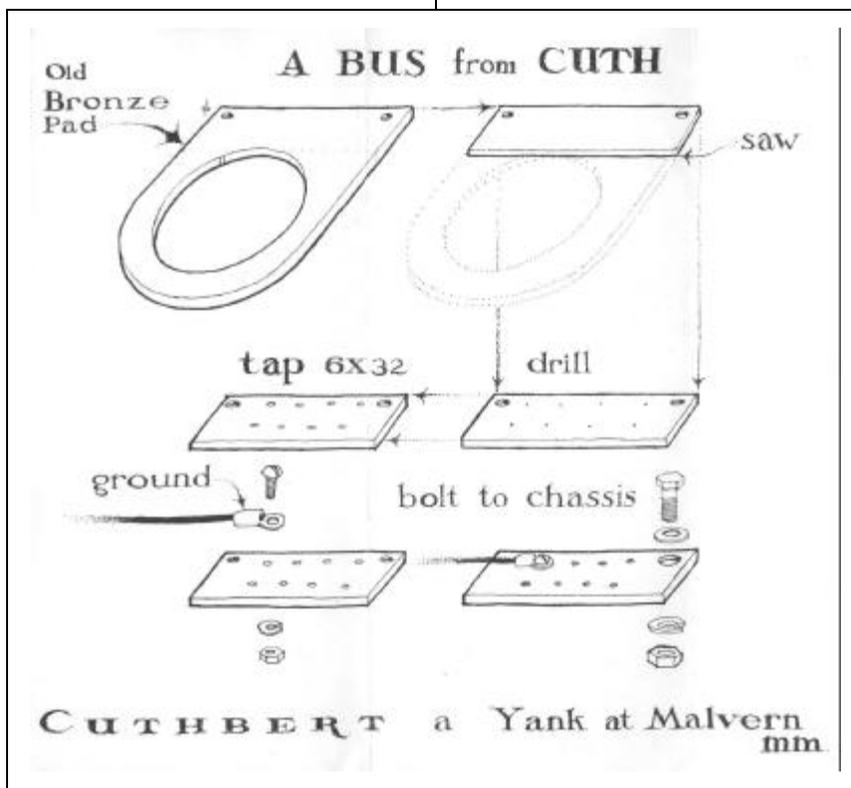
The same was true of the high beam warning lamp. It was connected correctly at the dip switch, then went into the harness and there was the correct color wire on the lamp when the wire came out of the harness. But no blue light at the dash. This is a very simple circuit and I simply made another blue wire that went between the correct terminals. And I then had a working warning lamp. The lesson I learned from this is DO NOT trust a "factory" wire harness.

Another thing I do not trust is the flimsy ground connectors that are the original equipment on a Morgan. Here is where the old bronze pads come in. I saw little bus bars out of the bronze pads, drill and tap them and put one back alongside the spare on the rearmost cross member, and one on each side up front on the wings of the front subframe. Each one up front takes a ground wire from the headlamp, side lamp, turn signal, and if there are driving or fog lamps then these are also grounded on the bronze bus bars. The biggest bus bar on the back grounds the fuel tank and all the rear lamps.

These bus bars are a much more substantial method of assuring operating electrics. There is of course another bar behind the dash where I ground all the instruments, lights, switches. You must understand none of the electrics will operate without a

good ground. This is only one way to assure a better ground than the ORIGINAL stuff from dear old Blighty. It is not necessary to use the old bronze pad from the steering damper. Any piece of brass will do. Steel will work as well, brass is used universally for this ground work so that's my choice. I must caution you to make a good ground from the bus bar to the chassis. A bit of electrical grease will make the job "bulletproof".

Cuthbert



LADNER to BELLINGHAM (LONDON to BRIGHTON) ALL BRITISH RUN

by Ron Theroux, courtesy of *The Blurb*, newsletter of the MSCC of Canada

The Olde English Car Club of Vancouver has organized this event for the past five years, in commemoration of the Emancipation Run of 1896 England. "Who was the Red Flag Man?" He sounds like a wicked character from an old children's story, but in fact the spectre of the Red Flag Man and the outmoded law that he represented delayed the introduction of the motor car to England by many years.

Motorists had real cause to celebrate when, in November 1896, Parliament made it legally possible to use "light locomotives" - private motor cars - on British roads. The OECC gives us the chance the first Sunday in November to flap our British Wings ... Morgan, Jaguar, Bentley, Austin-Healy, Triumph, Aston Martin, Austin, Morris-Mini and Minor, Singer, Tigers and others without wings.

The tour left Ladner B.C. last November 5th, led by 2 Austin A7's for the 90 plus mile drive to Bellingham USA. This year's event drew a record turnout of 90 great examples of past British Motor Manufactures, and of those that still survive (Morgan). MSCC and MogNW were well represented by Ken & Pat Miles + 8, Mike & Rosemarie Powley 4/4, Bob & Judy McDiarmid +4, and Steve & Celia Hutchens +4. Yes I was on the Run but had to sit out as a passenger in my son James' Tiger; our +4 is undergoing a well deserved winter rebuild.

This All British Run is a great event that brings together owners of many makes for a driving event that keeps us appreciating all those fine old British cars.

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CUTHBERT'S RACE BRACE

by Bill Button

Cuthbert Twillie provided me with a "Race Brace". It was quite inexpensive. I wanted it not for better braking or handling but to try and stop the paint from checking around the running lights. Gary VanHook felt that this may be the cure. By keeping the top of the King Pins from moving back and forth under heavy braking maybe Cuthbert's "Race Brace" would cure the problem. They were straight forward to install, however a couple of phone calls to Cuthbert kept me on track. I had recently had my Morgan repainted and already there are checks/cracks around the running lights.

Also notice the "Petromatic" grease cups on the top of the "King Pin". I have used these, instead of the oiler for a couple of years. I recently inspected my King Pins and bushings to see if I had any problems. After 20,000 miles they were worn. Not too bad; but bad enough so I replaced them. I think road grit is the culprit. (Cuthbert may have the solution to this problem soon). I fill the grease cups as needed.



So far it has been about every 6,000 miles. I do regularly grease the stub axels. At least twice a year and every 2,500 miles which ever comes first. Many feel that the oiler is part of owning a Morgan. I don't share that. I feel that squirting oil into the environment is not the way to go in the New Millennium. Yea, I know; where do you think the grease is going?

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