

MORGAN OWNERS GROUP  
**MW Magazine**  
NORTHWEST

Vol. 22 No. 1

January 2002

*Les Morgan de Salvador Dalí*



Valentin D'Amico 1996

# MOGNW 2002 CALENDAR

Jan 19	Sat	MOGNW quarterly meeting and 2002 event calendar scheduling session 10am at Runions	Ron Theroux	(604) 576-2957
Jan 24	Thurs	Midlanders monthly social starting around 6pm at Café Veloce, 124th & I-405 at Totem Lake, Kirkland	Dave Wellington	(360) 387-8770
Jan 27	Sun	Northern Pod Robbie Burns Day Run	Mike Powley	(604) 542-0921
Jan 30	Wed	Deadline for February <i>NW Magazine</i>	Craig Runions	(206) 542-7137
Feb 9, 2002	Sat	MOGNW Annual Banquet at Port Ludlow, WA	Ron Theroux	(604) 576-2957

**COVER** – thanks to Vern Dale-Johnson, we have another great work of Valentin Tanase of Romania.

# PAY 2002 DUES!!



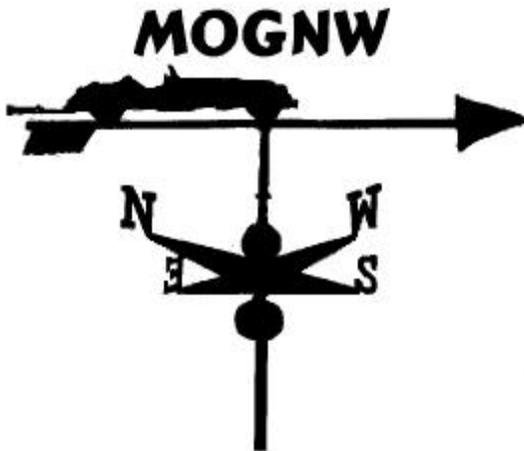
Photos left and above courtesy of Bob Nelson

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

Business meetings are held quarterly as published in the above calendar. Social meetings are held monthly in the Northern Center (Vancouver/Victoria), the Midlands Center (Seattle/Bellevue) and the Southern Center (Portland/Vancouver) at the times and locations stated in the above calendar. 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. Limited non-commercial advertising is free to MOGNW club members. Commercial advertising is payable to MOGNW in advance in US\$ and is based on suitable electronic or scanner capable 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 Nor-wester

by Ron Theroux, President

**HAPPY NEW YEAR!**

Over the past several years Leo Lee has sent me a number of very humorous e-mail jokes. One of his recent ones listed some of the signs of our/my getting on, like "notice how older folk spend more time reading the bible..... Is this like cramming for an exam?" Also starting a sentence with, "I remember when." While I am not cramming yet, I do remember when!...(well sometimes).....

We had the pleasure of attending the Northern Pod Xmas party at the home of Ken and Pat Miles. The "remember when" part was, at one point of the evening I looked at friends gathered about the kitchen island and they were all old (in the kindest sense) members of the Royal City Sports Car Club - Vern Dale-Johnson, Pres. MSCCC and member of MOG NW, as well as Ken's neighbor Eric Eastick (Tiger owner). Others enjoying the kitchen social were Ted and Judy Carew-Gibson, Frank and Kay Gruen and Stu and Marilyn Rulka, and oh yes, Yvonne and myself. This thread is drawn even further to the delightful dinner we with Pat and Roland Gilbert, founding say something about the very special time commitment and enjoyment of this for our reading glasses! A 45<sup>th</sup> reunion

MOG NW has had a very active year, our club functions. Your officers will the past several months members have suggestions and offers of assistance. If offer the members something new, regional Reps. These events, be they meetings or extended driving trips are planned with you in mind. I have very much appreciated (as I have stated previously) the ability of our members to participate within such a large region and variety of club events. Please continue your involvement, making MOG NW what you/we want it to be! THANKS

## 2002 DUES

attended with the Island Cell in mid Nov., members of RCSCC as well. This has to interest we have in Morgan's and our long hobby. Some of us may soon be looking in 2003? Walkers optional?

with a growing participation of members at be having a planning meeting Jan 19<sup>th</sup>. In come forward with some excellent you are able to contribute, or feel we can please discuss your thoughts with your ABFM, local week whatever style

The world has changed so much in the past few years ...with information and sourcing of replacement Morgan parts now just a few short clicks away. For those on email I suggest you have a good look at the following site <http://www.gomog.com> and its many links. We also have an unofficial MOG NW site [www.mognw.com](http://www.mognw.com) hosted by Marv Couthard. For those wishing to take a trip down memory lane with Victoria member Jim Walters (TV star/blush) and his Around the World (WINNING) Rally try [www.bristolmotors.com](http://www.bristolmotors.com)

WELCOME NEW MEMBERS.....

Bill and Margaret Behenna  
5074 Whitworth Cres. ( I'm first with a wrench joke)  
Delta, BC Canada V4K 1A7  
(604) 946 7304  
bbehenna@hotmail.com

Tony Koelink  
131 - 555 W. 12th Ave  
Vancouver, BC Canada  
(604) 877 7744  
akoelink@telus.net



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## 2001 BOXING DAY RUN

from Ken and Pat Miles with photos

Boxing Day dawned with a clear blue sky although there was a thick frost on the ground. However, one realized it was a beautiful day to drive a Morgan having had so much rain over the past weeks. It had been organized to meet at Art Knapp's on the King George Highway and by 11:30AM ten Morgans had responded to the call and one car in disguise as his real car had the doors off. We were pleased to see Buttons, Hutchens, and Wellingtons brave the border guards and come to visit us. After looking at the garden trains and the sale items in the store and availing ourselves of their facilities, Mike Powley led us on a great drive thru southern Surrey, along Marine Drive and terminating at his new abode.

Rosemary welcomed us to their new abode with a cup of mulled wine and hot chilli to go with the food brought by the members. An eleventh Morgan and two more cars in disguise joined us. It was the largest turnout for the Boxing Day run in several years. Maybe this was due to the good weather, the chance to see the POT's new house, or we have learned that Rosemary and Mike always work hard to make the Boxing Day run a success.



## Northern Pod 2001 Christmas Party

from Ken and Pat Miles with photos

The annual Northern Pod Christmas Party was a potluck dinner held at the home of Ken and Pat Miles on December 8. People in attendance were from both sides of the border totaled 30. Before dinner and as an interlude to the many conversations taking place, a presentation was made to Steve Hutchens of the famed "essence" award from the Olde English Car Club in honour of his many contributions to that group. Congratulations Steve.

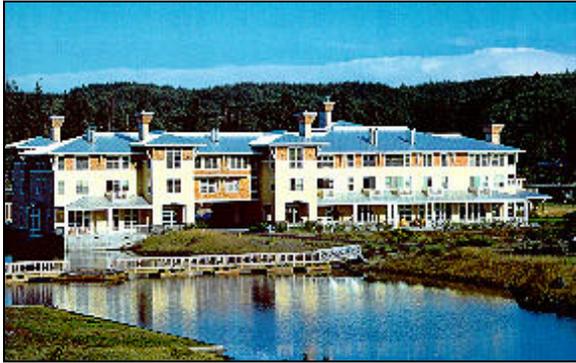
The food was delicious and many thanks to all those who brought their favourite dishes, especially to Stu Rulka who brought a Haggis and came resplendent in Highland attire complete with a dirk that he used to pierce the Haggis. (What happened to your kilt, Bert?). After we had consumed all the food present, we sang Morgan Christmas Carols led by Celia Obrecht on the cello. Mike Powley exclaimed that it had been a long time since he had heard as good a rendering of the carols.

Many people stayed late in the evening reminiscing over events of the past years and discussing the intricacies of Morgans, with the last ones out at midnight. To join with many of the west coast members of the club, we were pleased to welcome Vern Dale-Johnson, President of the Morgan Sports Car Club of Canada and a distant member of our club.



## MOGNW Annual Banquet February 9, 2002

### The Heron Beach Inn at Port Ludlow



**Various rooms are all \$125US each**  
**Reservations booking ID #1701**  
**Phone: (360) 437-0411 Fax: (360) 437-0310**

We have 25 couples signed up so far at the beautiful Heron Beach Inn at Port Ludlow. Rather than have to make a plate entrée selection, a buffet will be served. The menu offering is as follows:

### **The Marina Buffet**

Caesar Salad, Mixed Baby Greens with Citrus Vinaigrette  
 Potatoes Au Gratin, Steamed Jasmine Rice  
 Sautéed Zucchini and Bell Peppers, Steamed Cauliflower  
 •  
 New York Strip Loin Sliced with Wild Mushroom Sauce  
 Salmon Filet with Buerre Blanc Sauce  
 •  
 Cream Brulee  
 NY Style Cheesecake with Fresh Berries  
 •  
 Fresh Baked Rolls and Butter  
 Coffee and Tea

Price: \$35.34 per person including gratuity and state sales tax.  
 The meal cost will be added directly to your hotel bill.

A cash bar will be set up for the cocktail reception.  
 A wine menu will be available for wine purchases during dinner

No host cocktails: 6:00 pm  
 Dinner: 7:00 pm  
 President Speaks: Whenever, if ever

If you have any questions contact Kay Jones at (206) 546-2232 or email <zconsulting@earthlink.net>

off the www.....

### **The One-Shot Oiler**

In response to a number of inquiries, we confirm that the one-shot oiler is no longer being installed in any Morgan. The Works, after moving the oiler activator to the engine compartment on a few models made at the end of 2000, has removed this oiler kingpin mechanism completely and recommends the regular use of the lower stub axle zirk for kingpin bushing lubrication.

### **Morgan's 2002 Racing Plans**

Morgan Motor Company will unveil its latest motorsport offering at the 2002 Autosport International Show, Birmingham NEC, UK (January 10-13, 2002). The new GT(N) racer has been developed from the acclaimed Aero 8 road car under the guidance of Chief Development Engineer and 1962 Le Mans 24-hour class winner, Christopher Lawrence. It will feature a Heini Mader prepared M62 BMW V8 engine which will produce in the region of 500bhp, a weight of under 1000kgs, a carbon fibre hard top and aerodynamic alterations to the original shape.

The GT(N) production sports car has already been fully homologated by the FIA and approved by the Automobile Club de L'Ouest (ACO), organiser of the Le Mans 24-hour, ensuring its eligibility for international racing. "Motor racing has been an important part of the Morgan heritage from the outset when my grandfather, HFS Morgan, designed the three-wheel 'runabout' which won the French Grand Prix in 1913," explains Charles Morgan, Managing Director. "Now that the Aero 8 has entered full production, we've turned our attention and expertise back to the track to develop what I am sure will be a truly successful international racer."

### **Plus 6 or Aero 6?**

A traditional Morgan roadster displaying remarkable performance has been seen about Malvern of late. It is rumored that the sprightly car contains the latest Ford/Jaguar six cylinder engine and the engine bay fit is close to perfect. However, recent comments from management are to the effect that the engine is being tested and examined as a possible candidate to expand the Aero line with an "economy" model having the Aero 8 body and this smaller engine for more modest budgets.

### **4/4 Engine History**

SERIES I	Coventry Climax	1122cc	1936-1939
SERIES I	Standard Special	1267cc	1939-1951
SERIES II	Ford 100E	1172cc	1955-1960
SERIES III	Ford 105E	997cc	1960-1961
SERIES IV	Ford 109E	1340cc	1961-1963
SERIES V	Ford 116E	1498cc	1963-1968
1600	Ford Kent	1599cc	1968-1982
1600	Fiat TC	1584cc	1981-1985
1600	Ford CVH	1597cc	1982-1991
1600	Ford EFI	1597cc	1991-1992
1800	Ford Zeta	1796cc	1992-

### **Plus 4 Engine History**

Vanguard	2088cc	1950-1958
TR2	1991cc	1953-1957
TR3	1991cc	1955-1964
TR4	2138cc	1961-1969
Fiat	1995cc	1985-1987
Rover M16	1994cc	1988-1992
Rover T16	1994cc	1992-2000

### **Plus 8 Engine History**

Rover V8	3528cc carbs	1968-1986
Rover V8	3528cc EFI	1984-1990
Rover V8	3946cc EFI	1990-
Rover V8	4555cc	1997-

### from the Morgan Oasis Garage

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

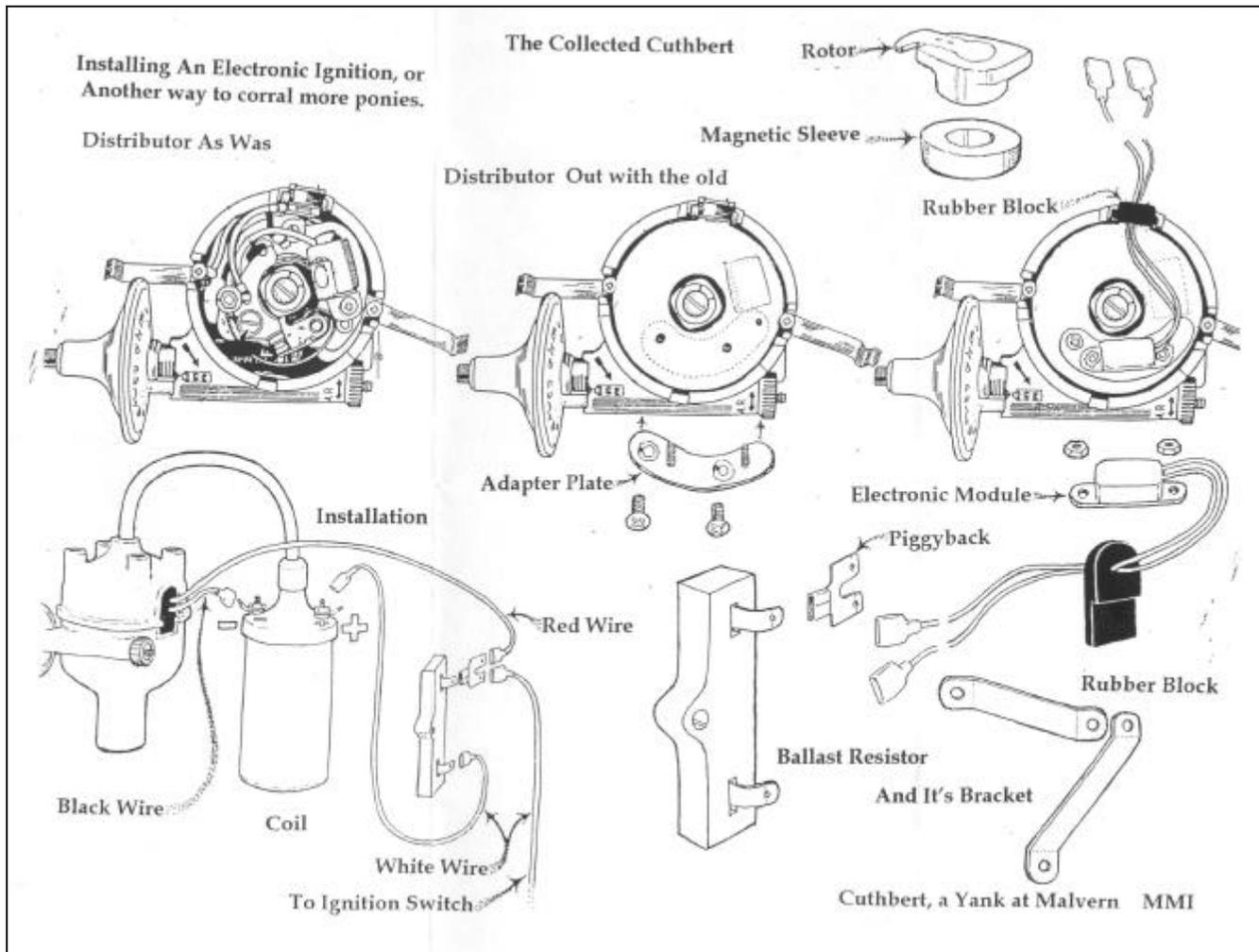
Friends

The distributor I didn't get with my original Morgan pile was replaced with a \$25.00 swap meet distributor. When it was finally time to start the engine, I cranked it perhaps six times for thirty seconds or so. Nothing at all was happening. I pulled a spark plug and cranked some more. No spark. I suppose this is what I've been waiting for, 'cuz I really wanted to install an electronic ignition. I just didn't want to spend the hundred scoots.

I called Tom Eller, a Triumph collector, professional wrench, and brother of an old time Seattle Morgan Guru, Pat Eller. Tom says "No question, get an Ignitor". Fred Sisson, in his "Notes From a Morgan Garage" recommends them as well. I called Pertronix at 800-827-3758. They won't sell me the "Ignitor", but give me a number for Blanchard Auto Electric in Seattle. Blanchard's catalogs have nothing older than '78, and can't look anything up, although they're friendly.

Victoria British has an "Ignitor" for a Lucas 25 D 4 distributor, positive ground or negative ground and they want \$ 99.95, and \$15.75 to ship. I order one. It takes 9 days. Lenexa, Kansas to Hoodspout, Washington. UPS needs fresh horses.

It is easier to install than a point set, 'cuz there's no point gap to set, and no worrying about "grounding the points". Remove the old point set, condenser and the terminal bush and lead. Then install an adapter plate where the point set used to go. The "Igniter" module goes onto the adapter with two small nuts. Next the magnetic sleeve slips over the distributor shaft. Now a black wire and a red wire go on the coil and its a done deal, Neil. (continued next page)



### more Yank Garage

continued from Cuthbert

The Ignitor's instructions say that a four cylinder engine requires a coil resistance of at least THREE Ohms. Measuring across the coil's terminals I got a bit over ONE and A HALF Ohms. This means a ballast resistor must be added to the system. I call around and find one only seventeen miles away, then I found one in a box I was clearing. When this "found" ballast resistor is connected to my new chrome Accel coil the Ohms measurement is exactly the required - THREE Ohms. Home free, on the nose of the correct amount. I did have to make a simple bracket for the ballast resistor, and there is a drawing of that on the illustration.

The Ignitor's part number is LU-142 A. And that number is for a NEGATIVE ground Triumph TR 3-4 engined Morgan Plus 4. With that number even Blanchard Auto Electric could find one. I'd be willing to bet the positive ground version is numbered LU-142 B, or something close enough for a polite counterman to find, when he has the time.

Now here's the rest of this adventure. I had to call the manufacturer to confirm the electrical connections, and now that I know the correct part number would they please give me a retailer's 'phone number so I can see how much I overpaid at Victoria British. Summit in Akron, Ohio (800-230-3030) has Ignitors for \$ 71.69 plus \$12.00 to pack and ship. Blanchard Auto Electric in Seattle, WA (206-682-2981) has them as well, at \$ 67.10 plus shipping. Cuthbert may be getting long winded but I think I just saved you fifty scoots on the hot set-up for your Moggie's ignition.

## Air Care and Present Situation for Northern Pod Members

from Ken Miles

As most of you are aware, those of us who live in the GVRD must submit our cars for Air Care testing and pass prior to being issued a "Collectors" plate. If we presently have "Collectors" plates on our cars we do not have to worry about it. However, if we sell the car the new owner must pass an Air Care test prior to be issued with a new "Collectors" plate. At the present time this regulation only applies to people living in the GVRD but it will not be long until Air Care is extended to Victoria and Kelwona if not the whole Province of BC. This regulation has been in effect since approximately August of 2000. The reason for this change in regulations was not well thought out, might have been a political issue of the previous government, and in all probability is a result of the addition of the modified section of the "Collectors" plates.

Several meeting have been held between all the sports car clubs regarding this issue and it was decided several months ago to let basically three bodies work on this issue. These three bodies are the SVABC, CCC, and the OECC which have formed a Council.

On Nov. 13, the council prepared a proposal which would meet their objective halfway (All the way is the removal of the Air Care Test) and that is that cars with "Collectors" plates would only have to pass an idle test and not a dyno test. This modification to the regulations was supported by Martin Lay, Chairman and CEO of Air Care. At the December meeting of the Air Care Steering Committee, this proposal was presented and was partially accepted in that true collector's cars would only require the idle test but the modified would require both. However, no official notification of this change has been received. The Council hopes to get this cleared up early in the New Year.

If any of you are having trouble passing air care tests for "Collectors" plates, please let me know and I will give you a contact. There are some real horror stories of people spending \$1,000 of dollars to get their collector car to pass and it still fails. Air Care is willing to work with us during this period and do everything they can to get us thru. So if you fail going for a "Collectors" plate, contact me.

**2002  
DUES**

off the www.....

### The New Nylon Bushes

Recent information received from the Factory indicates that the new MMC neoprene nylon bushes can be retro-fitted to older Morgans with a minor amount of machining of the stub axles. It is reported that these bushes will vastly increase the lifetime of the Morgan front end with just regular greasing of the lower stub axle grease fitting.

Toast given by Sandra Clatworthy at the Morgan Three Wheeler  
Annual General Meeting at Malvern 2001. Part 1 of 2 parts.

## ***It is a Morgan Thing***

*by Sandra Clatworthy*

*Let me show you my M----organ  
Said Grahame one day.  
I'll get it out and then we can play.  
Oh it's a car I exclaimed,  
But where is the fourth wheel.  
He said, "Climb inside and I'll give you a feel.*

*In we got and the lesson began  
Us women know what it is like  
To be taught by a man.  
"You pull this bit out  
You push these bits in."  
And when it starts up  
There is a terrible din.  
The clutch is here --- the gear is outside  
So where on earth is the accelerator? I then replied.  
"It is there on the steering wheel, he went on to say,  
And we call it, "Advance and retard by the way."*

*The car got going and off we went.  
I drove straight off the road and onto the pavement,  
Grahame's face was a picture and I thought it would crack,  
But after some distance I then got the knack  
Of driving down-hill and up an incline,  
Double declutching , one gear at a time.  
By the end of the lesson the car was a mess  
I had mud on my face and dirt on my dress.  
But the Moggie had worked, I told him I was hooked.  
He said Darly Moor next time and I'll get it booked.*

*So the world of the racers  
Then came into view  
I saw men scratching their heads  
And other parts too  
As they worked out their problems  
And what should they do  
I am quite happy as it's got a good loo.*

Part 2 next month

**2002 MEMBERSHIP / DUES FORM**

Please make checks payable to.... **MOGNW**  
then mail check and this form to.... William Button, MOGNW Treasurer  
9839 - 51st Ave SW  
Seattle, WA 98136 USA  
(206) 935-3616

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**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? \_\_\_\_\_

**2002 Dues..... US \$24.00** (\$29.00 if postmarked after March 1, 2002)  
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: US \$ \_\_\_\_\_ (Canadian members: remit money order payable  
in "US funds" or mark personal check "US funds")  
Have any questions? \_\_\_\_\_ E-mail inquiries to WILLIAMON@MSN.COM



*NW Magazine*

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

**FIRST CLASS**

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NEW  
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PAY  
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