



## Winter Banquet in LaConnor

**Date:** Saturday night, March 24th, 2007

**Location:** LaConnor Country Inn, [www.laconnorchina.com](http://www.laconnorchina.com) or 360-466-3101; we have all 28 rooms booked for Saturday night at \$109 plus tax (a significant discount).

**Reservation deadline:** Wed., Jan. 24, 2007, for the special rate. Individuals are responsible for their own reservations. Call now!

**Cancellation deadline:** Thursday, March 1, 2007.

Don't miss this special event! The Winter Banquet is a biennial event, so plan to be there. Make your reservations now and watch the pages of Morgan Magazine for more details. LaConnor is a beautiful place to visit even in March. Who knows, you might just want to take your Morgan!

**Dining/Catering:** Rexville Grocery ([rexvillegrocery.com](http://rexvillegrocery.com)) catering. Menu: Corned beef Irish dinner with cabbage, Guinness and all the fix'ins. We get the serving stuff, etc., they do the food, we serve ourselves - so easy and good!

**Decorations and Ambience:** Mike Amos will do decorations and provide general ambience for the room, prizes, favours, etc.

**Plan NOW to be there!**

**ALL ROOMS AND BANQUET TICKETS SOLD OUT!**

## Winter Banquet Schedule 3/24

Win Muehling

Here's a quick update on the Winter Banquet in LaConnor: Mike Powley has done a great job in bringing this event together and marketing it. We were sold out in no time!

Total registration stands at 65 persons and there just isn't any more room at the Inn! If you are still hoping to come, have Mike put you on the wait list in case we have a few cancellations.

For those lucky enough to have the most sought after tickets around, the Winter Banquet schedule begins with vespers (aka happy hour - BYOB) in the main floor lounge from 6:00 to 7:00 or so. We'll shuffle into the dining room about 7:30.

There will be festivities the whole time we are there, so we are looking forward to a great weekend. LaConnor will be bursting at the seams with Morgans! Great job, Mike!

*Two challenges from the Editor:*

1) *Bring your Morgan!* At Winter Banquets in the past there have been few if any Morgans. Weather permitting (snow, not rain, is the deterrent), we are planning to drive ours. Let's burst the seams of LaConnor with Morgans!

2) *Bring your name tag!* There will be lots of new faces and members from each of the four Pods. Name tags get names with faces. *Need name tags? Contact Steve - info on p. 2!*

## Plan Ahead Now For Some Great Morganeering!

### Island Pod Father's Day Weekend

#### Treasures on the Lighthouse Route

Treacy Reddington



Mark your calendars for the weekend of June 16th and 17th for *Treasures on the Lighthouse Route* on Vancouver Island!

**Saturday, June 16th:**

- 12:00 Noon - Meet at the 17 Mile Pub, Sooke Road (Highway 14). Arrive by noon for lunch or by 2:00 if you just want to do the tour.

- 2:00 - Depart for on the lighthouse route where there are treasures to be found!

Saturday evening: BBQ at the Reddington's

**Sunday, June 17th:**

- Father's Day Picnic at Beacon Hill Park

**For Accommodation Suggestions or Directions Contact:**

Lloyd and Treacy Reddington, [treddington@pacificcoast.net](mailto:treddington@pacificcoast.net) or Ken and Lesley Douch, [kalsooke@shaw.ca](mailto:kalsooke@shaw.ca).

### Northern Pod: An Afternoon of

#### Wine Tasting (4/22)

Heidi Marshall

This year we're going to try something new for our April event. Laurie and Verna Fraser are organising and hosting a wine tasting at their house in Langley.

Don't worry if we are plagued with April showers that weekend - come and enjoy an afternoon with your Morgan friends. If we are lucky enough to enjoy sunshine that Sunday, hop in your Morgan and enjoy the drive to Langley.

Here are the details - please mark your calendars

- **Date:** Sunday April 22nd
- **Time:** 1:00 pm - 4:00 pm (after lunch)
- **Location:** 23881 - 62A Crescent in Langley

Please RSVP to me (Heidi at [hhmarshall@telus.net](mailto:hhmarshall@telus.net)) and I will pass along the numbers to Verna and Laurie.

**More 2007 Calendar Events on Page 15!**

## 2007 MOGNW Officers and Board

President	Win Muehling	341 N Ranelagh, Burnaby, BC V5B 1H9	604-299-2425	wmuehling@telus.net
Secretary	Pat Miles	15410 Kildare Dr, Surrey, BC V3S 6B9	604-576-8036	pat_miles@hotmail.com
Treasurer	Craig Runions	17759 13th Ave NW, Shoreline, WA 98177	206-542-7137	mognw@verizon.net
Editor	Steve Hutchens	2090 N Shore Rd, Bellingham, WA 98226	360-733-3568	sp Hutchens@yahoo.com
Regalia	Dick Dice	7011 NE Baker Hill Rd, Bainbridge, WA 98110	206-855-9628	dadice@earthlink.net
Historian	Mike Powley	12972 16th Ave, Surrey, BC V4A 1N7	604-542-0921	mpowley@telus.net
Island Rep	Kit Raetsen	7852 W Saanich Rd, Saanichton, BC V8M 1S4	250-544-2026	kitjo@shaw.ca
Midlands Rep	Mike Amos	8056 161st Ave NE, Redmond, WA 98052	425-881-2054	meamos@gte.net
Northern Rep	Heidi Marshall	936 Maywood Ave, Port Coquitlam, BC V3B 5M5	604-945-7978	hhmarshall@telus.net
Southern Rep	Wayne Harris	825 NW Yamhill St, McMinnville, OR 97128	503-472-1911	harriswl@verizon.net

## TREASURER'S REPORT - FEB 28, 2007 CRAIG RUNIONS

CATEGORY DESCRIPTION	ACTUAL	BUDGET	DIFFERENCE
<b>BALANCE 01/01/07</b>	<b>\$5,597</b>		
<b>INCOME</b>			
Advertising	\$26	\$250	-\$224
Banquet Deposits	\$875	\$0	\$875
Dues	\$3,597	\$3,840	-\$243
Regalia Sales	\$240	\$2,000	-\$1,760
<b>TOTAL INCOME</b>	<b>\$4,738</b>	<b>\$6,090</b>	<b>-\$1,352</b>
<b>EXPENSE</b>			
Island Pod		\$506	\$506
Northern Pod		\$715	\$715
Midlands Pod		\$760	\$760
Southern Pod		\$619	\$619
Subtotal		\$2,600	\$2,600
Awards		\$400	\$400
Island Pod Rep Ferry		\$200	\$200
NW Mogazine Newsletter	\$69	\$800	\$731
Oregon License		\$50	\$50
President's Discretionary		\$500	\$500
Regalia Purchases		\$1,500	\$1,500
Website		\$300	\$300
Foreign Exchange Factor	\$23	\$0	-\$23
<b>TOTAL EXPENSE</b>	<b>\$92</b>	<b>\$6,350</b>	<b>\$6,258</b>
<b>YEAR-TO-DATE (NET)</b>	<b>\$4,646</b>	<b>-\$260</b>	<b>\$4,906</b>
<b>BANK BALANCE 2/28/07</b>	<b>\$10,243</b>		

## MEETINGS &amp; EVENTS

Driving events and social meetings are held in each of our four Pods: Island Pod (Victoria), Midlands Pod (Seattle), Northern Pod (Vancouver), and Southern Pod (Portland). Times and locations are listed on the MOGNW calendar. Please contact your closest Regional Rep for more information on activities in your area.

## ADVERTISING

Limited non-commercial advertising is free to MOGNW members. Commercial advertising, priced below, is available. Please pay MOGNW in advance in US\$ and provide suitable digital or scanner-compatible copy. We publish six issues per year.

Size of Ad	1 Insertion	3 Insertions	6 Insertions
Business card	\$5	\$12.50	\$25
Quarter page	\$10	\$25	\$50
Half page	\$20	\$50	\$100
Full page	\$40	\$100	\$200

## THE PUBLICATION: NWMOGAZINE

NWMOGAZINE is the bimonthly newsletter of the MORGAN OWNER'S GROUP NORTHWEST, a non-profit organization serving Morgan automobile enthusiasts in the Northwestern United States and Western Canada. Copyright © 2007 by MORGAN OWNER'S GROUP NORTHWEST.

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## DUES

Full year: US\$24/CDN\$27 per calendar year if paid by 12/31 (US\$30/CDN\$36 after 12/31). Partial year for new members: US\$2/CDN\$2.25 per month for each month remaining in the calendar year, including the current month.

## SUBMITTING MATERIAL FOR PUBLICATION

**Address:** Please send all content to the Editor at either the email or postal address above.

**Deadlines:** The 15th of Feb., Apr., Jun., Aug., Oct., and Dec.

**Digital Submissions:** Content can be sent in an email, as an attachment to an email, or it can be mailed on CD or 3.5" disk. Text files should be in .doc, .txt, or .rtf formats. Photo and illustration files should be in .tif, .jpg, .gif, or .bmp formats.

**Please Note:** Try to avoid .doc files that include photos and all .pdf files. These formats require additional steps for insertion in the NWMogazine and may result in lower quality photos. Send them only as a last resort.

**Paper Submissions:** Photos, typed or handwritten text, and illustrations can be mailed to the Editor.

**Reservations:** The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for the NWMogazine. Material that is not time sensitive may be saved for publication at a later date.

**Spelling:** Please use Canadian, U.S., or U.K. spelling consistently and as appropriate. A reference for all three can be found at <www.luther.ca/~dave7cnv/cdnspelling/cdnspelling.html>.

## REGALIA

Club merchandise can be purchased using the Regalia Order Form published periodically in this newsletter or by contacting Dick Dice.

# THE OTHER SEAT

Win Muehling, President

wmuehling@telus.net

Morgans and computers seem to be a world apart, (except maybe where the Aero 8 is concerned) but when you stop to think for a minute, you are deeply drawn into the world of computers simply by owning an old car and being a member of this club. Although we occasionally curse computers and yearn for the good old analog days, computers in this digital age do, in fact, greatly enhance our hobby.

**Tech Safety Tip - Buy an Inertia Fuel Cutoff Switch:** A few months ago, while surfing through some car sites, I came across some advice to make sure that if an electronic fuel pump is installed in an older car, that an inertia fuel cutoff switch is also installed. I did some "googling" and repeatedly found the same advice. Why an inertia fuel cutoff switch? In the event of a collision and a rupture in the fuel line, you do not want your electric fuel pump to keep on pumping fuel all over your car and potentially catching on fire, while you are trying to extricate yourself from the vehicle. Neither my '66 Plus 4, which has been upgraded to an electric fuel pump, nor my fuel-injected '86 Plus 8, which came with an electric fuel pump, have an inertia fuel cutoff switch. Although use of the switch has been common practice in the automotive industry since the 1980s, Morgan did not warrant it necessary.

Now that our serious driving season is upon us, I decided that it was high time to source a couple of inertia switches. Thanks to my laptop, I was able to do some shopping at Moss Motors. They don't have a Morgan catalogue per se, but after perusing their on-line catalogues, a suitable MGB part was located. No, I didn't actually order it on line, I used my Internet phone to place the order. Within a couple of days, the parts arrived on my doorstep. This could just as easily have been a supplier in England or the East Coast and just as accessible. The whole world is now at our fingertips when it comes to sourcing parts. Naturally, when the switches arrived, they were not accompanied by any wiring instructions. Again, thanks to my computer and the Internet, wiring instructions were quickly located.

Apart from such practical things as Internet shopping (did I mention e-bay?) and oodles of free advice in cyberspace, computers and the Internet are not only a boon to individual classic car owners, but also to clubs such as ours with a far flung membership. Computers have enabled us to run a club and keep our membership dues at a low level because our operating costs have actually gone down due to the use of our website and an electronic NWMogazine. Not only is it cheaper to produce an electronic NWMogazine, but the colour photos really make it outstanding. Since making the decision to go the electronic route, only



a handful of members have opted for a hard copy. We will continue to provide hard copies for the time being upon request, but please don't ask for one if you have a printer and computer at home since it does entail a fair amount of work as well as printing costs. .

If you are reading this NWMogazine, more than likely you are also accessing our club website. Compare our website to other car club websites, and I am sure that you will agree that ours stands up there with the best of them. It just didn't happen that way by accident, but due to the hard work of two very dedicated and talented members. Our Webmaster Marv Colthard and our NWMogazine editor Steve Hutchens are the brawn and brains (not necessarily in that order) behind all of it. (Thanks, Marv and Steve, I don't know what we would do without you). There is a tremendous amount of car-related information at your fingertips, simply by accessing our website. But remember that it is your website and it is up to you to keep it fresh with your contributions. Know of any good links that would be of interest to our membership? Let Marv or Steve know. How about a photo of your car for the Photo Gallery? How about a tech article? Got nothing to contribute, but love the site? Let them know as well!

Our membership is spread over several states and provinces. Our executive is equally spread out. Amazingly enough, thanks to our computers, we are all able to communicate with each other on club business without running up huge phone bills. Even typing up this article for our NWMogazine is made possible (or at least a heck of a lot easier) 1,500 miles from home, only hours away from the dead line, thanks to my laptop and an Internet connection. Quite frankly, how did we ever do without our computers?

On a different note, congratulations to Wayne Harris for taking on the challenge of Southern Pod Rep. Wayne will be taking over from Heinz Stromquist who has stepped down after many years. Thanks, Heinz, for all those years of service, and a special thanks to our nominating committee.

article in Hot Rod Magazine.

Hot Rod Magazine's article was quite thorough. Copyright laws refrain us from reprinting the article (we may bend copyright law a bit from time to time, but there's a limit). In summary, there is a problem and there are solutions. Hagerty's article and the Hot Rod Magazine link are on the bottom of page 7.

I heard that Castrol would introduce an appropriate oil using the Castrol Classic brand, but I couldn't find anything about it on the Castrol USA website. It is, however, on the Castrol UK website (see the bottom of page 8).

## Reformulated Motor Oils: Apparently a Hot Topic!

Steve Hutchens, Editor

On rare occasions a topic comes along that really lights a fire. This blaze started when Malcolm Buffum submitted Keith Ansell's article on the challenges of reformulated oil (Part 1 and Part 2) for our January issue. That gave most of us our first "heads up" on the problem of reformulated motor oil. Ansell's Part 3 came hot on the heels of the first two parts, again courtesy of Malcolm. See page 7 for the latest from Ansell.

A few weeks ago I was on the Hagerty Plus website to get insurance for my wife's Valentine's Day present, a 1966 Volvo 122-S 2-door (you can tell it's hers because it has automatic and AC). While surfing around the site, I saw a link to "Reformulated Motor Oils and Your Flat-Tappet Engine." Keith Ansell was referenced in the article, and there was a link to an extensive

### NWMogazine Online Exclusive!

Read about the life of Robert Couch, a living legend in the Morgan community and a proud member of MOGNW:

**Robert Couch: My Story**

[www.mognw.com/mogazine/Featured\\_Articles/Couch.pdf](http://www.mognw.com/mogazine/Featured_Articles/Couch.pdf)

**Trad Return to US Unlikely  
United States, December 2006**

The Company's request to the US NHTSA for an exemption to allow the importation of Morgan traditional models has received no response. Sales of traditional Morgans to the US (100 Roadsters in 2005) ceased when the supplies of the MMC 1998 air bag system were exhausted.



Rather than develop a new system, the MMC sent a request for an exemption early last year. Sources report that the Company is unwilling to invest further as the traditional chassis, the ladder frame used since 1936, cannot pass the compliancy tests being adopted in the US and elsewhere. A permanent return of the trad Morgans to the US is unlikely in the foreseeable future.

**Plus 8 II Project Cancelled  
Malvern, December 7, 2006**

The new MMC management has cancelled the Plus 8 II project to address the traditional Morgan utilizing a new Aero chassis and running gear with a 405 bhp LS2 (aka Corvette) engine and the slimmer trad body.



The goal of the initiative, begun early last year, was to assure the survival of the traditional Morgan through the new wave of global compliancy legislation. This effort recently culminated in a working prototype meeting the most stringent emission levels and crash testing while achieving 0-60 in under 4 seconds. Targeted base price was reported at under £40,000 (\$79,039). The Company has been contacted and has yet to comment.

**Order A Plus 8 II?  
Global, January 16, 2006**

A grass roots initiative from the Morgan community is being expressed in unsolicited orders for the new traditional Morgan project recently stopped by the MMC managing directors (see

PLUS 8 II) It is hoped that these orders and interest will persuade the company to reconsider their decision.



The project proved that the traditional Morgan can be designed to survive the new wave of structural being adopted internationally while providing a class of performance out of reach by any of the competition. The Morganville site will be providing facilities to track buying interest and support. Click the logo to order or express your opinion.

**Capitol Motors Cancels Texas Facility, Sells Virginia  
Atlanta, Georgia, January 2007**

Capitol Motors has cancelled plans to open a Texas facility. As well, the original Purcellville, Virginia branch will be sold to an enthusiast and continue as a parts and service operation for British sports cars. A request for a Morgan Agency for Purcellville has been requested. The remaining Capitol office in Atlanta, GA, shall remain open with a smaller staff.

**European Trad Sales Surge!  
Malvern, December 7, 2006**

Sources at the Factory report that traditional model Morgan sales are continuing their robust climb this year. It is expected that 2006 will prove to be a record for trads both in production and orders, reflecting the styling and quality initiatives begun under Alan Garnett, the previous MMC Chairman. This sales surge is the more remarkable as it happens despite the company's withdrawal from the lucrative North American market. The US took 30% of trad production and the majority of the Aero sales in 2005. This welcome interest has created a waiting list for the traditional models into Summer 2007. All trad prices will be increased 2% in April 2007. (Aero prices will be kept at their present levels.)

**Morgan R&P Steering  
Malvern, December 7, 2006**

Jack Knight Co., designers of the Morgan rack & pinion stock steering systems used from 1983 to 2006, now offers Morgan racks with 2.3, 2.7, 3.0 and 3.5 turns to lock as well as a new adjustable Electronic Power Steering system. Additional services including "quick" rack conversions and refurbishing. Contact Kevin Dempsey. <kevin.dempsey@jackknight.co.uk>.

**Quaife Differential Conversions  
Malvern, December 7, 2006**

A joint initiative of Brands Hatch Morgans and Quaife Engineering has resulted in a much needed Salisbury differential replacement using the famous Quaife ATB technology. Contact Rick at BHM or Michael Quaife at Quaife.

**FOR MORE MOGWIRE AND MMC ITEMS VISIT  
www.mogwire.com/ and www.morgan-motor.co.uk**

# Midlands Pod Visits Club LeMay

Tim Johnson

On January 20th, Midlands Pod members and guests visited Club LeMay in Kirkland, as part of the monthly social gathering. Following the Club LeMay visit, we met for lunch at the Claim Jumper in Redmond.



Club LeMay, previously known as Suite 200, is a facility that was started by a group of Eastside car collectors about 15 years ago. Part of this same group is also responsible for planning and holding the Concours d' Elegance at Carillon Point in Kirkland each year in September. Club LeMay holds about 35 collector cars. All but one car is privately owned and not directly related to the LeMay Museum. The LeMay Museum's car at Club LeMay is a red Murphy-bodied, 1930 Model J Duesenberg convertible.

Club LeMay has a nice mix of American, English and European automobiles. Cars such as Bugatti, Rolls Royce, Delahaye, Packard, MG, Aston Martin, Turcotte Marie, Bentley, Hudson, Porsche, Ferrari and the occasional race car are often seen at Club LeMay. Over a year period of time, owners rotate the cars that are kept at the facility.

The connection with Club LeMay is fairly new. The founders of



the old Suite 200 formed a partnership with the LeMay Museum in Tacoma a little over a year ago. Now, on most Saturdays, members meet for a light lunch and talk cars at the weekly "Tire Kicking Session." The linkage with LeMay has also encouraged organized tours with the cars. These tours can be anything from a one day tour up to Mount Rainer, a three day tour to the San Juans and Olympic Peninsula or a week long tour to the annual concours at Pebble Beach.

Morgan club members who attended the Club LeMay visit include Michael Amos, Patton Buchan, Bill Button, Dick Dice,



Lee and Judy Harman, Tim Johnson, Kay Jones, Judd and Marishka Marten, Steve Miller, Jim and Rose Moran,

Mark Reutlinger, Craig Runions, Jerry and Nancy Stafford, Gary and Susan Van Hook, and Ron Weiskind.

## What Does A Morgan Mean?

Lorne Goldman (7/22/06 on www.mogwire.com)

I worry that the MMC is campaigning hard to change the traditional perception of a Morgan and their owners.

This effort is evident in the latest MMC advertising prose and the new "exclusive" Aero-owners-only Morgan Aero Club. It is apparent in the many "limited" editions these days and the aggressive plans to license the wings logo for high-end merchandise in the UK and the NA. It is obvious in the price of these day tickets - more costly than a four day pass for a Gold Seat at a Formula I Grand Prix.

Morgan owners worked for 10 decades to create the world's perception of the car. It was that perception I had when I bought my Morgan and I loved it then and I love it now. When our cars are recognized they gather kids and geezers eager to show what they know of it. We leave a trail of smiles behind us.

Morgan owners are seen as the lovable rag-tail adventurers of the auto-world. (I don't think Bill Fink has been out of worn blue jeans and jackets since Keeble College and I doubt Greg Flaving has either! [smile]) This is the honor of owning a Morgan

- an association with a non-effete bunch of fun-lovers a century long.

I have owned "high-end" conspicuous consumption cars. I don't now. If you are looking for a happy relaxed welcome from strangers, I don't recommend one to you, regardless of their 0-60. You won't get approached by proud parents asking whether their young daughter can pose with them on her Communion Day in Dublin. Actually, you won't charm a soul, only make them envious (surely the worst emotion mankind has ever concocted).

I have my doubts the Factory will succeed in giving a Ferrari-price perception to all our cars. If they do we will lose much and they will gain little. However, what they can do and must succeed to some degree is to attract different people into our community, those poor souls who need the trappings of very apparent wealth and exclusivity.

The truth is that most of the world cannot tell the difference between a 2006 Roadster and a 1958 4/4. So there it is in a nutshell. Should your Morgan be marketed as a mark of great wealth, exclusive to a "select" group? Will that get you new friends and a free pint in an unknown roadside pub? Or will it get you mugged instead? (sad smile)

## VanDusen ABFM

<http://www.westerndriver.com/abfm/general.htm>

The 22nd anniversary celebration of the 2007 Vancouver All British Field Meet (ABFM), dubbed "The Greatest Show on British Wheels," will take place Friday, May 18 to Saturday, May 19, 2007, Victoria Day Weekend. This annual celebration of the British motor car is the largest of its kind in Western Canada, with close to 600 cars displayed at the beautiful VanDusen Garden and more than 5,000 attendees.

The magnificent garden setting, brass band music, piper, concessions, swap meet and vendor booths all complement the wonderful display of British cars and bikes to make this a very special event for enthusiasts and those merely looking for a walk down memory lane.

Vehicles in any condition, including restoration projects, modified and race cars, are encouraged to be part of this annual event. The Vancouver ABFM is not a concours event, but recognition is given to owners who have done a fine job of maintaining or restoring their car(s).

Visit the Western Driver website (above) for a registration form.

## Where's My Dearstalker?

Submitted by Ron Theroux, from R&T via eMog

SNIPPED FROM E MOG ..... seems to fit us collectively? (wide grin and ducking for cover!)

That is an article in R&T. Of course, you need to read and contrast Morgautics to the other car owners dissected by Mr. Egan.

In this month's issue, in Peter Egan's article regarding what certain types of car owners are like including Porche, Alfa, Cadillac, BMW. Izetta is Morgan Owners.

"QUOTE" with all due respects and credit to Peter Egan.

Morgan Owners:

1. Will buy any dark ale with a reasonable amount of body and/or yeast sediment in the bottom; will shun any product with "Lite" in the title, be it beer, cottage cheese or music. Wooden boats sell well in this market, as do fabric covered biplanes and any tweed sport coat that causes extreme itching. Things that stave off hypothermia, such as Bovril and sheepskin Irving jackets, are big sellers here.

2. Will watch any Masterpiece Theatre episode featuring brass telescopes, Sopwith Camels, Webley revolvers or the ruins of the Cistercian abbey. Movies with Basil Rathbone or Peter Cushing can be expected to move briskly in the DVD section as with any adoption of an Evelyn Waugh novel. Morgan Owners are still awaiting William Manchester's third volume of the Churchill biography when we finally to the good stuff, ie., the Blitz.

3. Dead giveaway item in the refrigerator: Chutney.

4. Politically, Morgan Owners care a whit about gun control, but will vehemently oppose any political candidate who proposes crossbow control. Will also vote "yes" on any school referendum that makes a financial provision for ivy and leaded-glass windows.

## 1963 Morgan Prices & Specifications (why didn't I buy one at those prices?)

Submitted by Robert Couch, from a 1963 Road & Track

Morgan Model	Price	East Cost	P.O.E.	Length	Height	Curb weight	Engine size, cc	Bhp @ rpm	Torque @ rpm	Mph/1000 rpm
4/4		\$2,394		144.0"	48.0"	1460	1499	59.5 @ 4600	82 @ 2300	15.5
Le Mans		\$3,893		144.0"	48.0"	1680	2138	120 @ 5500	n.a.	21.0
Plus 4		\$2,962		144.0"	52.0"	1856	2138	105 @ 4750	128 @ 3350	21.0

## Devil's Punch Bowl

Based on email from Heinz Stromquist

If the two extra motels fill up, and we know about it soon enough, we should be able to find accommodations somewhere else, e.g. at the Inn at Otter Crest. I've had to rethink the entire event because of its size so I'm sure that a few more will be just fine. [Editor: This will be the biggest ever - contact Heinz NOW!]

## Portable Auto Storage

Matthew Litwin

Air Chamber USA recently unveiled their portable, controlled-environment storage system for collector, exotic, high performance and luxury automobiles.

Air Chamber is the world's only drive-in storage unit that creates the ideal conditions to preserve valuable collections from rust, mildew, dust and mold. It's a cross between a robust tent, a transparent car cover and a portable garage, thanks to a lightweight, semirigid frame for easy mobility, instant access and protection against contact.

Available in a variety of sizes, the Air Chamber's unique design minimizes potential for damage to vehicles caused by hidden moisture and condensation by circulating clean air across the vehicle's surface. It also features exclusive electrostatic filters that prevent airborne particles — such as dust and sand — from collecting on a vehicle. In addition, it has a UV covering that filters out harmful light that can fade or crack the paint or interior. The Air Chamber offers minimal power consumption that allows it to be plugged into virtually any normal 110-volt outlet.



## Troubles with Body Filler?

Second Chance Garage

"An Easy Way to Learn About Restoring Cars"  
([www.secondchancegarage.com](http://www.secondchancegarage.com))

This tip was on the Hagerty member website.

Anyone who's used body filler knows how difficult it is to spread over "delicate" areas. You know: when the filler has to spread over a very thin imperfection or just has to provide that "last little surface."

The problem is that the filler is fairly viscous and resists being spread in a thin film. The result is air bubbles or a thicker-than-desired surface that requires more careful sanding. While there are specialized fillers designed to spread more evenly, here's another useful idea: Add a little liquid fiberglass resin (you invariably have a big can of it that will never get used up!) to the body filler and catalyst mixture. Stir everything well (the catalyst works in both products, so don't worry) and there you have it - a smooth, less-viscous, creamy mixture that will spread beautifully.

# Oil is Killing Our Cars (Part 3)

**Keith Ansell**

*Keith Ansell is President of Foreign Parts Positively, Inc. in Brush Prairie, Washington (www.foreignpartspositively.com); Submitted by Malcolm Buffum, MOGNW Member, Portland, OR. The article is from the Columbia Gorge MGA Club's MGAnnouncer; Their disclaimer: "Contents, including technical advice, are the views of the author and do not necessarily reflect the views of the organization. Application of this advice (and all advice in technical articles) is at your own risk."*

## Summation and New Information

First is that there is a problem, lack of ZDDP (Zinc Dialkyl DithioPhosphate) in modern oils kills at least our cams and tappets. There seems to be no known alternative.

Second, our cars are a small percentage of the total market and BIG Corporate, the American Petroleum Institute and possibly government have made decisions that are detrimental to our cars. This problem isn't going away.

Third, that many oil companies may have products that will continue to function well in our cars. Castrol, Redline, Valvoline, Standard, Mobil, Amsoil and others have now commented on the original article and are making suggestions. For some companies they are offering short lists of "acceptable" oils, others just one. One company has responded without any substantive information in a two-page "bulletin;" by their account all their oils are superior and applicable. This is typical of many larger companies.

Fourth, same oil manufacturers are pointing to metallurgy, blaming poorly built cams and followers. This may have some validity but the bottom line is that there has been a big increase in failures with products that have been on the market with identical product that are now having greatly increased failures. To me the bottom line is, if the lubricants are working there is no contact between surfaces, it shouldn't matter what the materials are, within reason.

Fifth, on "modern" production cam, stay with the manufacturer's suggestions. For any car produced before about 1990 the owner needs to be aware that the factory-suggested lubricant may have changed and may not be applicable. Flat tappet, stock, performance or modified may be affected. MGBs from 1975 to 1980 must choose to sacrifice the cam or the catalytic converter as an example of how difficult the decisions are becoming!

Yes, there is more! Castrol does understand our dilemma and is actively looking into what it can do to support our cars. We

can expect to see products from them with specific application to classic cars. Shell's Rotella will be good until about June or July of 2007 with possibly nothing after that date. Red Line will be offering a "break-in" oil soon after the first of the year. Delo (Chevron) will also be questionable after the new "CJ-4" standards come in the middle of 2007.

Now the important information - oils that may be correct for our cars today (as reported by manufacturers by 12-15-06 - NOTE that many have changed their recommendations over the last three months!):

Castrol: Syntec 5W-40, Syntec 20W-50, Grand Prix 4-Stroke Motorcycle oil in 10W-40 and 20W-50, TWS Motorsport 10W-60 (full synthetic, available only at BMW dealerships), BMW Long Life 5W-30 (full synthetic, available only at BMW dealerships).

Red Line: 10W-30, 10W-40 (Synthetic oils)

Valvoline: VR-1 20W-50 (Conventional oil)

Amsoil: 20W-50 (TRO), 10W-40 (AMO), 15W-40 (AME) & 20W-50 (AXO)

Mobil: Mobil 1 5W-30 and 20W-50 (Synthetic)

Chevron: Delo 400

Shell: Rotella

What we are doing at Foreign Parts Positively has been difficult to determine but with few options left, the following is what we are forced to do. Some of our choices have been based on the manufacturer's willingness to help and specific reports. We are sure this list will change in the next months with Castrol and Red Line responding directly to our needs.

- Break in: Delo 400 30W (A break in oil will be available from Redline soon!)
- Conventional oil: Valvoline VR-1 20W50
- Synthetic: Red Line 10W-30 in newer engines, 10W-40 in older engines.
  - Break-in is now 3,000 miles (using Delo 400 30W) before changing to running oil.
  - Oil change interval: 1 year or 18,000 miles with Red Line synthetic; 1 year or 2,500 miles with conventional oil (Valvoline VR-1 20W-50).

Thank you to Castrol, Redline, Christiansen Oil. Materials have also been received from Valvoline, Mobil, Shell, Standard Oil and Amsoil. We're sure this subject will continue: Please forward any new information on this subject you may encounter to me at [Kma4285@msn.com](mailto:Kma4285@msn.com) or 360-882-3596.

*[Malcolm's update to the article: "Keith reports that Castrol has withdrawn their recommendation for almost all of their oils for our problem, and expects to offer new oils this spring. Redline is coming out with a new "break-in" oil.]*

## Reformulated Motor Oils and Your Flat-Tappet Engine

### Hagerty Plus Website, Foreign Parts Positively and Hot Rod Magazine

In an effort to reduce harmful emissions caused by the burning of engine oil, manufacturers have reduced or removed some oil additives that are essential to keeping older engines running. Flat-tappet engines common in older British cars as well as Volvos and some American engines are wearing cams and lifters at a remarkably high rate.

Opinions as to the cause of this phenomenon vary to some degree. However most agree that today's oils are not formulated with flat-tappet engines in mind as they are no longer produced for by any major automobile manufacturer.

In the last two to three years, there has been a reduction in

the amount of zinc dialkyl dithiophosphate (ZDDP) contained in motor oils recommended for use with gasoline engines. In flat-tappet engines, this additive protects lifters and cam lobes from premature damage due to heat and friction by acting as a sacrificial layer between the cam lobe and lifter.

There are a number of readily available solutions for the old car hobbyist. See the resources below to find out how you can protect your engine.

Keith Ansell, owner of Foreign Parts Positively a shop specializing in British cars and located in Brush Prairie, Washington has researched and written extensively on this topic. (Older British cars are nearly exclusively powered by flat-tappet engines.) His website, including contact information can be found at [www.foreignpartspositively.com/](http://www.foreignpartspositively.com/).

Click the link below for an article from the June issue of Hot Rod Magazine regarding flat-tappet cams and reformulated oil.

**Hot Rod Magazine Article on Reformulated Motor Oil:**  
[www.hotrod.com/techarticles/engine/flat\\_tappet\\_cam\\_tech/](http://www.hotrod.com/techarticles/engine/flat_tappet_cam_tech/)

# Adjusting the Steering Box

## Cuthbert J. Twillie, of the Backbay Twillies

Friends,

Finally getting some drives in the newly rebuilt Phantom Mog. Of course this requires some dialing in as little oopses come to light. The toe in was at a half inch, and this makes for a really twitchy car.

Next was the two inches of play at the steering wheel rim. First call is to Toby Tuttle for a little hand holding. Toby's soothing words are; "figure the steering box has never been adjusted." Jack up the car, remove the front wheels. I did this but still wonder why I removed the right front. Drop the drag link from the box's steering arm so you can feel the action on the steering wheel without additional dead weight. Fred Sisson's advice is to ensure the bolts are tight on the top and on the bottom end of the steering box.

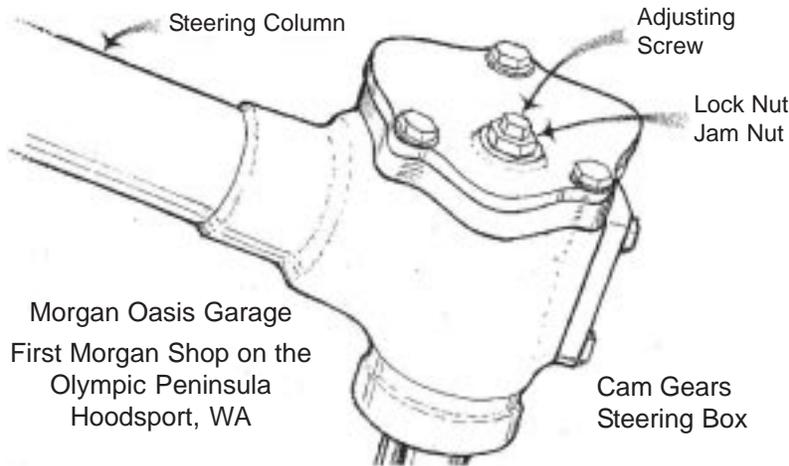
There is an adjust-

ing bolt and a lock nut on the adjusting bolt. The lock nut is loosened and the adjusting bolt is turned clockwise. I did this maybe two times at an eighth of an inch (1/8") and this was way, way too much and it tightened the steering wheel almost solid. So I backed off and adjusted it probably a sixteenth of an inch (1/16"). A tiny little amount. This gave about a half inch of play at the steering wheel rim.

I put it altogether and drove the car. It WAS better BUT it could be even better. So back on the jack, off with the wheels and drop the drag link. Now, with a little experience and confidence, I adjusted it to likely a quarter inch (1/4") play at the dear old Brooklands wheel rim.

In reading Ken Hill's Morgan Trilogy, he says to back off the lock nut two full turns, then turn the adjusting screw down until it stops hard. Then back it off an eighth (1/8) of a turn. He also says that 1/4 inch of play at the wheel is the correct adjustment. Mr. Hill has written many books on Morgans and owns a lovely LeMans replica he inherited from Dick Pritchard.

### Cuthbert's Epistles to the Mognoscenti



# The Role of Oil in a Classic Car (from the Castrol UK website)

[www.castrol.com/castrol/sectiongenericarticle.do?categoryId=9002095&contentId=7003942](http://www.castrol.com/castrol/sectiongenericarticle.do?categoryId=9002095&contentId=7003942)



The formulations required for modern vehicles are very different from those needed for older vehicles. Oils for modern engines comply with the latest API ratings of SG and SH and are ideal for the design of a modern engine. A classic car engine has the opposite characteristics with cork/

graphite/rope seals, low pressure cog driven oil pumps, wider oil ways with greater dependence on "splash" and "cling" lubrication, lower revving with lesser machine tolerances. Such a widely different specification demands a totally different lubricant.

The Castrol Classic Oils range offers formulations for older vehicles that have been specially blended for the work they have to do.

Inadequate detergent will result in gum and lacquer clinging to the hotter engine components - too much detergent can cause a build up of metallic ash in the combustion chambers of older engines. In older engines with traditionally high oil consumption, this will cause detonation and pinging.

In older engines where the carbon has built up over a number of years the detergents can also have a scouring effect causing the carbon to flake off, blocking up oil galleries and spray jets. High levels of detergent will "wash" traces of carbon from seals and gaskets, revealing oil leaks.

Inadequate antioxidant and the oil will permanently thicken

during high temperature motoring, with large amounts of gum and varnish clogging filters and piston rings.

Inadequate anti-wear additive and the oil film between moving parts breaks down prematurely, resulting in metal to metal contact and irreparable damage.

Inadequate corrosion inhibitors and engine internals become pitted with corrosion and rust from acids and water formed during combustion.

Inadequate dispersing results in soot, wear metals and the by-products of combustion settling out in the sump to form a thick sludge, that will block filters and oil ways. Inadequate pour point depressant and the oil ceases to flow at low temperatures, with excessive strain on the oil pump or in certain cases, oil starvation on start-up causing complete failure of the lubrication system.

Castrol Classic Oils are formulated in the style of the original products but using the most appropriate additive technology to provide the best protection for your classic engine.

[Editor's Note: Apparently Castrol Classic has been available in numerous formulations in the UK for quite some time. For more, go to [castrol.com](http://castrol.com), select UK, and search on "Castrol Classic."]



# The Morgan Dash: Brown Wrinkle Paint and Tan Carpet Problem

Robert Couch in Sunny Sequim

I would like to offer the following addition to the tech article on refinishing Morgan dash panels. Having been a Morgan restorer for 30 years, I have had to be able to have the right parts and right finishes so as to be able to present my customers with the most accurately restored Morgans possible.

For years a company called Illinois Bronze supplied a number of wrinkle spray paint colors including one called British Brown. I could never figure out why a company in Illinois would make a British Brown wrinkle paint, but it was a perfect match for the pre-62 Morgan dash panel. I say pre-62 Morgan because in case you are wondering about brown and black panels. All 1950-61 Morgans came with cream switches and gauges and had the nice chestnut brown panel with the nice cream glove box carpet. A word on the carpet in a minute. When Morgan changed to black gauges in 1962, it meant, you guessed it, black dash panel and black carpet. Illinois Bronze is in fact the company that supplied most of the auto specialty companies with their special spray paints like wrinkles and hammer tones, but unfortunately they stopped making the British Brown wrinkle paint years ago. Yeah, I know, I should have bought 500 cans of it back in 1980.

There is hope though. I have had a specialty powder coat company custom mix a perfect match of powder for me. It took 6 months and three tries before I was happy with it but they stuck by me all the way, wanting to help me with what I needed. It helped to send them a nice picture of one of my restorations. It sort of inspired and lit a fire under them. I had to buy five pounds of the stuff, enough to do about a thousand dash panels. Please don't all 1,000 of you call and line up at once as I only have enough left to do 997 cars. The advantage of the powder coat over the paint is of course durability.

If you have a 1962 or later Morgan here is some technical info on the proper procedure to spray the stuff from a can although most good powder coaters would have black wrinkle powder in stock and even I would go that route these days. Though getting a perfect wrinkle finish can be a real pain in the can, I will settle for nothing less. There is one procedure that is very important to achieve a really successful wrinkle finish. Any way you prep the metal, the paint will wrinkle. But what I would hope you want would be that perfect wrinkle that is uniform and without defects (fisheyes and some heavy, some light wrinkle) in the finish.

Slippery is the important word. The wrinkle needs to move to do its thing. If you sand blast or glass bead the panel to strip it, it must be sanded down really smooth with 400-600 grit paper. Even if stripped in any other way, a good sanding will help.

The other important point is no primer. I have worked on hundreds of Morgans and I have never seen one factory car brown or black dash that had primer under the wrinkle paint. The reason is the primer makes it hard for the wrinkle to move as it cures. This fact comes right from the manufacturers of wrinkle paint. Three heavy uniform coats are needed.

Now one last thought. All the panels I did I heated from

underneath very carefully with a torch in order to speed the curing process and prevent a gloss finish. If over heated, like bubbling, the paint will not wrinkle in spots and you must strip and respray. I know, I mucked up a few in 30 years.

The powder coat is so much easier. Wrinkle paint if left to itself will cure with a slight semi-gloss finish which is not original on the Morgan. I suspect that the company that supplied the panel baked the panels in some sort of oven. So there is hope for you pre-62 Morgan owners. Your panel can look again like the one in the picture.



Carpet - the original supplier for Morgan carpet in the 50s, 60s and 70s was a company that made 100% wool carpet called RB which stands for rubber back. It is just like the Wilton 1, 2, and 3 carpets but it was slightly thinner than the thinnest Wilton carpet and cost less. Wilton carpet also has a rubber backing to it. The nice thing about the rubber backing is that you can cut

this carpet and it will never come apart on the edges as it is held together by the rubber coating on the back.

Ever buy some of that yucky vinyl plastic carpet and trim it and have the edges all come apart? That's what carpet binding was invented for. In 30 years of Morgan restoration I have had my chance to see some pretty beat up Morgan glove boxes but I have never seen a glove box with carpet coming apart at the edges. Dried out, rotten, discolored, yah, but still intact along the edge.

This RB carpet is that nice 100% wool carpet that was used in most fine British sports cars for years. The Wilton has also been the choice of carpet for years in Rolls Royce and Bentley cars.

A few years ago Morgan went over to the vinyl carpet, maybe to save cost but boy does it look cheap. I remember the first interior kit that I got for an early +8 that I was restoring that had this vinyl carpet with it and the carpet ended up in the trash bin, that stuff was not going into one of my fine restorations. What to do? I bought Wilton 3 carpet which is just barely thicker than the original RB carpet. It's 100% wool and rubber backed and comes in lots of nice colors but not the original light RB tan used in the pre-62 Morgan glove boxes.

Now the bad news is the RB carpet company is out of business like so many other fine old British companies. There has been, as far as I know, only one USA supplier for this carpet. The good news is that I bought the last of the original tan RB carpet they had. Yards of the stuff, probably enough to do hundreds of glove boxes.

There is hope to get that Morgan dash looking new and original again without any questions or stress, except maybe hooking up all those wires behind that dash panel! Call me I can help. Have fun.

Dr. Robert can be reached at 360-582-9020.

*Editor's note: Wonder what happened to Illinois Bronze?*

*"In 1990 Sherwin-Williams added the well-known Krylon and Illinois Bronze lines of aerosol paints to its holdings."*

*Source: [www.answers.com/topic/sherwin-williams-company](http://www.answers.com/topic/sherwin-williams-company)*

*A response from Sherwin-Williams in an email on 2/28/07: "Wrinkle finishes were used in automotive applications for interiors and some engine parts in the 50's. We sell two wrinkle finish aerosol products under the Krylon brand that can be used: 3370 Black Wrinkle Finish and 3380 Red Wrinkle Finish."*

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Sweatshirts just go with Morgans any time it is cool. The embroidered Morgan wings tell everyone about your favourite car is a subtle way. Colour: Grey

Sizes: S, M, L, XL, XXL

**\$20 Postpaid**

## The Little Golden Yellow Morgan

Jane Cowan (MOGNW, Victoria, BC)

When I was 19 and newly married, I was asked what I wanted more than anything else in the world. I said, "A Morgan car." This was a time of little money and many hopes and dreams.

Three years later, in 1969, my husband and I were set to travel in Europe for several months visiting friends and family. He made all the travel arrangements including, I thought, car rental. When we arrived in London he said we had to travel a little further north to pick up the car. I found this surprising as I thought cars would be easily available in London. However, I followed his lead.

We travelled to Malvern by train, and he left me at the village green whilst he went to find the place where we were to pick up the car. He soon returned and I followed him down the street and around a corner.

I couldn't believe what I saw! There was the Morgan Car Factory and Mr. Morgan himself came out to greet me with the words, "You must be Jane. Your car is waiting for you inside." In a state of shock I was lead into the workshop and there was this little yellow car waiting for me to choose its belt before heading on down the road.

My husband had ordered it a year in advance and this was his belated wedding gift. Needless to say, I cried with joy!

Over the following months we travelled throughout Great Britain and the rest of Europe from northern Norway to Rome. We returned to the Morgan Factory and had the car shipped to BC where it was reassembled and put back on the road. It's been across Canada, through the northern United States and done many exciting coastal trips to southern California. Years later Rowly and I went our separate ways and Rowly insisted I take the car as he had bought it for me. I've been driving it all these 38 years, and it's hard to imagine my life without it!



## 26th Annual Tulip Rallye

Ken Bottini, MG Car Club, Northwest Centre, Seattle

The 26th Annual LaConner Tulip & Daffodil Rallye will be

**Date: Saturday, April 21st**

**Time: 9:30 am (Rallye start)**

**Place: Cascade Mall, I-5 Exit 230**

Come enjoy spectacular scenery and don't forget your camera! This year we are "in search of flowers and strange animals." Each car club with three cars will have a 1st Place finish! *[Editor: Midlands and Northern Pod members, this is a big event and a great one. Let's have a good showing of Morgans!]*

The tulip Rallye is a gimmick rallye where questions take the place of time/distance checkpoints, so everyone should be able

to compete successfully. All you need is a sharp eye and a sense of humor. Please note – speed is not recommended! You might want to pack a picnic lunch to enjoy at the end point while the scores are being tabulated.

To register, just send your name, address, car, and club along with US\$12 or CDN\$12 per car (US\$15 or CDN\$15 day of event) to the MGCC 12835 N.E. 36th St., Bellevue, WA 98005-1323. An entry form is at [www.mgcnwc.com/tulip.htm](http://www.mgcnwc.com/tulip.htm).

Directions: From I-5 take exit 230 and head east on Highway 20. Take a right at stoplight onto South Burlington Blvd. Take a right at next light onto Cascade Mall Drive. Go straight until you see the white MG Car Club tent, where you will check in.

For more information call Ken Bottini @ 425-883-9615, 425-883-9615 or E-mail: [Rosalie.Bottini@Verizon.net](mailto:Rosalie.Bottini@Verizon.net).

Please bring some canned food for Northwest Harvest!

## Expert's Panel: Radiator Caps

[www.gomog.com/panel/response36.html](http://www.gomog.com/panel/response36.html)

Question: "Both of my +4s (race and street) seem to blow water out the top of the radiator resulting in water loss and perhaps electrical problems such as a wet distributor. Do you have specific advice on radiator caps for '59-/67 Plus 4s? It seems the caps are longer than the standard Stant caps. Is this right? Is there a model number for Stant or other caps?"

**Bill Fink:** There is a longer radiator cap used on +4s - it has a 1.25" neck, and is a Stant R-5, 4 lbs. Napa #703-1410.

Bill Fink

**John Sheally II:** Just go to any auto parts shop, I prefer NAPA, and ask to see their STANT catalog which lists applications and neck size and depth as well as pressures. Application depends on the bore and compression of your engine. The type and size of radiator also will influence the cap. On Plus 4s, I always ran

without a thermostat in warm weather and a 180 degree in winter for heater use. The cap normally used is 12 to 14 pounds and I like the pressure relief type with the red lift handle. Your radiator will always seek its own level after it is filled to the top and gets through its first heat cycle. It also varies as to applications and features of the vehicle. Usually, with a stock Plus 4, it will kick out one to one and half pints after the first cycle.

**Greg Solow:** The proper cap for a Plus 4 is a Stant R-5. This is a 1" deep neck 4# cap. Unfortunately, there is no such thing as a deep neck "recovery cap." I have tried to have some made but the cost was prohibitive. Using a 7# cap will eventually cause leaks in the radiator, although using a 7# cap for short periods of time seems OK.

**John Worrall:** If you are blowing water out of your radiator, it may be a good idea to put an expansion tank on the bulkhead of the car as do the current Morgan models. This will at least reticulate the water as well as slightly increasing the capacity.

# A Few Thoughts on Cooling

## Moggie Mechanic

When was the last time that you changed the antifreeze in your Moggie? If you are like most of us, it was most likely a long time ago. Manufacturers recommend that you change your antifreeze every two years unless you use that very expensive long-term antifreeze. If you have not changed your antifreeze in five years then you are living on borrowed time and it is time to bite the bullet and put in some new.

I noticed in the last edition of the NWMogazine that there is a variety that is not toxic to animals and uses propylene glycol. This would be great, as I know that British cars frequently leak.

When you drain out the old antifreeze, check its colour. If it looks really bad, maybe it is time that you took Moggie to the radiator shop for a radiator flush and start with new clean fluid. Remember, antifreeze not only stops your radiator from freezing but it is also a lot better for cooling than plain water and has additives that protect the inside of your engine.

Whilst you are changing the antifreeze it is also time to do a lot more checking so that you can find problems before they happen in the middle of the M5 at rush hour.

Check your radiator cap to make sure that it is still working and sealing correctly. If you cannot remember when you last changed it, then it is most likely time for a new one. Your instruction manual will tell you the type that you need. For the older Plus 8s it advises at 15 pound cap; Plus 4s with Triumph engines advise a 4 pound cap; older 4/4s advise a 10 or 13 pound cap. I have found that with an old engine and old radiator I like to use a 4 pound cap on all the 4 cylinder engines as it provides sufficient cooling and does not unduly test the radiator and hoses.

Another thing to check are all your car's hoses. You may need to get on the floor to test the lower radiator hose. Test all the hoses by squeezing them when they are cold. If they feel "punk" (kind of soft) replace them before they let you down. Look at the old hoses carefully. If they are developing minor hairline cracks in the surface it is time for a change. If you take your old hose to a local spare parts dealer (NAPA, Lordco, etc.) they can usually find something that will fit or a flex type hose that is a lot cheaper than buying hoses from a Morgan dealership. Make sure that the ring clamps that hold the hose onto the engine and radiator are tight but not cutting into the hose and check that the hose is far enough onto the metal part and will not slip off with the "wiggling" of the engine. My advise: if in doubt about a hose, replace it as it is a lot cheaper to replace the hose than pay for a tow when you loose all the water and antifreeze at the worst possible time.

If you have had a leak it can be sealed in an emergency with a proprietary radiator leak sealer such as Barsleak. I always carry a bottle of this in my spares as if I don't need it someone else

will. Follow the instructions on the small bottle carefully, but remember that this is only a temporary repair. It will get you home but don't rely on it forever or you will eventually be calling a tow truck. At your earliest convenience take out the radiator and get it to a repair shop for repair and flush all the leak sealer out of your engine with lots of water.

Removing the radiator is a whole new article, so if you are unfamiliar ask some of the more mechanically minded Morgan

owners. I do not recommend taking it to the shop for them to take it out =unless they know Morgans as it is a rather unique job.

If you are having lots of leaks or over heating, it may be time to have your radiator recored whilst you have it out. I recommend that you recore it with a high efficiency dimpled copper core. This is much cheaper than the new aluminium radiators and I have found it to be just as good.

Ron Weiskind informs me that he has successfully lengthened the radiator in his early Plus 8 by 2 inches and with the

high efficiency core has managed to solve the over heating problem. Ken Miles has lengthened the radiator on his Plus 4 by 1½ inches and tells me that he can comfortably cruise his at 70 and over in 120 degree heat or idle in a traffic jam with no over heating problems. I am sure that either of these members would be more than willing to share their knowledge with you and help with either cooling or over heating problems.



I hope that this has answered a few questions and not posed too many more. Remember, one of the reasons for joining a Morgan club is so that you can find out more information. Don't be afraid to ask other members. I'm sure most of them would love to help and you know how Morgan owners love to chat.

Happy Motoring, M.M.

# Southern Pod Report

Wayne Harris

The announcement that Heinz Stromquist was retiring as Southern Pod Rep came as a blow to all in the South as he has been our leader for these past eighteen years. Thus it is with humility that I presume to follow his lead.

2007 started out with a blast, that is, a blast of cold air out of the north leaving Portland with snow and ice at the time of our January meeting. We all stayed home.

Our February meeting at Pyramid Brewing brought 15 members and guests together for dinner and conversation. Present were Fred Bowman, Dick and Ann Tilden, Bob and Claire Hauge, Malcolm and Dee Buffam, Heinz and Wanda Stromquist and mum Gloria, Mike Miles, Wayne and Linda Harris and their guests Bill and Kathi Snauffer.

Much of the conversation centered around the photos and program the Snauffers brought of the 2006 Le Mans Classic. Many of the photos were of the numerous Morgans on display and there was one mystery photo which Mike Miles probably identified as a mid-30s Talbot.

Heinz reported that the Devil's Punchbowl Run will have more cars and people than ever before, 26 cars with 50 participants. WOW! This is going to be a great Morgan year.

## Internet Movie Cars Database

Craig Runions

Want some fascinating surfing? Check out the Internet Movie Cars Database. There are sets of photos from about 30 movies and TV series. Each set of photos contains photos of cars in the movie pro TV show. There are lots of Morgan shots!

[www.imcdb.org/vehicles.php?make=Morgan&model](http://www.imcdb.org/vehicles.php?make=Morgan&model)

### I Want To Buy A Morgan!

I'm seriously in the market for a Morgan 4/4 or Plus 4. I prefer a two-seater and a car that is in good to very good condition.

Please contact:

Dave Doroghy  
604-732-7808 or  
Doroghy@hotmail.com

# Northern Pod Report

Heidi Marshall

The Northern Pod has enjoyed a successful start to 2007. The first event this year was the Robbie Burns run that was held January 28th. Nine Morgans ventured out into the cold that brisk Sunday morning, with one more joining us at lunch. As always the Robbie Burns run was a great kick-start to the year. Thanks to Mike Powley for organizing the run.

February saw the return of another Northern Pod annual event - the "Hearts and Tarts" run was held Feb. 18th. This run included a great tour around the Delta area with a fun stop at a local winery that was followed by lunch at our host organisers home. Thanks to Liz and Steve Blake for coordinating the run and for welcoming us into their home.

As for upcoming events, please mark your calendars for a new event. The Fraser's have offered to host a wine tasting at the



home in Langley on April 22nd. Details to be emailed to Northern Pod members.

May marks the return of the ever-popular All British Field Meet held at Van Dusen Gardens in Vancouver. This year the show is scheduled for Sat. May 19th. Let's show some Morgan pride! Each year the Morgans enjoy a great location at this show so lets ensure we once again have a strong presence, one that "wows" the attendees when they enter the show.

As mentioned we have already enjoyed a few runs, plus have more scheduled. I am however looking for a volunteer to organise a June event. Anyone interested is asked to let me know.

Finally, thank you to all the MOGNW members who have made me feel welcome - I look forward to being your Northern Pod Rep for 2007.



This photo simply defines class!

# THE 2007 MOGNW CALENDAR

Please send updates and corrections to sphutchens@hotmail.com. The March NWMogazine should have a complete 2007 calendar.  
**Colour code (if you get this digitally - otherwise everything is black):** **Island** **Midlands** **Northern** **Southern** **All MOGNW & Other**

Mar 17	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Mar 20	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Mar 24-25	Sat-Sun	MOGNW Winter Banquet, La Conner	Mike Amos	425-881-2054	meamos@gte.net
Apr 17	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Apr 21	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Apr 21	Sat	26th Annual LaConner Tulip & Daffodil Rallye	Ken Bottini	425-883-9615	www.mgccnwc.com/tulip.htm
Apr 22	Sun	Northern Pod - An Afternoon of Wine Tasting (see p. 3)	Heidi Marshall	604-945-7978	hhmarshall@telus.net
May 15	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
May 18-19	Fri-Sat	Vancouver ABFM, VanDusen Gardens			www.westerndriver.com/abfm
May 19	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Jun 16	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Jun 16-17	Sat-Sun	Island Pod Father's Day Weekend	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Jun 19	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Jun 21-24	Thu-Sun	Devil's Punch Bowl XI (the biggest ever!)	Heinz Stromquist	503-224-9576	heinzal@pacifier.com
Jun 29-Jul 1		Pacific Northwest Historics, Kent WA			www.northwesthistorics.com
Jul 6-8	Fri-Sun	Rally in the Valley, Kelowna	Bill Sinclair	250-868-0408	www.okvalleyrally.com
Jul 17	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Jul 21	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Jul 22	Sun	Brits on the Beach, Transfer Beach, Ladysmith, BC	Wayne Peddie	peddie@telus.net	members.shaw.ca
Jul 28	Sat	19th Annual Western Washington ABFM, Bellevue	Arnie Taub	www.abfm.com	ataub@worldnet.att.net
Aug 4-5	Sat-Sun	Historic Motor Races, Mission Raceway, Rivers Edge, BC			www.vrcbc.ca
Aug 18	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Aug 18-19	Sat-Sun	Wine Tour IX	Wayne Harris	503-472-1911	harriswl@verizon.net
Aug 18-19	Sat-Sun	All British Meet at Filberg Gardens, Comox, BC	Karen Whitworth	250-388-0026	www.oecc-comox.com
Aug 21	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Sep 1	Sat	Portland AFBM, Portland International Raceway			www.abfm-pdx.com
Sep 15	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Sep 18	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Sep 22	Sat	Whistler All British Run	Colin Fitzgerald	604-253-4145	
Oct 16	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Oct 20	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Nov 4	Sun	Ladner-Bellingham All British Run	Ken Miles	604-576-8036	kenmiles@shaw.ca
Nov 17	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Nov 20	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Dec 1 or 8	Sat	Pod Christmas Parties are traditionally one of these dates			Contact your Pod Representative!
Dec 15	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Dec 18	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net

## Obituary - Kirby MacDonald

Kirby MacDonald, Ocean Shores, WA  
 (10/29/1932 - 9/23/2006)

Craig Runions received a handwritten note from Jean MacDonald along with a memorial notice informing us of Kirby's death on September 23 from lung cancer:

"Devoted husband, father, grandfather and great-grandfather. Veteran, coin collector, wine connoisseur, octopus wrestler, motorcycle rider, Morgan enthusiast, and, finally, a #1 curmudgeon!"

We are saddened by the passing of a club member and that now there is one less curmudgeon in MOGNW.

Kirby and Jean joined MOGNW in 1997 and attended several Bellevue ABFMs over the years. We are thankful for Kirby and his time as a member of MOGNW. Robert Couch handled the sale last summer of Kirby's original unrestored 1963 +4 SS to Burt Hunter of MOGNW. We are happy that Kirby's SS remains in MOGNW.

Jean's current address: Jean MacDonald, 2309 - 123rd Place SE, Bellevue, WA 98005.

## Welcome Our New Members!

### Daniel Morrison

14819 - 61st Dr SE  
 Snohomish, WA 98296  
 Home: 425-379-6330  
 Work: 425-705-5280  
 Cell: 425-444-1628  
 danmo@yahoo.com  
 No Morgan

### Anna Rochfort

2010 Byron St  
 Victoria, BC, V8R 1L9  
 250-381-4546  
 armchair@telus.net  
 1958 Plus 4, tan/brown

### Kirstie Rulka

#2201 8920 100 Street  
 Edmonton, AB T6E 4Y8  
 kirstierulka@hotmail.com

**2007 MOGNW MEMBERSHIP AND DUES FORM**

Date \_\_\_\_\_ Spouse \_\_\_\_\_  
 Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_  
 State/Province \_\_\_\_\_ ZIP/Postal Code \_\_\_\_\_  
 Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_  
 Cell Phone \_\_\_\_\_ Email \_\_\_\_\_

Do you want your NWMogazine by Postal Mail \_\_\_ or Email\* \_\_\_?  
 \*(Requires Adobe Reader 4.0 or later, free from Adobe.com)

**Morgans Currently Owned:**

1. Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_  
 Colour \_\_\_\_\_ Engine Size \_\_\_\_\_ Chassis # \_\_\_\_\_  
 2. Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_  
 Colour \_\_\_\_\_ Engine Size \_\_\_\_\_ Chassis # \_\_\_\_\_  
 3. Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_  
 Colour \_\_\_\_\_ Engine Size \_\_\_\_\_ Chassis # \_\_\_\_\_

Do any of your Morgans have historical significance, special equipment, or interesting specifications?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**2007 Dues for Current Members: US\$24/CDN\$27 through 12/31; US\$30/CDN\$36 January 1, 2007 or after**

**2007 Dues for New Members:** US\$2/CDN\$2.25 per month for each month remaining in the calendar year including the current month (example: US\$24/CDN\$27 in January, US\$22/CDN\$24.75 in February, US\$6/CDN\$6.75 in October)

**Remittance Enclosed: US\$ \_\_\_\_\_ CDN\$ \_\_\_\_\_**

**U.S. Members:** Please make check payable to MOGNW and mail your check and this form to Craig Runions, MOGNW Treasurer, 17759 13th Ave NW, Shoreline, WA 98177.

**Canadian Members:** Please make cheque payable to MOGNW and mail your cheque and this form to Pat Miles, MOGNW Secretary, 15410 Kildare Drive, Surrey, BC V3S 6B9.

**Questions:** Email [mognw@verizon.net](mailto:mognw@verizon.net) or phone 206-542-7137



# FIRST CLASS

NW Mogazine  
 Morgan Owner's Group Northwest  
 Steve Hutchens, Editor  
 2090 North Shore Road  
 Bellingham, WA 98226-7864  
 USA