

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.

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.

Please bring some canned food for Northwest Harvest!

Expert's Panel: Radiator Caps

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.