

## more from Humble Freddy.....

The Awards Banquet was held in the outskirts of Kelowna at Okanagan College. Bert, Ruth, and I wisely took a taxi from Bailey's while those staying at downtown hotels were escorted by shuttles. The Okanagan British Car Club really knows how to organize an ABFM. What I especially liked were all the FREEBIES. Professional photos were taken of every car and driver at the meet, then developed and presented at the banquet FREE to all participants. There were GRATIS bumper placards and pins, FREE sunglass cases and leashes, and UNLIMITED WINE on every table to accompany a delicious buffet dinner. FREE entertainment included a bagpiper at the show (it was learned that Graham is his prize pupil), live music and dancing following dinner, a humorous speech from the mayor of Peachland, and the highlight of the evening---- a special visit from Her Royal Highness, The Queen, who was a bit 'in her cups' but entertaining nonetheless. First place Morgan honors went to Ron T., second place to Pat M. and yours truly snatched third prize (much to Ken's surprise and mine too. I guess voters were counting badges this year!)

On Sunday morning I relaxed in the hot tub with a view followed by a tasty breakfast ----both were WITHOUT CHARGE compliments of Bailey's B&B. When I finally departed Val packed a cooler for me with FREE beverages and sandwich for my picnic lunch on the road. I headed Southeast on scenic Hwy #33 across the mountain pass. My destination was Lake Christina, a 3 hour's drive away where my son-in-law's parents have a cottage. My plan? You guessed it----2 more days of blissful 'freeloading"! By now I'm so used to being coddled and pampered that I seriously doubt that I can ever return to the real world.

In closing let me say that RITV is a grand event and I plan to return next year. I strongly encourage all readers to attend and, if at all possible, try to 'do it my way'. Remember 'it's a blessed thing to receive' and there really is a FREE LUNCH !

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## THE ONE SHOT

by Bob Nelson

You have heard many thoughts on this. Some have replaced it with grease nipples. Sounds like a good idea. I tried it for a year and here are my thoughts. You have to grease every several days on a trip. I think also as we were on a run somewhere in Oregon, I noticed our Morgan was getting harder to steer and a scrunching noise appeared when turning. I realized it was the spring twisting on the brass plate connected to the Damper Blades. I purchased a can of spray lube and puddled the lube in the base of the coil spring. The noise disappeared and steering was more free. Using the oil in the one shot you automatically oil this part. I think the only minus of this system, if you really use it, is the oil mess. Although when I used grease it was messy too and harder to clean up. The damper blades I referred to are there to stop the twisting of the front coil spring from affecting your steering and the dreaded Morgan wobble. This blade mounts on the frame and slides in a pocket which has shims under the two bolts that secure it. It should not move from side to side. I do believe this is the biggest cause of the Morgan wobble. And a lack of lube on this plate will add more stress to this system.

Some years ago I drove a friend's Morgan while on a trip. He removed the one shot and was greasing, but had not greased on this 10 day run. This was the hardest turning Morgan I had driven.

I use the one shot in excess. I push the button for a count of 1000 - 2000 - 3000 in the AM as we start, another 1000 - 2000 at mid day and a 1000 - 2000 in the afternoon. It's easy. Just push the button, watch your oil gauge go down, then up and back to normal when the button is released. I think it is very real rare for this oiler button to malfunction. If it is a very warm day and we are driving hard, I will use the one shot more.

Some thought is that the new oils with their detergent action won't lube as well, but I think the viscosity of our 20/50 oil will do a better job on the Morgan front end than our old 30wt non-detergent. I have heard not to use the one shot when oil is hot, but the hot oil from the motor will only get as far as the button. The cool oil in the lines will be pushed into the front suspension. I don't use the one shot while accelerating. Actually you really can't. Recently I talked to 2 Morgan owners having front end difficulties and both infrequently used the system. One car couldn't go over 40 mph, one side of the suspension was froze up

A year ago at a garage party discussing Morgans (what else) I found the host also used the one shot. Well, he remembered it was sometimes. As we sat and drank beer I started up his Mog and started pushing the button as he and another member watched for oil. At first I couldn't get the oil pressure to come up, then the line filled up and the oil pushed down through the suspension and started to run out on his immaculately painted garage floor, puddling under each wheel. At this point I went home.

So these are my thoughts. I now have well over 50,000 miles on my last front end rebuild. I did put the o-rings in last time, and today I just spent 3 hours cleaning my suspension and wheels. Maybe there is a better way. What are your thoughts?