

## Nelson's New Mexico Balloon Trip (continued)

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

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

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

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

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

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

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

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

## WHAT YOU SHOULD CARRY IN YOUR MORGAN

by Bill Button

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

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

## Button's Running Spares (continued)

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

15. Join AAA and carry a Cell Phone.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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