

MORGAN OWNERS GROUP N.W.

March 1982

Dear Morgan Owner,

MONTHLY ACTIVITIES - At our last meeting several more months were claimed by members for a months activity. Spring and early summer months through June are still available. If you would like to arrange a rally or event of some kind as our main monthly activity please contact Tricia Crockett.

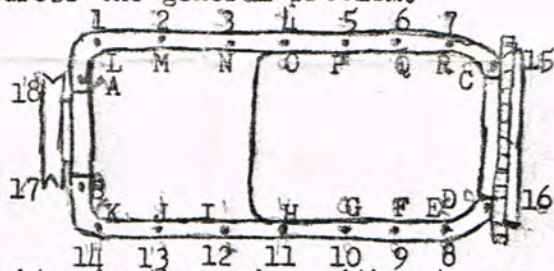
SPARES DEPT. - Jim Henry has done a lot of research into the S. Calif. Club's Spares Dept. . This was discussed at the last meeting and proposed that we consider our own spares dept. At the next meeting this will be discussed again. If you have an opinion about a spares dept., see you at the next meeting.

DUES - ? ? ?

REPAIR YOUR MORGAN RIGHT - We have quite a card file of repair places for all types of Morgan parts and hardware and service in this area. We would like to expand this file and publish it in simple booklet form. We need your help. Some members are walking experts on even the smallest of parts. Please remember to pass this on either at the next meeting or call me, Dwight Smith in Beaverton or Jim Henry in Salem. SWITCHES * If you need the original long "cricket" bat switches for your car, take your old part with you and ask for A.H. Sprite Mk. 1 switches. Turn indicator switch is the same.

BADGES - We have only 3 left of the Morgan Owners Group N.W. Badges. Contact Tricia Crockett 666-7004.

STOP THAT DRIP - It seems like all British cars have at least one thing in common, Their oil pans leak. Recently I read an article printed in England that may give some insight into how to stop this problem. First, my own recommendation is to start with clean surfaces and silicone gasket sealer. Anyway - It seems (no pun intended) that during assembly a certain torque pattern is followed that will result in all pan bolts ending up the same tightness and therefore leak-proof. A little further investigation showed that there is a pattern for Ford Engines for undoing the bolts as well as tightening. Although the drawing that follows is for a Ford, it is important to know that the same thing basically applies to Plus Fours. In fact, the problem associated with Triumph engines, namely block flex, is also present in Fords as well as every other engine and this can be used to address the general problem.



Undo by the letter, tighten by the number with a torque wrench. Follow manual for setting or tighten to 6 to 9 lbs. (these are small bolts).
NEXT MEETING - March 16, 1982 at the Gopher Hole Restaurant, Cedar Hill Shopping Ctr. This is at the corner of Hwy. 26 and Hwy 217, look for exits.

CODE RED - As was pointed out at the last meeting, Morgan wiring looms are only partially fused. For your consideration the unfused circuits include all lights (head, tail, side, plate) and engine electrics. This potential problem is found on all cars from 1950 on..

Dwight