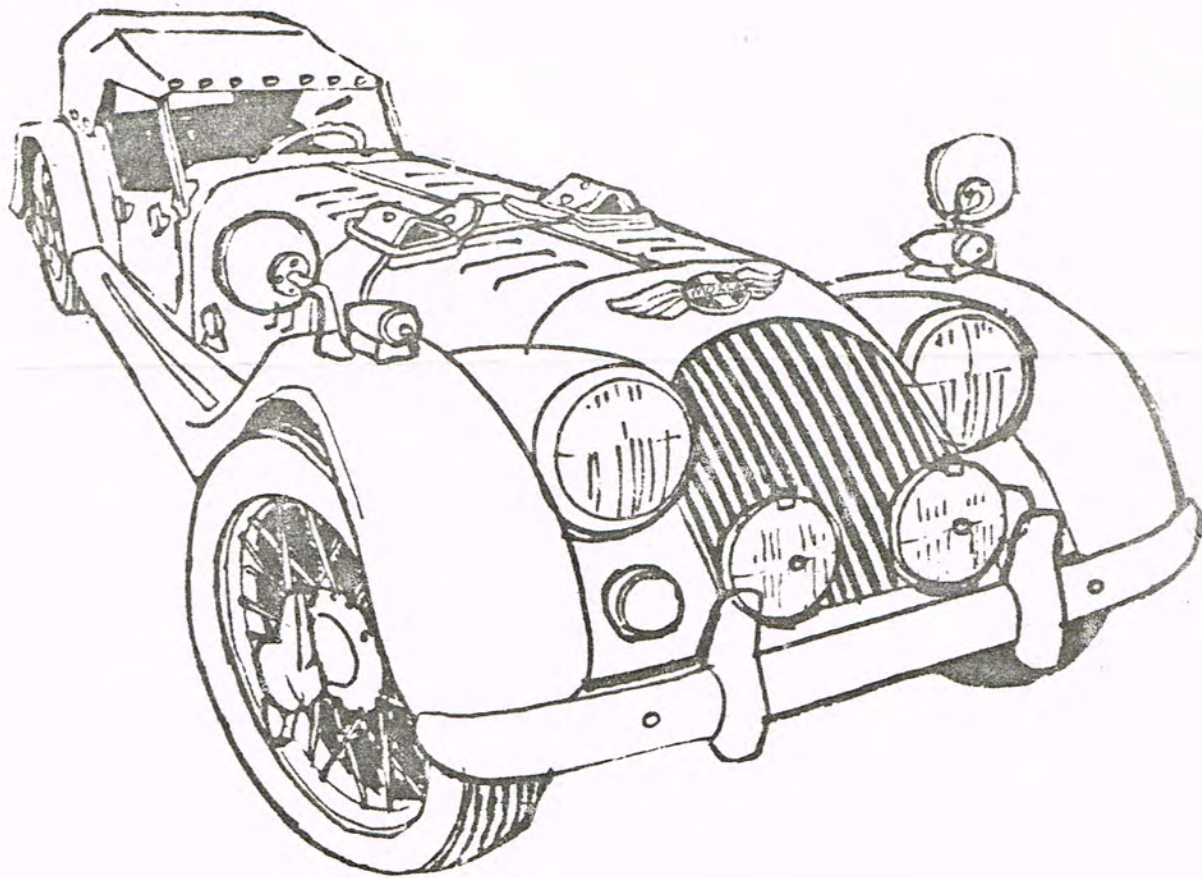




OCTOBER



**OWNER'S
GROUP
NORTHWEST**

Well, October 19 has come and gone. For better or worse, I am the new scribe for this august group. This is a new experience for me !! But will give it a go and we will see what develops or undevelops. As quite a number of you are aware, at least those of you that attended the gathering, we have a couple of new officers and an old one.

President - Dwight Smith (new)
Treasurer - Fred Bowman (old)
Secretary - Jim Henry (new)

Board of Directors
Doug Barofsky
Bob Hauge
Roscoe Nelson
Tricia Crockett

Don't forget the Crocketts' event. A drive up the Columbia Gorge on the Scenic Highway to Multnomah Falls Lodge

Date: October 31
Meeting time: 10:30 AM
Meeting place: VIPS Resturant
Wood Village exit I- 84

There was a good turn-out at the October meeting. We need at least all of you back again.

If any of you out there need or want parts we are sending an order off to the factory the first part of January. So let Dwight Smith or Jim Henry know your needs and wants as soon as possible.

The Christmas party was discussed this meeting and a date and place were set.

Date: Saturday December 4
Place: Morgans Corner
Potluck
More details later

This months tech article courtesy of Jerry Willburn of the southern California Morgan Plus 4 club.

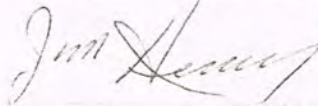
We are starting something new this month. A trivia question. The first person at our next meeting to sign in with the correct answer will win a prize. So find or guess the answer and be there to sign in first.

This months question:

What do the initials H.F.S. stand for in H.F.S. Morgan?

Remember next meeting-Tuesday November 19, 1982.
Morgans Corner at 7:30 pm. Be there or be square!!!!

Your scribe



THE CORROSION GNOME



The Corrosion Gnome lives in MORGAN electrical systems! Corrosion, in one form or another, is a plague for most materials. Electrical circuits are even more susceptible because the presence of electrical power accelerates the deterioration. Most metals (silver is one exception) don't conduct electrical current when they become corroded. Therefore, in the harsh automobile environment, extra caution should be taken with the electrical connections and terminals.

When a wire is connected without a terminal, such as when it is connected to a fuse box or on older cars, to the voltage regulator, it should first be "TINNED" or solder coated. Bare copper wire is VERY susceptible to corrosion (the greenish blue plague) when attached to steel terminals. For proper protection, first clean the bare wire with sandpaper, check for any broken strands, and coat the end with rosin core solder. This can be done with a small industrial grade soldering iron or gun. Apply only enough solder to coat 1/8 to 1/4 inch of wire. Heat the wire with the soldering iron and apply the solder to the wire (not the iron). Be certain that the solder has flowed through and around the wire and not left a blob of excessive build-up. Clean the post or hole that the wire is to be inserted into with sandpaper or a small file to insure a corrosion free surface.

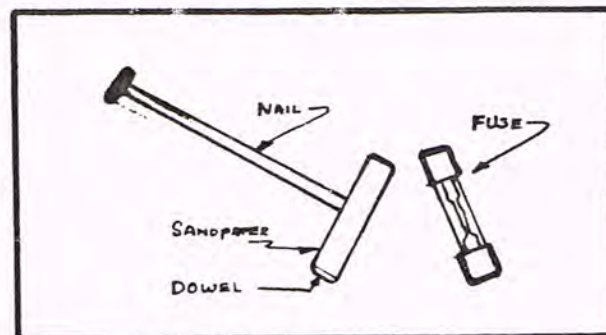
If a crimp-on terminal is used, be sure that it is the plated type and NOT the bare copper or brass variety. Recent SAE practice here made plated terminals mandatory for all truck and industrial use. While MORGANS are not trucks (altho they may cost about as much and ride harder than a PETERBUILT), they can benefit from the research that led to this requirement. As an extra measure of reliability, solder all terminals and connectors, even if they are crimped. We often solder the bullet connectors on the valence panel for the headlamps, and the tail lamp "bullets" under the right wheel well, for reliability, on older cars when they develop dim or blinking lights.

Proper grounding of electrical circuits is very important. First of all, be certain that there is a heavy grounding strap from the engine to the frame. On four seaters, with the battery under the bonnet, run the ground cable from the battery to the bell housing, and a second strap from the bell housing to the frame. The starting circuit carries several hundred amps durring starting, so the heavier the cable the better. On two seaters, with the battery(s) behind the seat, cables are even more critical. Be sure that the ground strap connection to the frame is corrosion free and that the cables cannot get tangled up in the drive shaft. Use adequate cables. NEVER use aluminum cables. We have had good luck making replacement cables (and jumper cables) using #0 welding cable. It is multi (very multi) strand copper wire, and is quite flexible.

The connection to the battery itself is a frequent trouble spot. Corrosion forms between the connector and the post. The old Lucas cup type connectors are particularly prone to this, as there is no clamping action to keep the cups tight. Throw them away and use clamp type replacements. If you suspect trouble, have someone touch the connections as you try to start the car. If they get HOT, you have a bad connection.

MORGAN dashboards are made of wood, which can cause electrical problems. When electrical instruments stop functioning, or act erratically, one of the first checks should be the ground paths to the instrument. Small ground wires should be installed between radiators and fuel tanks and the frame. To be safe, A common jumper from all gauge mounting points to a good ground will help minimize problems. In practice, all gauge housings and dashboard grounds should be connected to each other and this wire connected to a good ground like a chassis member. The same is true for headlamps and tail lamps. This is done in the standard MORGAN wire loom, if it is still intact. Watch out for the Corrosion Gnome in the valence panel connectors though.

In conclusion, just because a wire looks like it is making good electrical contact does not mean that it actually is! Care and planning and a little re-design durring restoration or repair can help make life a little tougher for the Corrosion Gnome.



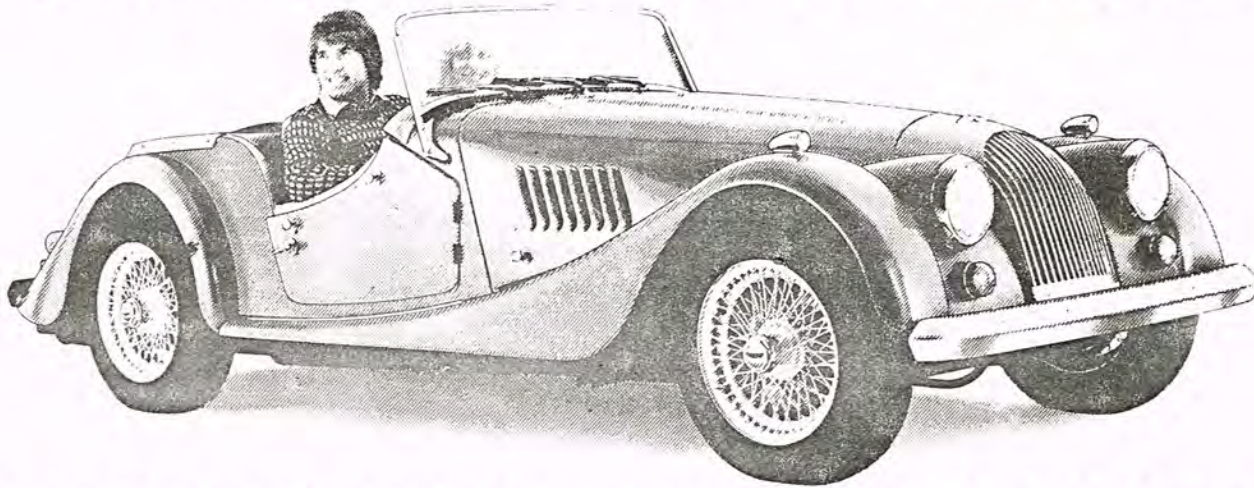
CLEANING FUSE CLIPS

Every one who has tried, knows how difficult it is to clean corrosion off of the little clips that hold the fuses. You just can't get at the inside with a file or sandpaper.

Take a 1/4" wooden dowel and cut it to the length of a fuse. Glue fine sandpaper or emory cloth around the dowel. Drill a small hole in the side and insert a 2" nail as a handle.

Insert the dowel into the fuse holder, give the handle a couple of flicks, and; "Look Ma clean contacts!"

FOR THE MAN WHO THOUGHT HE



HAD EVERYTHING

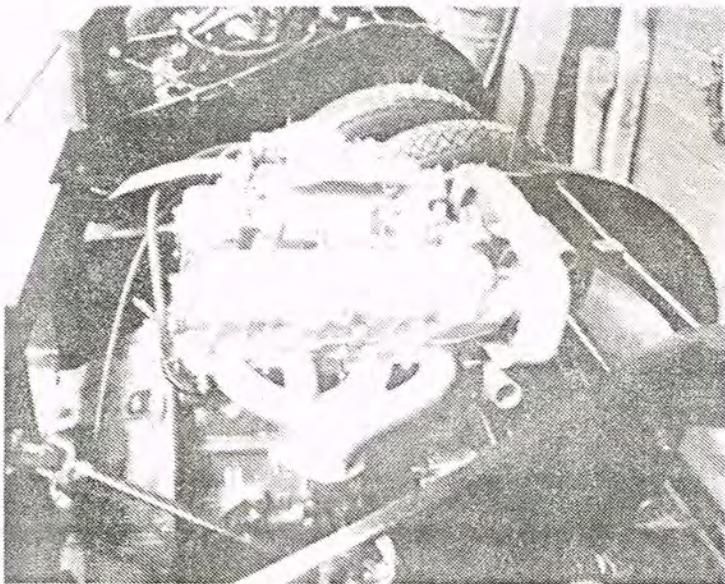
Morgan

FIRST OF THE REAL SPORTS CARS

We would suggest a girl! One who knows there's more to a Morgan than stunning good looks!

So for 1982 our Morgan 4/4—which comes as an open 2-seater or a full 4-seater—conceals beneath its hand-finished bonnet, the very best in engine design.

You can now choose either the Ford 1600cc XR3 engine, as fitted to the top-of-the-range Escort, but sitting forwards not sideways—or the Fiat 1600 twin-cam with its 5-speed gearbox. Both deliver a bit more power and a bit more economy—which is just what you need for shopping.



FLASH!!! Morgans are now connected with Ferrari (Well, sort of!) Morgan is now producing 4/4's with two engines available - Ford and Fiat. The ad at top is from Motor Sport, April, 1982, and announces the Fiat to be a 1600cc twin-cam with a 5-speed box. Photo at left shows how nice the twin-cam looks in a Morgan chassis.

-- Dennis Bailey