

Morgan Differentials

Dwight Smith, MOGNW member in Lake Oswego, OR, in an Email to Craig Runions (with permission to publish)

This is probably old news, but I just read where Dana is in receivership. Dana is the U.S. company connected to Salisbury, the company that produced the rear axles/differentials in most Morgans from the early 1950s to sometime in recent years.

The interesting part about Dana is that they manufactured several differentials that will fit a Morgan. Back in the 1960s there were a lot of rumors about a Studebaker having the same differential as a +4. At this point in time, however, that is like alerting everyone to start looking for a needle in a haystack as Studebaker differentials are certainly not a common item in any junk yard for those of you who are scroungers. However, according to several Morgan sources, Studebaker did use Dana differentials.

I am told by a Morgan restorer in California that one model of Jeep used a differential that is exactly the same as his early 3HA Salisbury (1950s to early 1960s +4), except that the Jeep differential was "limited slip." He got it from a local junk yard in central California for \$35, which certainly indicates that those parts are not rare, if you have the right model, year and cross reference numbers. Exact ring and pinion ratios available can be found. The same person is pretty sure that Dana also still makes ring and pinion gears for 7HA Salbury axles (all Morgan models from about 1963 to ??). He was in the process of some research on that the last time I talked to him. Parts are available from Dana is the point.

I'm not sure if anybody has an interest to know the above, but I thought it was pretty unfortunate that a potential replacement parts source for all older Morgans is in serious trouble. Some parts for old axle assemblies have been considered impossible to find in recent years, such as ring and pinion gears, because Salisbury of England folded up completely years ago. Newer rear axle assemblies as currently used by Morgan are coming from Australia at a cost of somewhere near \$2000.

A company in the UK has been manufacturing some axle parts, but doing business in the UK is expensive now, not cheap. So, having a potential parts source of either new parts or even parts out of junk yards could be valuable information if you happen to be the unlucky one with a differential problem. \$35 for the correct used part sounds a lot better to me than over \$2000, and that's not to say that NEW Dana parts aren't available if we have the right information to cross reference to buy them.

I do not have any real details about how Dana is restructuring, or if they plan to restructure. I will leave that to others that may know more through stock sources or other types of corporate information or business connections. Let's hope they survive.

[Editor's Note: This type of information would be valuable to all Morgan owners, not just do-it-yourselfers. It would be an important contribution to a comprehensive cross-reference, proposed a year or so ago. While common parts are easy to come by, interchange information for assemblies like differentials isn't. Yet the information is out there somewhere, just waiting for the light of day. Most of us drive Morgans that are 40 years old or older so the need for parts beyond normal maintenance will only grow. Obtaining information like this would be a real contribution to the Morgan community and great project for a dedicated Morgan owner looking for a challenge!]

Northern Pod Report

Win Muehling

The last couple of months have been rather quiet. The last big driving event of the year was the Ladner to Bellingham Run, reported on in the last NWMogazine. With November being a record-setting month for rainfall, it was just as well that there were no other driving events.

The Northern Pod Christmas Party at McDiarmid's was a huge success! See Page 1 for my report.

Our year formally come to a close with Powley's annual Boxing Day event, another success. See Page 9 for the report.

This is my last Northern Pod Report as I move on to the President's job. Many thanks to all those who assisted me during the past two years. Heidi Marshall will be your new Northern Pod Rep. She is full of enthusiasm and new ideas and I am certain that she will be working hard on your behalf. Please give her the same support accorded to me.

Morgan LIFECar

Submitted by Steve Blake from the MMC website



Look carefully and there appears to be a Morgan grill! See the May/June 2006 issue of the NWMogazine for the story! This is a much better drawing than we had when the article was published.

Christmas Party Reports - Continued from page 1

The 36 guests were neither disappointed by the car, nor the festive spread put on for them. The food was sumptuous and no one went away hungry. Too many people to name, but it should be noted that Bill and Geri Button from our Midland Pod were able to attend. President Craig unfortunately was not able to make it and send his regrets and best wishes.

After dinner and before heading to the dessert spread, we took time for a few formalities. A toast to our host for the wonderful job they did, as well as a toast proposed by Ken Miles to all those who were no longer among us. Ron Theroux, in his capacity as nominating committee member, announced my appointment as MOGNW President, succeeding Craig Runions. When I put out a request for volunteers to fill the soon-to-be-vacant slot of Northern Pod Rep, Heidi Marshall graciously volunteered and received much applause.

The evening was a great success and before we knew it, it was time to go home. Thanks, Bob & Judy, for doing such a great job.