

from the Morgan Oasis Garage

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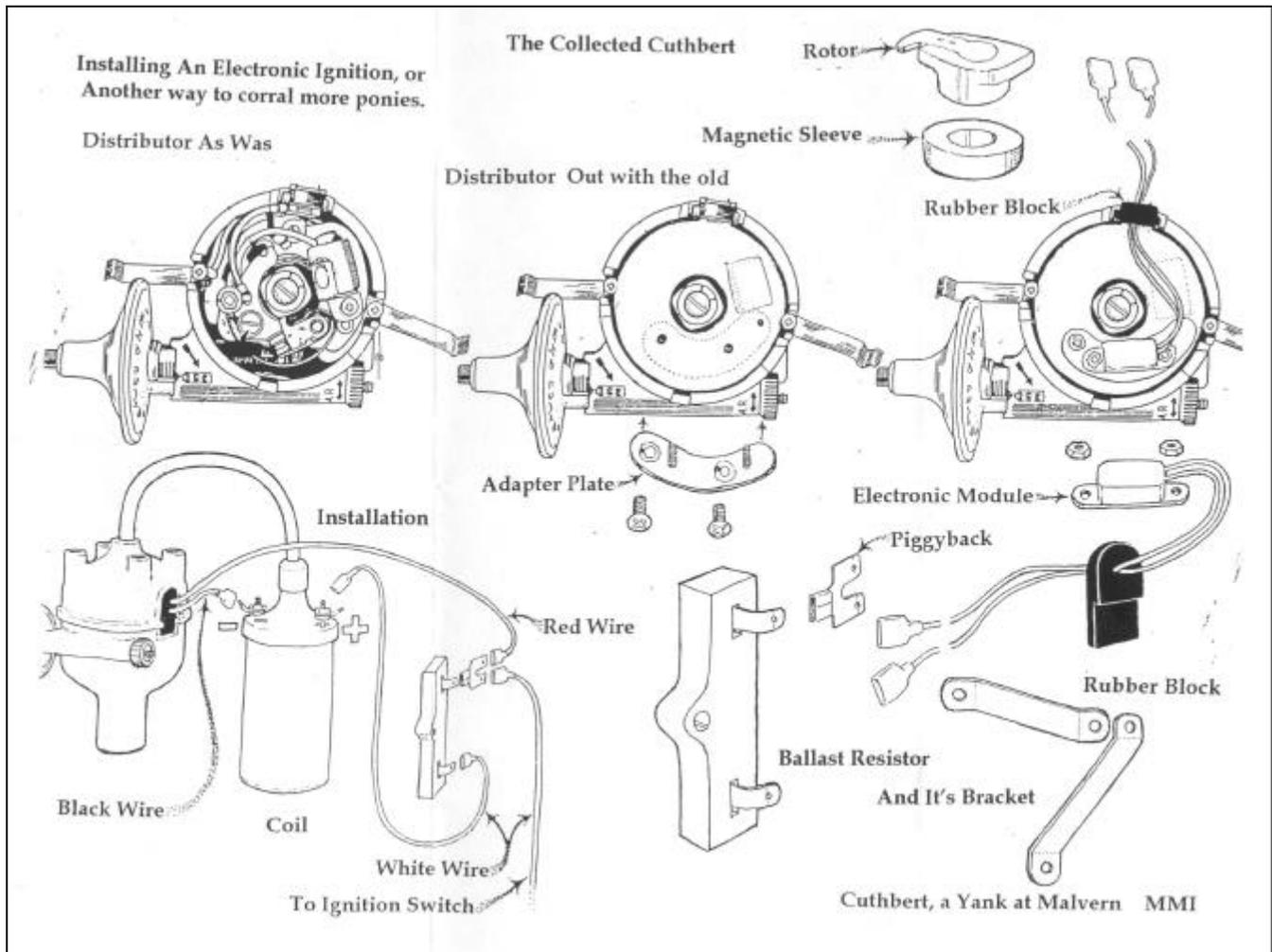
Friends

The distributor I didn't get with my original Morgan pile was replaced with a \$25.00 swap meet distributor. When it was finally time to start the engine, I cranked it perhaps six times for thirty seconds or so. Nothing at all was happening. I pulled a spark plug and cranked some more. No spark. I suppose this is what I've been waiting for, 'cuz I really wanted to install an electronic ignition. I just didn't want to spend the hundred scoots.

I called Tom Eller, a Triumph collector, professional wrench, and brother of an old time Seattle Morgan Guru, Pat Eller. Tom says "No question, get an Ignitor". Fred Sisson, in his "Notes From a Morgan Garage" recommends them as well. I called Pertronix at 800-827-3758. They won't sell me the "Ignitor", but give me a number for Blanchard Auto Electric in Seattle. Blanchard's catalogs have nothing older than '78, and can't look anything up, although they're friendly.

Victoria British has an "Ignitor" for a Lucas 25 D 4 distributor, positive ground or negative ground and they want \$ 99.95, and \$15.75 to ship. I order one. It takes 9 days. Lenexa, Kansas to Hoodspout, Washington. UPS needs fresh horses.

It is easier to install than a point set, 'cuz there's no point gap to set, and no worrying about "grounding the points". Remove the old point set, condenser and the terminal bush and lead. Then install an adapter plate where the point set used to go. The "Igniter" module goes onto the adapter with two small nuts. Next the magnetic sleeve slips over the distributor shaft. Now a black wire and a red wire go on the coil and its a done deal, Neil. (continued next page)



more Yank Garage continued from Cuthbert

The Ignitor's instructions say that a four cylinder engine requires a coil resistance of at least THREE Ohms. Measuring across the coil's terminals I got a bit over ONE and A HALF Ohms. This means a ballast resistor must be added to the system. I call around and find one only seventeen miles away, then I found one in a box I was clearing. When this "found" ballast resistor is connected to my new chrome Accel coil the Ohms measurement is exactly the required - THREE Ohms. Home free, on the nose of the correct amount. I did have to make a simple bracket for the ballast resistor, and there is a drawing of that on the illustration.

The Ignitor's part number is LU-142 A. And that number is for a NEGATIVE ground Triumph TR 3-4 engined Morgan Plus 4. With that number even Blanchard Auto Electric could find one. I'd be willing to bet the positive ground version is numbered LU-142 B, or something close enough for a polite counterman to find, when he has the time.

Now here's the rest of this adventure. I had to call the manufacturer to confirm the electrical connections, and now that I know the correct part number would they please give me a retailer's 'phone number so I can see how much I overpaid at Victoria British. Summit in Akron, Ohio (800-230-3030) has Ignitors for \$ 71.69 plus \$12.00 to pack and ship. Blanchard Auto Electric in Seattle, WA (206-682-2981) has them as well, at \$ 67.10 plus shipping. Cuthbert may be getting long winded but I think I just saved you fifty scoots on the hot set-up for your Moggie's ignition.

Air Care and Present Situation for Northern Pod Members

from Ken Miles

As most of you are aware, those of us who live in the GVRD must submit our cars for Air Care testing and pass prior to being issued a "Collectors" plate. If we presently have "Collectors" plates on our cars we do not have to worry about it. However, if we sell the car the new owner must pass an Air Care test prior to be issued with a new "Collectors" plate. At the present time this regulation only applies to people living in the GVRD but it will not be long until Air Care is extended to Victoria and Kelwona if not the whole Province of BC. This regulation has been in effect since approximately August of 2000. The reason for this change in regulations was not well thought out, might have been a political issue of the previous government, and in all probability is a result of the addition of the modified section of the "Collectors" plates.

Several meeting have been held between all the sports car clubs regarding this issue and it was decided several months ago to let basically three bodies work on this issue. These three bodies are the SVABC, CCC, and the OECC which have formed a Council.

On Nov. 13, the council prepared a proposal which would meet their objective halfway (All the way is the removal of the Air Care Test) and that is that cars with "Collectors" plates would only have to pass an idle test and not a dyno test. This modification to the regulations was supported by Martin Lay, Chairman and CEO of Air Care. At the December meeting of the Air Care Steering Committee, this proposal was presented and was partially accepted in that true collector's cars would only require the idle test but the modified would require both. However, no official notification of this change has been received. The Council hopes to get this cleared up early in the New Year.

If any of you are having trouble passing air care tests for "Collectors" plates, please let me know and I will give you a contact. There are some real horror stories of people spending \$1,000 of dollars to get their collector car to pass and it still fails. Air Care is willing to work with us during this period and do everything they can to get us thru. So if you fail going for a "Collectors" plate, contact me.

**2002
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off the www.....

The New Nylon Bushes

Recent information received from the Factory indicates that the new MMC neoprene nylon bushes can be retro-fitted to older Morgans with a minor amount of machining of the stub axles. It is reported that these bushes will vastly increase the lifetime of the Morgan front end with just regular greasing of the lower stub axle grease fitting.