

Vol. 18 No. 3

March 1998



Act **responsibly** now so you can act **irresponsibly** later.

© Hongkong Bank of Canada, 1998 Calendar. Thanks to Mike Powley for the month of February page.

1998 MOGNW CALENDAR

| | | | | |
|------------|----------|---|------------------|---------------|
| Mar 17 | Tues | MOGNW Southern Centre monthly social meeting 7:00PM at the Portland Brewing Pub 2730 NW 31st Avenue | Heinz Stromquist | (360)573-6582 |
| Mar 19 | Thur | MOGNW Midlands Centre monthly social meeting 7:00PM at the Bright Street Pub, 4332 Leary Way NW between Fremont and Ballard | Terry Campbell | (206)284-6097 |
| Mar 29 | Sun | South Surrey Scramble, 10:30AM at the Miles' | Ken & Pat Miles | (604)576-8036 |
| Apr 1 | Wed | Deadline for April Mogazine (not April Fools!) | Craig Runions | (206)542-7137 |
| Apr 18 | Sat | Skagit Valley Tour with MG Car Club's 17th Tulip Rallye 9:30AM at the Skagit Valley Mall, I-5 exit #230. \$10.00 | Ken Bottini | (425)883-9615 |
| Apr 26 | Sun | All-British Swap Meet, Montgomery Park, Portland, OR | Tim Foren | (503)287-2024 |
| May 1-3 | Fri-Sun | Camp Caboose Tailgate Weekend, Colville, WA | Kay Jones | (206)329-2885 |
| May 16 | Sat | VanDusen All-British Field Meet, Vancouver, BC | Ron Theroux | (604)576-2957 |
| Jun 13-14 | Sat-Sun | Rose Cup Vintage Races, PIR Portland, OR | | |
| Jun 14 | Sun | Father's Day Picnic and British Car Show, Victoria, BC | | |
| Jun 18-21 | Thur-Sun | Classic Vintage Rally, Seattle to Port Townsend, WA | | (206)323-0624 |
| Jun 26-28 | Fri-Sun | 3rd Annual Devil's Punchbowl Weekend, Newport, OR | Heinz Stromquist | (360)573-6582 |
| July 1-4 | Wed-Sat | Arlington Antique Aircraft Fly-In, Arlington, WA | | |
| July 3-5 | Fri-Sun | SOVERN Historic Races, SIR Kent, WA | | |
| July 3-5 | Fri-Sun | Rally in the Valley, Okanagan Valley, BC | | |
| July 11-12 | Sat-Sun | Portland Historic Races, PIR Portland, OR | | |
| July 18 | Sat | All-British Field Meet, Redmond (Marymoor Park), WA | | |
| Aug 6-9 | Thur-Sun | Monte Shelton Vintage Rally, Portland to Port Ludlow, WA | | |
| Sept 5 | Sat | Portland All-British Field Meet, Portland, OR | | |
| Sept 19 | Sat | Vancouver to Whistler British Car Run, BC | | |
| Dec 5 | Sat | Annual Holiday Banquet, Schmidt Mansion, Olympia, WA | | |

TREASURER'S REPORT from Bob

| | |
|---------------------------|---------|
| Hauge..... | |
| beginning balance, 2/1/98 | \$3,711 |
| plus dues | 792 |
| plus advertising | 50 |
| less Mogazine | - 159 |
| less regalia | - 918 |
| less 1998 Banquet deposit | - 200 |
| ending balance, 2/28/98 | \$3,276 |

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Business meetings are held quarterly as published in the calendar. Social meetings are held monthly (times and locations as stated above in the calendar): Northerne Centre (Vancouver/Victoria) as stated, Midlands Centre (Seattle/Bellevue) on the third Thursday, and Southerne Centre (Portland/Vancouver) on the third Tuesday. Dues are as stated on the Membership/Dues Form published frequently in this newsletter. Club merchandise can be ordered using the Regalia Order Form published frequently in this newsletter. Non-commercial advertising is free to MOGNW club members. **NW MOGAZINE** commercial advertising rates are US\$ payable in advance and are based on camera-ready ad copy.

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|--------------------|-------------------|-------------------|--------------------|
| Business card size | \$ 5.00 per issue | or 3 for \$ 12.50 | or 12 for \$ 50.00 |
| Quarter page | \$10.00 per issue | or 3 for \$ 25.00 | or 12 for \$100.00 |
| Half page | \$20.00 per issue | or 3 for \$ 50.00 | or 12 for \$200.00 |
| Full page | \$40.00 per issue | or 3 for \$100.00 | or 12 for \$400.00 |



IN LOVING MEMORY

My brother, Tod, died suddenly and unexpectedly on Feb. 22 at his home in Boulder, Colorado. He was my best friend and it is very difficult for me to imagine life without him. Those of you who had the opportunity to meet Tod will agree that his witty humor, exuberant enthusiasm and boundless energy made him an unforgettable character.

He got an MG TD at the age of 16 and had a passionate love for British sports cars ever since. He convinced me to buy a Morgan in 1982 and was with me when I took delivery of it from Isis Imports. We drove the new Morgan from San Francisco down to the Laguna Seca races and then back up the coast to Washington on old Hwy #1. Tod and I also visited Malvern together in 1984 for the 75th Morgan Anniversary. Those experiences with my brother are among my most treasured memories.

Over the years Tod and I shared countless ABFMs, rallies, and travels in the MGs and Morgan. Thanks to his exceptional talents as a photographer those priceless moments are permanently captured in time. His legacy to us is his marvelous videos. At car shows he had the uncanny ability to walk, narrate, point, and read aloud displayed information as he filmed. Though the shows were often crowded, I never saw him stumble or bump into cars or bystanders but many an onlooker was politely asked to move out of his way!

I will greatly miss my brother. He left us much too soon. As you remember Tod, I suspect many of you will smile, as I do, and picture him wearing a vintage racing helmet and goggles with video camera in hand.

May his spirit rest in peace.

Dave Wellington



North of the 49th, from Ron Theroux.....

We have to do a little catching up on northern matters..... The word is out that Pat and Roland Gilbert will not be around for the Victoria Fathers Day Picnic..... Something about a land yacht, on the road for 90 days touring western Canada. A willing host has been appointed; Drew Irwin will be our contact (250) 656-1157..... thanks Drew.....While we are on the subject catching up..... sorry we missed announcing the birth of a son to Lori and Drew before Xmas. With parents and grandparents in the club, could the name Morgan be in the new lad's handle? The Robbie Burns Haggis Bash and Garage Tour ran off as planned with the Pott (alias Mike Powley) at the helm..... while I the Pann (Potentate and Northern Nabob... we're working on the hand shake next).... went south for club quarterly meetings, missed a great turn out. The only thing not arranged was a bagpiper for the haggis..... A spy tells me not all of the twenty bodies present were as chipper as normal, still carrying the burden of the single malt,

I'm told, from the Robbie Burns Ball the Night before. The Cinnamon Heart Run had been pushed ahead to Feb. 28, but with Jonathan Russell not scheduled to be back from Australia in time, it was canceled. We still had a Mar 1st outing..... LES BURKOLDERS BIRTHDAY!!!! With a ferry muster for 11:20 to Langdale, two brave souls showed up with Mogs: Al Allinson with co pilot Bill Hayter and Dave Collis others with tin tops were Mike and Rosemary with Colin Race stabilizing the back seat, Dale and Jonathan Russell, Larry and Tina Sharp with Yvonne and me in the back of the mini-van and Ted Carew-Gibson with

Evan and John. We were all pleased to share this special day with Les and June, their family, and many other friends..... Next Event Sunday March 29th., South Surrey Scramble Ken and Pat Miles, 576-8036. Muster 10:30 A:M 15410 Kildare Dr, Surrey. Lunch approx 12:30 Jimmy Macs 96th Ave, 198th St Surrey

Midlands Matters, from Bob Nelson.....

Nine members gathered on February 19th at the Bright Street Pub, including new members Roger Bradford and wife Norma Jean (all the way up from University Place, southern suburb of Tacoma!). And believe it or not, Bob & Loretta (all the way down from Stanwood, suburb of ?).

Roger & Jean's '57 Morgan apparently came missing a few items, like the grill & starter. There was some discussion about the geared Japanese starters. Mike Amos has one on his 4/4 and Judd Marten on his +4 replacing the long nose starter. Both seem very satisfied with them. The Japanese starters are very light and spin the engine well. Somewhat pricey at \$300. But I spent over \$200 rebuilding my long nose starter. One advantage of the Japanese starter is putting headers on a older TR engine. Although, I would recommend anyone rebuilding a TR engine with a long starter to change flywheel and go to the newer style TR starter.

2nd most popular discussion was our meeting place. Everyone seems to be very satisfied. But there have been some problems. Our checks, which are separate, include a 20% tip (gratuity). The owners will set up tables for us if we call ahead (my responsibility). Some members don't order food, OK, but a tip for the use of the area would be good. We have been asked at other restaurants not to return. I would like to stay at the Bright Street Pub for awhile, looks like a good Summer spot. We need to realize that they are in business to make money. Although I noticed that we were 90% of the business Thursday evening.

I would appreciate your comments. March meeting at Bright Street Pub. Note the new date for a tour to Kay & Theresa Jones' Camp Caboose in Eastern WA (May 1-3). Anyone in the Midlands have anything interesting going on or Morgan modifications, please let me know.

Bob & Loretta



Southern Chatter, from Heinz Stromquist.....

No report from Heinz this month. Look for a double report next month!

Camp Caboose Weekend Tour

MOGNW Midlands is sponsoring a 3 day run on May 1,2 and 3 to Kay Jones' farm and restored 1909 Northern Pacific caboose near Colville in NE Washington (about 350 miles from Seattle). This will be a true tailgate party. Kay and Bob Nelson are planning some fun rally stuff for the trip over, probably through the Okanagan. Camping out at the farm is encouraged. One amenity is a restored antique outhouse. Motels are also available in Colville, approximately 13 minutes away. A catered on site chicken and rib barbecue along with beer and wine is planned for about \$10 per person for Saturday evening. Map instructions and more details will appear in the April NW Mogazine. We would like to get a rough head count for planning purposes so if you have any advance question and want to RSVP please call Kay Jones (206-329-2885) or Bob Nelson (360-387-324).

1998 VANCOUVER ALL BRITISH FIELD MEET

ACCOMMODATIONS: With the suggestion of members traveling from out of town, we have been able to secure a new Morgan Hotel for the meet weekend. MAY 15th and/or 16th at the RAMADA HOTELS, 1-(800) 272-6232, QUOTE # 1626 (MORGAN OWNERS). Rates: Single @ \$80.00. Such a deal in CDN \$\$\$\$\$\$. Double.....? Triple.....? Quad.....? This is a new Motel, with indoor pool and spa and an ABC Restaurant at same. Location - 19225 Hwy 10, Surrey, B.C. (604) 576-8388. This Inn/Motel is a 40 min. drive to the A.B.F.M. but only 8-10 minutes to and from the Theroux after party. Good local shopping, look to Cloverdale and Fort Langley for antique collectors heaven. Any questions give us a call (604) 576-2957 It would be of help planning the after dinner if we had a head count, in advance. That way we are not eating left overs for the next month. Thanks.

BRITISH HUMOR

(with thanks to Jim Dietz)

Excerpts taken from British Royal Navy and Marine officer fitness reports:

His men would follow him anywhere, but only out of curiosity.

I would not breed from this officer.

This officer is not much of a has been, but more of a definitely won't be.

When he opens his mouth it is only to change whichever foot was previously in there

He has carried out each and everyone of his duties to his entire satisfaction.

He would be out of his depth in a car park puddle

Technically sound, but socially impossible.

This officer has delusions of adequacy.

At first this officer was something of a granny; he has aged considerably since then.

Since my last report he has reached rock bottom and started to dig.

He sets low personal standards and then consistently fails to achieve them.

He has the wisdom of youth and the energy of old age.

This officer should go far, and the sooner he starts, the better.

In my opinion, this pilot should not be authorized to fly below 250 feet.

The only ship I would recognize this man for is citizenship.
Works well when under constant supervision and cornered like a rat in a trap.
This man is depriving a village somewhere of an idiot.





Morgan Toys with the New

by Phil Llewellyn

reprinted from *The London Daily Telegraph*, Saturday, 9/27/97

(thanks to Ken & Pat Miles and to Heinz & Wanda Stromquist for both sending the same article)

There are car manufacturers who stage lavish and frequent press conferences to announce nothing more significant than a modified ashtray.

At the other end of the scale, Haley's Comet appears more frequently than Postman Pat delivers invitations to visit the Morgan Motor Company's factory on the Worcestershire side of Sir Edward Elgar's beloved Malvern Hills.

This has something to do with the fact that the *Guinness Book of Records* spotlights the Morgan 4/4 as the car that has been in production longer than any other, having made its debut in 1935. Today's version retains the sliding-pillar front suspension favoured by H. F. S. Morgan when he started the business in 1910. Now run by his son and grandson, Peter and Charles, Morgan makes Rolls-Royce seem like a builder of garishly customised hot-rods.

All of which explains why the invitation to see "the new generation" of cars was impossible to resist. Rumours based around Morgan's BPR Global Endurance GT racer, which has an aluminium chassis and double wishbone suspension inspired wild visions of aerodynamic two-seaters without such olde-worlde components as an ash-framed body.

So there was an initial sense of anti-climax when we arrived at Eastnor Castle, on the western side of the Malverns, and realised that there had not-yet-been a revolution.

However, styling that has changed remarkably little since before most of today's drivers were born conceals very significant improvements, embracing just about everything from performance to safety and comfort.

These include longer doors, four inches more legroom, airbags, an electrically heated windscreen and the availability of a 4.6 litre V8 engine that bolts 220bhp into the already potent Plus 8. Aerospace technology has been harnessed to shape the long, graceful front wings in aluminium alloy.

But the most important changes involve how these hand-built cars are now being made.

Although the little factory in Malvern Link appears to exist in a time warp, the way it operates has been modernised to such a dramatic extent that "build time" has been reduced from 37 to 24 days.

"What would Ford say if it had achieved improvements of that magnitude?" we were asked by Charles Morgan, 46, who worked as an ITV cameraman and dodged Russian gunships in Afghanistan before joining the family business. This was a reminder that, while Morgan will produce 500 cars in 1997, Ford sold 30,636 Fiestas last month.

Five hundred is about 16 per cent more than the total for 1990, when Morgan featured in the BBC's *Troubleshooter* series. Sir John Harvey-Jones, the colourful and highly regarded management guru, lambasted the company for its old-fashioned methods and for not taking advantage of a waiting list that has always been measured in years.

"We must be doing something right," the Morgans responded, pointing out that they were still making a profit, year after year, when all but a few fragments of the native British motor industry had either vanished or been swallowed by the big battalions. The public's reaction was a deluge of orders.

Troubleshooter gave the impression that "Sir John Hardly-Knows" had been begged to steer Morgan on to the right road. In fact persuading Peter and Charles to participate took several months. When the BBC team moved in, it soon became clear that facts would not be allowed to get in the way of a story whose angles and conclusions had been decided in advance.

Shots and commentary were manipulated to create impressions that were, well, just a little cavalier with the verity. In fact, the Morgans agreed with much of what Sir John said about their business and its 155 employees.

"There really was a need to eliminate bottlenecks and become more efficient," Charles Morgan agreed when we talked at Eastnor

Castle. "For instance, we accepted that it was not sensible to be pushing partially built cars

halfway round the Malvern Hills." (continued)



Morgan Toys with the New

(continued)

While appreciating the need to compete with "modern" two-seaters from the likes of BMW and Mazda, Charles Morgan explains that they are not made-to-measure sports cars. Because Morgan is a bespoke operation, whose paintshop can provide more than 30,000 different colours, women have been known to request a shade to match their lipstick.

Having enjoyed a brief run in a 4.6-litre version of the Plus 8 - fast, noisy, hard-riding and great fun, although not for the limp of wrist and faint of heart - I was in the castle courtyard, posing a "static" model for photographer Jimmy Gaston's camera, when a middle-aged man appeared and exclaimed: "That's my car!"

I assumed he was generalising about what he would choose if motoring's answer to the tooth fairy waved a magic wand. In fact, Dr. Chris Davies had correctly identified the Connaught green 4/4 that he ordered on October 1, 1990 - shortly after the Sir John Harvey-Jones programme was screened.

Dr. Davies had expected his pride and joy to be at the factory, a few miles away, and had called to see it before his local dealer organised delivery.

While trying without success to imagine Mercedes whisking a customer's SLK off to a press function, I welcomed the opportunity to see what makes someone spend about £20,000 on a Morgan.

"This is the end of a 33 year-wait," he beamed. "I've wanted a Morgan since I was 16, when our neighbour's best friend had one of the flat-radiator models. I'm an old-fashioned guy who appreciates the way these cars are made and thinks they look superb."

Morgan prices range from £19,998 for the 4/4 with a 1.8 litre Ford engine to £32,489 for the 4.6 litre version of the Plus 8, which accelerates like a vintage rocket.

Four seater versions of the Plus 4 account for about one car a week, which represents a not insignificant percentage of total production. One tends not to associate these gung-ho cars with family motoring, but this apparent contradiction was explained by Matthew Perkin, the sales and marketing manager.

"Customers sometimes change from a two-seater because they've been on the waiting list long enough to acquire a wife and children," he chuckled.

The Best is Yet to Come

reprinted from *The London Daily Telegraph*, Saturday, 9/27/97

(thanks to Ken & Pat Miles and to Heinz & Wanda Stromquist for both sending the same article)

Charles Morgan may have been born into a motoring dynasty, but it is reassuring to know that his automotive upbringing was entirely normal. During each weekend's visit to his grandparent's house, a new Dinky toy was produced from a drawer, and Morgan, now 46, remembers that "the only thing I wanted was the contents of that drawer".

What is rather more unusual is that the grandfather in question, H.F.S. Morgan, was a founding father of the British motoring industry. And though we now think of Morgan as a bastion of traditionalism, H. F. S. was an innovator. He

patented the sliding-pillar front suspension that Morgan still uses today and also produced a three-wheeler with a power to weight ratio of 90bhp per ton. And all by 1910.

Charles Morgan gets a little touchy if you imply that today's company is in any way old-fashioned. "We've always matched ourselves against the opposition and achieved modern standards of safety and reliability," he insists, but it's fitting that his own first car was a pre-war three-wheeler. "It was a 1936 F4, and I passed my test in it. What was most impressive was that it would do 70mph - not bad for an 8hp Ford

engine - and still return 60mpg. It was an ideal student's car."

Charles is the third generation of the family to be involved in the business. His father, Peter,

chairs the company while Charles manages production. (continued)



The Best is Yet to Come

(continued)

Charles's earliest motoring memories confirm that this was the job he was born to do: "I remember driving with my father on test runs, while I hung on to the glove box. I recall one occasion when we were testing the 1962 Le Mans Supersport Plus 4 at about 130mph on the M50, and suddenly we had a momentous blow-out."

No serious harm was done, but because Charles felt the need to earn an independent living, the first 15 years of his working life were spent as a cameraman for ITN.

A stimulating experience, no doubt, but throughout those years the call of the Castrol became ever stronger. "Even when I was away filming we always ended up talking about cars, and when I was stuck in Afghanistan for three months with Sandy Gall we did nothing but talk about them."

During the television years, Charles Morgan was involved with the family firm to the extent that he raced a Morgan 4/4 and, later, the prototype Plus 8 to considerable success in Production Sports Car racing, winning the BRDC Championship in 1978 and the BRSCC title the following year.

"That Plus 8 was a wonderful car," he remembers. "It had a Moss four-speed box and was marvelous to drive; a lightweight Cobra really."

Charles thinks that his first four-wheeled road car, a Ford 1500 GT - powered 4/4 that he drove as a student, really taught him how to drive. "It had disc wheels and cross-ply tyres, so the predictability of when the back end was going to let go was absolutely perfect," he recalls. "In a way it was a shame when radial tyres came along, because you lost that sense of balance on the limit."

That's a telling remark, and it proves that H. F. S. Morgan's philosophy of catering only for the true sports car fan has permeated down the generations. After all, the average modern motorist, who uses his car merely as a conveyance, would always prefer radial tyres. It's only the true enthusiast, who drives for the sheer joy of it, who would ever see the virtues of the cross-ply.

Ironically it was the racing Plus 8 that first tempted Charles out of the family's products, because he bought a Rover P5 coupe as a tow car,

though he later swapped it for a "more economical" P6 3500S. However when the V8's running costs got too high, he came down to earth with a bump and bought his first ever new car, a Renault 5 GT.

The Renault was not a success, not least because a Volvo estate - invariably the metal-mangler in such stories - backed straight into the brand new 5. "It was never the same again," Charles recalls. Normal service was soon resumed though, because he soon took charge of the factory's first fuel-injected Plus 8. "It offered a considerable improvement in usability, and it was brilliant for driving up and down the King's Road."

However Charles' posing days were drawing to a close, and his next car was one of the first Mercedes 190Es to be imported. "It was incredible, the perfect fourseater: small, efficient and fast. I couldn't believe how sophisticated it was," he says. Ever the inquisitive engineer, he adds: "it even had a shock-absorber on the engine mounting."

As is often the way with Mercedes-Benzes, that first example was not to be Charles's last. Next up was a six-year-old 200T, which he remembers as "an absolute bargain. We did over 100,000 miles in the car and it was perfect."

His current Merc is an E230 estate, and again it's a motoring paragon. "We adore it," he gushes, uncharacteristically: "It isn't quite as well built as the old T-series, but it is so sophisticated - and I think it's the best-looking estate car on the market today."

Inevitably Charles saves a few superlatives for his own firm's latest car, the mighty 4.6-litre version of the Morgan Plus 8. "I think it's the best Plus 8 we've ever built," he says. "On the other A-roads I drive on, I don't think any other sports car can touch it. The lovely thing is that all the power is available from 2,000rpm, which means that you don't have to be breaking the speed limit to enjoy it."

And what would be his dream car? "The new Morgan that we're working on at the moment." Would he care to tell us something about it? "No," comes the crisp response. "It's top secret." The only thing I could get out of him was that the new car will look a little like the current racing car.

Charles Morgan is reluctant to talk too much about the future, but he does say that he wants to retain Morgan's unique craft-skills and its tradition of being "one of the more pleasant and humane ways of being involved in the motor industry."

But will Morgan really manage to stay independent? The answer snaps straight back: "Yes. We will." H. F. S. would have been proud.



JUST ONE MORE REMINDER

RENEW YOUR DUES. PLEASE SEND THE APPLICATION FORM TO UPDATE THE CLUB ROSTER. **RENEWAL DUES ARE NOW \$29.00!!**

NOTICE

RENEWALS WANTED!

Once again, be on the lookout for the infamous **Yellow Highlighter** known to hit on "**M97**" labels. Take a look at yours now. Are you one? The indication is that **you haven't paid '98 dues** (at least through 2/28/98, approx).

Got a question? Call Bob Hauge (phone # on page 2). **Got a check? Mail Bob Hauge.** It's too simple. But now it'll cost ya 5 bucks more! **\$29.00.** Regardless, you've got to "**due**" it now!

Your insatiable desire to enrichen the club's coffers by paying late continues to be tolerated up to a point – this is your **last Mogazine!** No more newsletters or roster until you pay! And take notice – **renewal members do not pay prorated dues** – it's the whole year, baby. One more thing - no makeups except for the roster. Hey, make it easy on everyone (me included – you know I just love writing this stuff). **Get it out of the way.** This Mogazine is the absolute last "freebee" for you.

OK, take a deep breath. Now that you have checkbook and pen in hand and have finally decided to write that check, do us one more favor. **Cut or**

copy the Dues/Membership Form on the back page and fill it out to update the roster info. What's new with you and/or your car(s)? Include your e-mail address for publication if you wish.



from the Morgan Oasis Garage

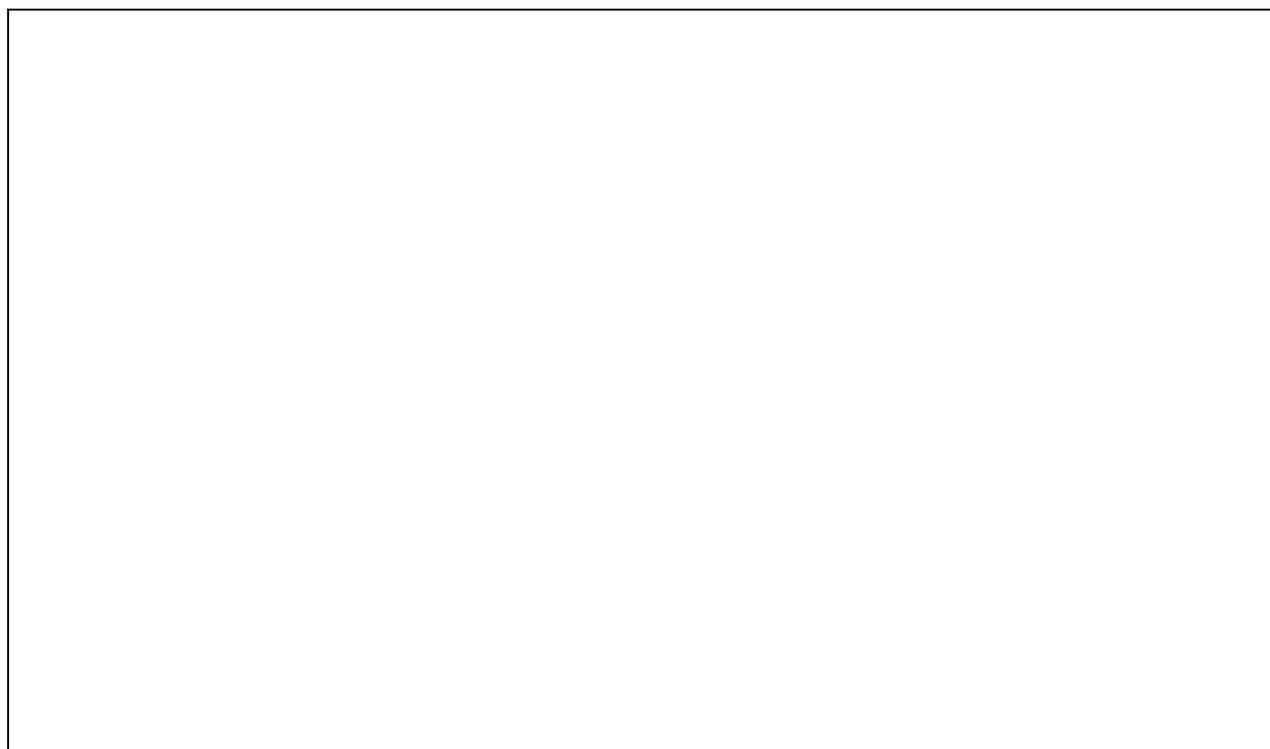
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Friends:

Last month in the article on steering dampers I touched on today's subject; the strut which bolts to the lug on the end of the lower crosstube of the front subframe and goes diagonally back to the chassis. The factory uses half inch (1/2") steel tube flattened and drilled for this strut. Malvern Macaroni.

Is it presumptive to wonder if such delicate struts might contribute to the dreaded St. Malvern's Dance? It is a simple task indeed to obtain two pieces of 3/4" OD steel tube 15" long, squeeze the ends in an average bear vice – one at a time – to match the length of each one removed – and drill it to the EXACT measurements. Doing them one at a time ensures us that none of the relationships are altered – except for the strength of the strut which is going to be near twice as strong.

Jack Tinnea could work this figure up on his trusty sliderule and Mike and Ken Miles could correct it! Putting all this back together gives us an opportunity to replace (one at a time again) the fastenings with Grade Eight or Grade Five (at least) nuts, bolts and washers. Local Taiwan hardware store bolts – smooth head – are perhaps 35,000 psi. Grade Eights are 165,000 psi – you do the math if you like. In Ballard, that's more than four times stronger.





1998 MEMBERSHIP / DUES FORM

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then mail check and this form to.... Bob Hauge, Treasurer
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Longview, WA 98632 USA

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ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME PHONE (____) _____ WORK PHONE (____) _____

FAX NUMBER (____) _____ E-MAIL _____

MORGANS NOW OWNED:

1. YEAR _____ MODEL _____ BODY STYLE _____

COLOR _____ ENGINE SIZE _____ CHASSIS # _____

2. YEAR _____ MODEL _____ BODY STYLE _____

COLOR _____ ENGINE SIZE _____ CHASSIS # _____

3. YEAR _____ MODEL _____ BODY STYLE _____

COLOR _____ ENGINE SIZE _____ CHASSIS # _____

DO ANY OF YOUR MORGANS HAVE HISTORICAL SIGNIFICANCE, SPECIAL EQUIPMENT
OR

INTERESTING SPECIFICATIONS, ETC? _____

1998 Dues.....US \$24.00 (\$29.00 if postmarked after March 1, 1998)

Dues for new members..... \$2.00 per month for each month remaining
in calendar year including the current month
(\$22.00 in February, \$14.00 in June, etc.)

Remittance: \$ _____ (Canadian members: purchase money order
in "US funds" or mark checks "US funds")

MORGAN OWNERS GROUP NORTHWEST

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Nancy Dice, MOGNW Regalia Chair
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| item | color | size | price | quantity |
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| long sleeve Denim shirt with pocket | washed blue with embroidered club name and wings | S, M, L, XL, XXL | 27.00 | |
| polo shirt with embroidered club name and wings | white, cream, dark green, navy, red | S, M, L, XL, XXL | 23.00 | |
| long sleeve sweat shirt | pearl gray with embroidered club name and wings | S, M, L, XL | 20.00 | |
| short sleeve Morgan profile "swoop" T-shirt | red, maroon, blue, green, yellow | S, M, L, XL | 9.00 | |
| "Morgasm" short sleeve OR long sleeve T-shirt | navy blue | S, M, L, XL | 9.00 OR 12.00 | |
| pilsner glass with etched club logo | | 20 oz | 10.00 | |
| wine glass with etched club logo | | 10 oz | 8.00 | |
| glass mug with etched club logo | | 10 oz | 8.00 | |
| MOGNW cast bronze car badge | natural burnish with drilled mounting tab | | 30.00 | |
| MOGNW club car badge | multi-colored enameled brass | | 15.00 | |
| MOGNW lapel pin / tie tack | multi-colored enameled brass | | 2.50 | |
| "Home for the Holidays" note cards by Dietz | black ink on cream paper, 5 cards and envelopes per pack | | 7.00 | |
| MOGNW 20th Anniv. poster | red and silver 21"W x 16 1/4"H | | 5.00 | |

1/98

total payment US\$ _____

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NW Mogazine

Craig Runions, Editor
17759 - 13th Ave NW
Shoreline, WA 98177
USA

FIRST CLASS

IN THIS ISSUE

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- Camp Caboose
- PANN hand shake
- British humor (?)
- VanDusen entry
- factory efficiency!
- the best is not yet
- steering damper
- LAST CHANCE