

**Vol. 18 No. 5 & 6**

**May & June 1998**

**1998 MOGNW CALENDAR**

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		
June 16	Tues	MOGNW Southern Centre monthly social meeting 7:00PM at the Portland Brewing Pub 2730 NW 31st Avenue	Heinz Stromquist	(360)573-6582
June 18	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
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
June 30	Tues	Deadline for July Mogazine	Craig Runions	(206)542-7137
July 3-5	Fri-Sun	SOVERN Historic Races, SIR Kent, WA		
July 3-5	Fri-Sun	Rally in the Valley, Okanagan Valley, BC	Frank Kaufman	(604)769-6660
July 11	Sat	Arlington Antique Aircraft Fly-In, Arlington, WA	Lee Harman	(360)387-1501
July 11-12	Sat-Sun	Portland Historic Races, PIR Portland, OR		
July 18	Sat	All-British Field Meet, Redmond (Marymoor Park), WA	Gil Stegen	(425)883-6722
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	Dave Cammarano	(360)943-8645

**TREASURER'S REPORT** from Bob

Hauge.....	
beginning balance, 4/1/98	\$3,774
plus dues	82
plus regalia	247
less Mogazine	- 280
less office	- 10
ending balance, 5/31/98	\$3,863

Photo credits: Caboose Tourally pages 7 and 8 and  
Vancouver All British on page 18 by Craig Runions

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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.

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

Spring has sprung, and the Morgans are in full bloom. Craig and I started the season officially with the 17th Tulip Rallye sponsored by the MG Car Club. 160 cars wasn't bad for a rainy morning. Big bad Corvettes, tough little Metropolitans, and a sprinkling of classic iron, including my favorite, a 1965 Mustang Fastback. There were lots of MG's and Triumphs, but only one Morgan (also my favorite – mine!). There was a new Jaguar convertible which demonstrated that his top would go down, but promptly put it back up.

Being diehards, Craig and I dropped our top, and remained topless for the entire trip. Thank goodness it only rained a little bit. We had a great run with Craig and I working as a well-oiled machine to find all of the hidden clues. The tulips were minimal, with only one field of blue and purple visible on our route. The MG Club did a great job of laying out the route, with two excellent rest stops, one to teach us fire safety, and the other for an ecology lesson. It was a fun experience, and I recommend it to everyone.

HELP - 'Volunteer Sought' The Redmond All-British Field Meet will soon be upon us. The club needs a host for the post-Meet party. If you would like to help, please contact any official of the club or call me collect.

READING GUIDE - Check out the June-July 1998 issue of British Car. There is a nice 3 page article on the other Coupe, the Plus 4 Plus. The pictures are of Evelyn Wilburn's red machine. Very Nice!!!

ART APPRECIATION - Jim Dietz, loyal member and artist is back in the news. He is on Ken Eberts' top-10 list of the hottest automotive artists. (Autoweek April 20,1998). Good on you Jim !!

I'm signing off early since as usual I'm late, and I leave for another trip in the morning.

Meanwhile, Happy Motoring, and remember to shine those hose clamps for VanDusen.

Gil Stegen, President and Cheerleader

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

The South Surrey Scramble our second club run of the year, Sunday March 29th. We gathered at the Miles residence on a bright and sunny morning. While waiting for our group, we had the opportunity to see Pat Miles 4/4 in transition to its new coat of green and ivory. This is her car and most of the work from upholstery to under the bonnet is through her efforts...looks great! With 6 Mogs and 2 others, we were off for a tour of Crescent Beach, White Rock, Langley, Aldergrove. Ken Miles had laid out the route so we had the appropriate number of pit stops with hot chocolate and cookies. We arrived at Jimmy Mac's Pub in time for brunch and other goodies. After much conversation about the many sightings at the Game Farm, a yellow canary from Gibsons tipped me it was Al Allinson's birthday. Our server was informed and out came a Mud Pie with a candle and a rum/coconut liqueur shooter....my birthday next time.....

Sunshine Coast revisited April 18th..... before we describe the day, I was reminded by my better half, that this was the fourth day tour (Birthday Bash Included) that Les and June had organized. So great to see members away from the Greater Vancouver area get so involved on our behalf. The sunshine or lack of added to part of the days

activities. Horseshoe Bay was the muster point, with Morgans arriving in all states of dress....hoods up.....hoods down. Only time and a B.C. Ferry ride would tell who was right. Powleys had no choice (Mog still in for refit) so were left out of the debate. On the other side we were greeted by the beaming Burkholders hood down....but did you check out the matching rain gear? Now might be the time to propose a new event to add a level of competition to A.B.F.M., timed HOODS UP RACES for 2 and 4 seaters single and teams. Just because we all practiced, should not be cause to lose our amateur standings...sounds as good as a valve cover race to me. The sky did clear, and with instructions in hand we headed up the coast for a great drive to Irvines Landing Pub for an excellent lunch. When leaving Garden Bay, we were approached by a local Aston Martin owner who was so pleased to see us out using our cars. They are unable to get their members out with even a hint of rain. We were now off, for the run back to the Burkholder residence, with the promise of coffee and desserts. We have seen homes with satellite dishes, but Les' neighbour has a live NBC peacock on his roof. When asked, no one seemed to know where it came from. The 6:20 ferry was our ride home (with hoods up or down.) Thanks for a great day!

## *Midlands Matters, from Bob Nelson.....*

We met at the Bright St. Pub. We had 18 members present. I made my phone calls from an older roster so I missed some of you but I picked up Dave Strecker our 3-wheel specialist. Dave agreed to rejoin us. I listened to a lot of talk about the stability of the Trikes. Dave maintains that, set up and maintained well they are good. I watched one in Calif. corner repeatedly on 2 wheels in a slalom.

We had 2 Morgans in the parking lot, Martens & Kay Jones hoods down. The food was good, beer was great, every one had a good time. Everyone note: your food and beverage tab includes a gratuity, so separate tipping is not necessary!

We discussed Kay Jones caboose run on May 1,2,3. If you are undecided this will be one tour where you can drive 30 min. intervals without seeing cars. Loretta & I love to set out on E. Wash back roads. We are going to meet at Grand Coulee at the information center. Kay will be in Colville so Loretta & I will meet you in Grand Coulee. So far

the Buttons & Nelsons are staying at Coulee House in Grand Coulee on Fri. night. Please call Kay or myself if you are coming.

Arnie Taub from the Bellevue All Brit, (now at Marymoor Park in Redmond) joined us with invitations & posters for the up coming field meet. Marymoor Park should be a great place for it. One of our first gatherings was there back when I advertised for Morgans to gather. I believe it was where we first met our editor Craig. Speaking of editor we, (means many many of us) appreciate Craig's efforts. It is a very demanding position. 3 cheers to the man who is doing a great job. (Error - it was pointed out to me we met Craig at Flaming Geyser Park).

Next month at Bright St. Pub. Hope to see some East siders, I know its tuff, but Jack & Jean made it, Roger & Jean from Tacoma are showing up, and Loretta & I do 80 min. run. See ya in May.

## *Southern Chatter, from Heinz Stromquist.....*

The fire place room at Portland Brewing was taken over in its entirety by a larger (and probably wealthier) group, so our band of April revelers was unexpectedly moved to the main dining hall. This unplanned change turned out better than predicted at the beginning of the evening. Several tables had been pushed together in a long row and placed next to built-in (a la German pub) wall benches. As more than the expected number of people arrived, we were able to squeeze together without breaking up into two groups - very cozy. It also made it easier to share the food which was delivered in incredibly large portions.

New member Jack Jakobsen from Hood River put in his first appearance and was duly given the mandatory twenty question exam. Although he doesn't have a Morgan, he is looking. Luckily he has other toys (Norton and Healey 3000) to stave off boredom until he finds the right car. Anyone with a Morgan for sale may want to give him a call.

We finalized plans for the first major club event of the season, the VanDusen field meet. For the south it's a great spring dust-off, lots of driving and an excuse for a four-day weekend of Morganeering. Five cars will make the trek - three leaving Thursday (Harris, Hauge and Stromquist) and two on Friday (Glover and Smith).

In addition to discussions on all aspects of Morgan ownership, travel, whether in a Morgan or otherwise, is a consistent topic at all our get-togethers. Our April tour went from Malvern to Thailand, Vietnam, Phoenix and New Mexico and back to England again. We exhausted the virtues of English motorbikes (some would say that's easy to do) and of raising sheep for wool (while eating rack of lamb) and tried to answer two burning questions of the day: What's the difference between ham and gammon; and, does Pirelli make a 165x15? All in all, a good time!

(P.S. later: Great to see Bob Hauge and his new bride Claire up in Vancouver)

### **MORGANS AT DEVIL'S PUNCH BOWL III**

from Heinz Stromquist

The third annual trip to Devil's Punch Bowl on the Oregon Coast will again follow the unstructured format of the past two years. The only change is an optional continental breakfast on Saturday morning. Club members Bob and Barbara Stinson have kindly invited us to their summer cottage at Gleneden Beach located a few miles north of the Alpine Chalets.

**WHAT:** A three-day MOGNW event at the Oregon coast.

**WHEN:** June 26-28, 1998. Depart Portland Friday morning, June 26, and motor through the back-country (with lunch at a winery) to the coast. Return Sunday June 28.

**WHERE:** The Alpine Chalets are located on the south bluff of Otter Rock, eight miles north of Newport and six miles south of Depoe Bay.

**ACCOMMODATIONS:**

During the past two events, we managed to accommodate everyone at the Chalets. Because of increased interest, this year presented much more of a challenge, but by doubling-up, we did manage to squeeze-in all those who are currently signed up. If you have not signed-up but wish to join us, please do two things: Call Heinz Stromquist so I can put you on the mailing list for information and call the Inn at Otter Crest (800) 452-2101 for a room. The Inn is just minutes away from the Chalets. Because the potential numbers are small, they would not make any concessions on the room rate.

**CONTACT:** Heinz Stromquist, (360) 573-6582 eves; (503) 281-1949 work

## N.P. #1610

by Craig Runions

On May 2<sup>nd</sup> and 3<sup>rd</sup>, my brother Mark and I tourallyed to Kay Jones' caboose near Colville in northeastern Washington. The tent, sleeping bags, pillows and mattress pad were bagged in a big duffel and strapped to the spare wheel. Personal gear (very little) and the stocked 6-pack cooler went behind the seat and the running spares were in the tool tray. Top up and heavy jackets as early Sat AM was pretty miserable looking.

Good thing about those running spares....40 miles into the trip we were sidelined on Hwy 2 east of Skykomish with a blown fan belt. BAM! BANG! What an awful sound at 70 mph. Chunks of rubber flying out from beneath the car! 45 minutes later we're back up to speed, and late

on our schedule to meet up with the Nelsons and Buttons at Grand Coulee Dam by 11 AM. It is interesting that later I have since learned that very few members carry a spare fan belt. It's a Gates #695, \$15.00 and easily found in the big city, but probably not out in the back country. You're pretty much dead without it, or at least something approximating the length.

Off came the top and 2 layers of clothing in Leavenworth an hour later as it was getting quite warm. We made it to the Dam about 12:30, too late to catch the others who had waited about an hour and then took off. (I would have done the same). We took time out for lunch at the best Dam café in town and then pressed on, following the tourally route that Kay had faxed me. Incredible neat roads, some of which we had done 2 years ago on the Soap Lake tour. Twisty, paved, moderate to high speed and NO TRAFFIC, just as Bob had advertised. Arrived at the caboose about 4 PM tired, very dusty and thirsty.

What a pleasant surprise to see Bob Adair and his Drophead, all the way up from Boise. He had made it a 2-day trip stopping overnight to see Grady Meyers. The catered chicken and ribs complete dinner BBQ'd on site by a local

restaurateur was spectacular. The wine supply seemed endless and darkness arrived with the requisite campfire and smores!

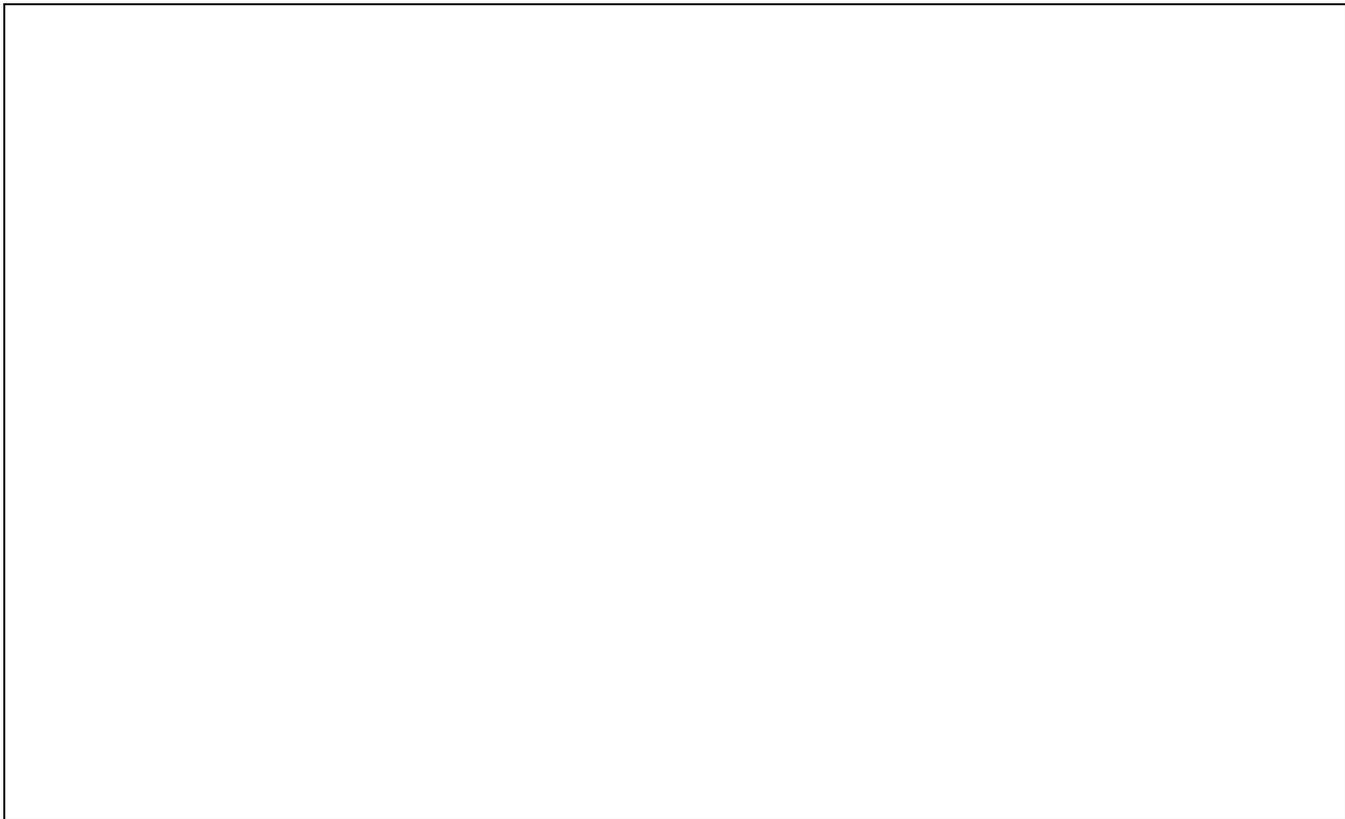
Theresa and Kay were wonderful hosts but the star attraction was N.P. #1610, their authentically restored 1905 Northern Pacific caboose placed on site down by the river in a small clearing sitting on a custom 50-foot section of railroad track. No electricity, no plumbing, no industrial sounds, right next to a wildlife preserve, pretty rustic. So you make do with coolers, lanterns, water containers, propane stove and a one-holer over near the trees. By the way, the bridge across the creek is another period piece, a genuine NP flat bed rail car (without the under carriage) with heavy timber decking to drive on.

Fresh coffee, fruit and pastry greeted us Sunday morning and we were on the road by 11 AM all the way back across Hwy 20 and the North Cascades Pass – words alone cannot describe the scenery on that perfectly clear and warm spring day.

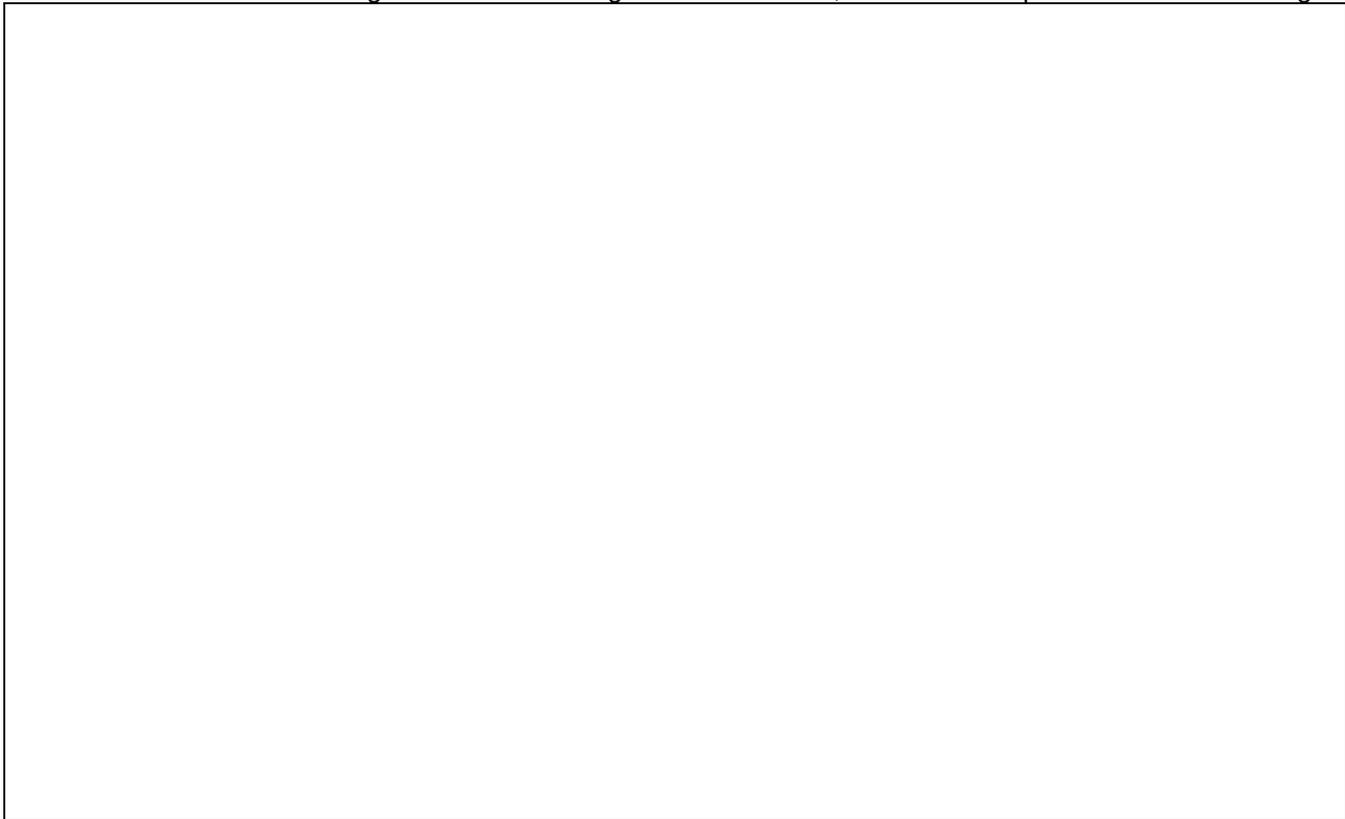
The Pass had only been open a week or so. Practically no traffic. We stopped in Winthrop and drove up to the State Park on the lake above town for a lunch break.

740 miles round trip from north Seattle in 2 days and only the first 7 miles was duplicated. 26 mpg with a lot of spirited driving at 3500-4000 rpm, 1 quart of oil (most of that leaked out, by the way) and with a pretty good payload is just fine by me. I found out later that Button took even a longer route home up through Canada, doing over 1000 miles!

But my gosh, was the car ever dirty and bug kill all over. Monday in the driveway on jack stands with the tires off, the spare tire and interior removed, bonnet halves propped open and high pressure water hose system in hand, I managed to bring her back to a point where I could then do a hand wash with the wool mit. Vacuum, glass cleaner and tire dressing and she was ready for VanDusen.



Above: 3 dirty cars (Runions, Nelson & Button), 1 clean car (Adair) and the one-holer in the middle background  
Below: You have to check things out before heading on down the road, no matter how primitive the surroundings





## '98 Caboose Run

from Bob and Loretta Nelson

7 A.M. Loretta and I left Camano Island with our cookies and lattes. We crossed the N. Cascades Pass and met Buttons for breakfast. A cool but conformable run. We then drove to Omak and across the river on Hwy #155 and through the Indian Reservation - minimal traffic and warm weather. Bill said it was 90. We had rooms at Grand Coulee Dam, as we were going to meet Craig and brother Mark Sat. A.M.

Sat. we waited for the Runions at the Visitors Center. Buttons decided to run ahead as this day was a 100 mile Tourally, so they left with their instructions. 30 min. later Loretta and I left. We left a note for Craig and Tourally instructions at the center and we started out on our run to Arden, (by Colville). We found out later Craig broke a fan belt coming over the pass.

The roads Jones mapped out for us were great, zero+ traffic. Beautiful drive through pine trees, then opening up to pastures and small farms. We have driven much of this country but Kay and Theresa showed us some new roads. If you haven't tried it, the Eastern WA. country is great driving. Temp was about 80 and it took us about 3-2 hrs to run the 100 miles and answer the rally questions.

The last mile was gravel to Kay and Theresa's and Kay had just run a Cat down the mile road into their property (really dusty). At the bottom of the hill we were greeted by Kona the dog, Kay and Theresa, the Caboose, and Bob Adair offering beer and car washes.

The setting is gorgeous. Some open space, but quite wooded. The road goes across the river using a railroad flat car for the bridge. Buttons and Craig and Mark arrived shortly behind us as well as the caterer who set up our wonderful dinner of BBQ chicken, ribs, salad, beans, etc.

Jones' caboose is of the early 1900's vintage, and Kay and Theresa had quite the stories and pictures of its acquisition and restoration (very authentic).

But as I looked around for the Jones' Morgan all I could find was a blue van-type vehicle. Kay, where's your Morgan, I ask? Answer, couldn't get the dog (large Chesapeake) and etc. in the Morgan. Kay and Theresa invited the couple who did the restoration work on the caboose to be with us. She looked at our Morgans and said, do Jones's have one? I looked at Kay and asked, has your Morgan ever seen this road? Kay smiled and turned away. Kay, when was the last time your Morgan saw a Seattle City Limit sign?

We spent the evening talking, drinking and enjoying the Barbeque, it was really good. Bob and I got a fire going and Theresa brought out the hershey bars and marshmallows for smores.

Adair and Craig and Mark camped out there, but we and the Buttons did the motel thing in town. Then we all met back at the caboose Sun A.M. One by one we departed, Adair for Idaho, Craig and Mark were going by a place Mark used to live near Republic then on towards home, Buttons were heading for Winthrop and Nelsons, undecided, said we might see Bill and Geri in Winthrop.

Some time later we found ourselves midway South and decided to run to Hood River, made reservations (Morgans and cell phones)? Then I asked Loretta what time it was (4:30) oops, we have a long way to go. 4 1/2 hours of hard driving, really fun. We were at Hood River by 9:00. We always stay at the Vagabond at 541-386-2992 or Fax -386-3317, the motel is right next to the Gorge Hotel. If you go there ask for the units with decks on the ridge, some have fire places, 3rd floor if possible. Great views of the Columbia and the wind surfers. \$75 a night.

We hope Kay and Theresa do this run next Spring, good timing, not too hot and the best roads you will find to really get out and drive your Morgan.



## MORGAN MUSINGS

unknown British source

It's been said, "The more things change, the more they remain the same" and something you can say that about with certainty is Morgan. Long-hooded, lovely to gaze upon, and evocative of an era when motoring meant motoring, Morgans are like Scottish golf courses: whether you choose to subject yourself to them does not matter; it is comforting to know they are there.

Here is what our resident Englishman, Ian Norris, has to say about the motors of Malvern Link: "If there is one world-class car factory where time stands still, it is the one at Malvern Link, in the picturesque English county of Worcestershire, where Morgans are made the way they always have been. But hang on, even in the last remaining bastion of ash-framed bodies and ladder-framed chassis there are changes afoot, and most if not all of them are the result of U.S. safety legislation.

"U.S. legislation has traditionally been bad news for the British sports car industry – creating such objects as rubber bumpered Sprites and Midgets and, worse still, MGBs on tiptoes so raised in order that their rubber bumpers might match the average Yank Tank in height and thereby survive parallel parking kisses. But remember that rubber bumpers came from British Leyland, not the Morgan Motor Company, and the management of the Morgan Motor Company (Messrs. P. and C. Morgan) exhibited more intestinal fortitude in a single decision (no rubber bumpers, ever) than British Leyland managed to show in the entire history of its mismatched and internally divided empire.

"Morgan's enterprise is further illustrated by its reaction to the news that it would have to obey U.S. airbag requirements; it did not pull out of the U.S. market where it sells a paltry twenty-five cars per year - and concentrate instead on Japan and Germany, its biggest export markets. No, the decision

was taken that Morgan would redesign its cars to meet U.S. requirements.

"Working closely with Britain's MIRA research center, Morgan has come up with driver and passenger airbags, which means that the glorious Thirties-style roadsters will continue to be legal for sale in the United States. Morgan did this in a way typical of the can-do attitude that has forever distinguished Malvern Link. Testing was not carried out not by crashing cars-too expensive, don't you know-but with a wonderful rocket-powered device designed by MIRA that, instead of bringing a test vehicle to a sudden stop, shoots it forward under immense acceleration. Acceleration, deceleration, it's all the same to a crash test dummy, and because it doesn't damage the body construction, it elicits the information at a fraction of the cost.

"The great thing is that as Morgan examined ways to meet the legislative requirements, everybody-not just the American customers -gained. To meet the requirements, Morgan cockpits are now more spacious. Because the seat backs are two inches farther back, the doors are an inch longer, making entry just that little bit easier, and because the dashboard is a smidgen farther forward, Morgans now have an electrically heated windshield because there is no room for the old demisting tubes.

"There are various other improvements on the 1998 models from Malvern Link, but you likely won't notice them, which is the way it should be. The good news for the Americans who forced the legislation on us in the first place is that as a result of the changes Morgan aims to double its sales in the States to fifty cars a year. You will please form an orderly line and do so quickly; improvements on the production process appear certain to allow Morgan to reduce the average waiting time for one of its cars from six years to two."



## Some of My Upgrades

by Bob Nelson

But first, after reading the article about Bias-Ply Tires, reminds me of our Morgan. We purchased it in 1969 with Michelin Radials in front and Sears Bias Tires on the rear. I knew nothing about radials then, but it sure was easy to slide the rear end past the front end. Was great fun, but sure is greater with all radial tires.

I drove a '61 Metropolitan and noticed the same ign/headlight switch as our older Morgans and a supplier in of all places Mountain Home, Idaho.

I now have 4 aluminum finned brake drums on our '58 Morgan with brake linings done by Seattle Brake & Clutch, feels real good. If you decide to do this, call me. I went by Sisson's book. But all Morgans are not the same. It took me 4 trips to the machine shop. My rear hubs have not been off for years and were frozen on. No wheel puller was going to do it.

I removed the 4 bolts from the backing plates then tried to pull the axle & bearing using a large slide hammer, but I was pulling from the edge of the hub. I called Fred Sisson in desperation. Fred asked me if I had any old knock offs and I do. So I drilled holes in one for the right & one for the left to slide my hammer into and, bingo, with ease I removed both axles.

Next problem - I now have axle backing plates & hubs to go to the machine shop. Our local shop said, can't get that mess into my press, so I called Automotive Machine in Bellevue, recommended by Gil Stegen, as they did his. When I got there they said Gil who? We did what? But they tried and it wasn't working, too much in the way. I was looking at the other one and suggested we cut off the bearings and slide off the braking plates. So I was sent next door to a shop with a plasma cutter, zip & zip and we now had just axles & hubs and next shop pooped the hubs off.

Morgans have 2 seals per axle - inner & outer. I had 2 inner seals #3HA-027 (old #s). I purchased 2 outer seals NAPA #48766. The bearings come with separate races, NAPA #14130 & #14276. If you do this, I have a slide hammer (brand name Morgan Knokker) and L & R knock offs, drilled for it (will loan out).

As I was sweating and cussing I looked at the slide hammer to see how heavy it was. Never noticed the brand on it before.

I have the prices from England for disk brake conversion, including +8 spindles - probably 1,700+ American!

## Buy Now and Make Money

reprinted from *The London Daily Telegraph*, Saturday, August 16, 1997

(thanks to Heinz and Wanda Stromquist for sending this article)

As car sales patter goes, Dave Randall's is unusually tempting, since what he's offering is free sports car motoring. Randall owns Lifes Motors of Southport, the oldest Morgan dealer of them all, and his spiel is aimed at getting round the Morgan salesman's age-old problem - the endless waiting list.

"If you want a Morgan for summer," he says, "then why not buy a used one from me today and place an order for a new car at the same time? If you look after the Morgan that you buy now and keep the mileage down, then you'll have lost little or no money on it when the new car is delivered in six years."

It's practiced patter and it has worked as well for him as it did for his father George, who bought Lifes Motors in 1960. But is it true? Could you really spend this summer gazing down the bonnet of a Morgan and lose no money when you sell it at the end of the year?

"Keep the car for six months and you're bound to lose money," admits Dave, "but run it for a few years and you won't."

"I've just resold a 1985 4/4 that a customer owned for seven years while he waited for his new car, and I paid him £1,200 more than he had originally paid me."

A walk round Lifes used stock, which its patron claims is the largest in the world, confirms that Morgans do hold their value astonishingly well. For instance, an immaculate 1992 4/4 two-seater was priced up at £18,500 - only £3,000 less than a new 4/4 of equivalent specification.

Depreciation may not be an issue for Morgan owners, but these days new examples don't draw big premiums either. At the height of the classic-car boom, Morgan "futures" were highly sought after, but now George suggests that the most a speculator might make is £1,000 on a spring-



## more Buy Now Make \$

(continued from previous page)

So the middle-aged Mog is a car that exists outside the grubby world of hard cash, offering neither vulgar profit nor stomach-churning drops in value. But to what does Dave ascribe the car's continuing popularity?

"It's the fact that it isn't a copy or a replica," he says with certainty. "Morgan patented the sliding-pillar front suspension in 1909 and still uses it, and of course its cars have always been coach built on ash frames. Yet because of the modern running gear there's none of the hassle of running an old car."

Even though the similarities between the first Morgan 4/4 of 1936 and today's cars are obvious, it would be a mistake to think that all Morgans are the same; they have evolved considerably over the years. And when it comes to buying a used Morgan, Dave suggests that "beginners" should start with post-October 1986 cars.

"These cars have two-pack paint and treated wood frames," he explains. He also likes to see cars with the optional chrome wire-wheels, a leather interior and a walnut dash. But which Morgan models are most sought after - and which is which?

"The 4/4 is now only available as a two-seater, but until 1993 there was a four-seater, and this model is fitted with a 1,600cc or 1,800cc engine. The 4/4 stands for four wheels and four cylinders, rather than the two cylinders and three wheels of the three-wheelers.

"Then there's the Plus 4, still available with two seats or four, which always has a two-litre engine, while the Plus 8 is available only as a two-seater and is powered by the Rover V8. "

Morgan enthusiasts say that the three models are very different to drive, and that your model choice should be based on more than just performance figures. Dave claims to stock enough Morgans to allow buyers to try all three variants.

A test-drive is essential because, although a Morgan's firm suspension is less spine crunching than is often believed, especially on later Plus 8s, the driving experience is still very different from a "modern" sports car.

The brakes are usually not servo-assisted, which can produce heart-failure if you haven't been warned, and don't bother asking about ABS, power steering or airbags; after all, it's only in the recent past that Plus 8s have been fitted with rack-and-pinion steering.

Dave Randall insists that all the Morgan models are equally desirable in the second-hand market, though he admits that Connaught Green 4/4 two-seaters with "stone" leather interiors are his current best-sellers.

Of the various engine options, the later the better seems to be the rule, and the deeply un-British Fiat 2.0-litre twin-cam from the Eighties is less popular than the Rover lumps which succeeded it; a shame, since the Fiat is a cracking engine.

When it comes to examining a Morgan before purchase, Dave advises all the usual checks of bodywork, interior and engine, but undoubtedly the vendor's state of mind is the best indicator: if they're cracking up as you do the deal, then their Mog will surely be a good one. "I like to buy cars that are kept under dust-sheets," explains Dave, "and where the owner bursts into tears as I drive away."

Morgan ownership isn't all evening sun, country lanes and warm beer, but for Keith Parker, who bought his 1988 4/4 for his 40th birthday the past three years have indeed been blissful. And it hasn't just been the thrill of driving the car that has turned his head, because "the social life is unbelievable" and the car has even brought him and his wife closer together. "My whole life is so different now, and there's a Morgan event somewhere on almost every day of the year," he reports happily.

The famous Randall sales pitch must have worked on Parker, too, because within a week of buying his 4/4 for £15,950 he had placed an order for a new Plus 8. Parker reports low running costs for his current Mog, just £208 a year for insurance and £150 for a full service, though he does change his own oil and grease the appropriate nipples every 1,000 miles. And Parker's prize-winning Mog is no longer in its original condition - he spent around £3,500 on cosmetic improvements.

But a Morgan is a sports car that you can buy with your head as well as your heart: Dave says that Parker's pristine car would be worth nearly £20,000 today. If you've got the cash, then this really is as close as you'll get to free motoring.

However, there is a dark side to Morgan ownership, and there's a cartoon in the loo at Lifes which should serve as a warning to all would-be Mog owners and their families. It shows a man settling down on a camp bed next to his shiny Morgan while his wife, somewhat peeved, stands

above him. "But darling," says our hero, "it is her first night home."



## VanDusen 98

by Craig Runions

Score another one for those Northern types. The Vancouver VanDusen All Brit on May 16 was another knockout. Tons of British cars, lots of sun, and 31 Morgans(!) plus Glen Jewett in his Peerless. New restorations (Lee Harman and Pat Miles), new acquisitions (Larry Sharpe), long-time since last time out (Bailey's DHC for instance!), and even the no-shows were notable (Powley's paid-for registration space had a card table display for his nearly-completed-but-didn't-quite-make-it restoration).

I drove up to Vancouver from north Seattle early Sat AM and it was a wee bit chilly that time of day. No trauma or gremlins this trip, though. Most cars arrived between 9 and 10. Our display location is still the best in the show, but was rearranged a little due to new tree plantings over the past year. Boy, were our numbers and colors impressive.

Five Southern cars made the trek this year – kudos to them as that is quite a trip – well over 300 miles each way. How about Dwight Smith from Lake Oswego in his 4-place flat rad? Make that two 4-place flat rads with Kay Jones from Seattle. Kay had the misfortune of a broken fan

belt like had happened to me 2 weeks earlier, but made do with a narrower temporary replacement and carried my spare on the trip back to Seattle as a safety precaution.

As if the day's activities weren't good enough, we were treated to another spectacular BBQ dinner party at the Theroux's out in Surrey that night. Gil and I were fortunate to spend the night right there – didn't have to drive late that evening. Ask Ron about 4 cars in his 2-car garage! Steaks, wines, salads, desserts, the supply seemed endless. Burp!! Groan!!

Half a dozen of us formed up Sunday AM for the drive south across the truck border and home. By then, the clouds had started to roll in, but the best part of the weekend was over.

Field meet participants were: 4/4s of Kaufman, Burkholder, Pat Miles, Collis, Laturus, Thomson, Sharpe, (Powley's table), McCabe, Wellington, Button, Lee, Hauge, Povey and Russell. Plus 4s of Theroux, Stegen, Runions, Emerick, Harman, Lafond, Harris, Glover, Bailey, Kay Jones and Dwight Smith. The Plus 8s were Rulka, Dice, Stromquist, Allinson, Ken Miles and Carew-Gibson.

## Re-Worked Side Curtains

by Craig Runions

I recently completed a major re-pair and re-fit of my side curtains (just 2 on my roadster, thank goodness). Only the door mount legs and the windshield angle ever lined up. The rubber seals around the aluminum frame didn't fit to the top and the filler panel below the frame was too large, thereby bearing against the tonneau snap studs. The black vinyl covering was amateurish and held together with black duct tape and the mounting knurled knob cutouts were off center. The plexiglas and the aluminum needed lots of cleaning and polishing.

After removing the vinyl, I broke off 4 of the 6 machine screws holding the plywood panels to the frame legs. OK, drill out 4 and tap all 6 for new SS 6x32s. The old plywood panels were used as patterns; a pencil and sabre saw did the trick. The new paneling is what they call 5.2mm

luan, which is approximately 3/16" thick. A 2'x4' piece (enough for 2 sets so now I have some left over) was \$3.00. I decided to stain and varnish them for the 'real wood' look, which now appears pretty sharp and certainly is different. The frame legs were painted gloss black enamel.

Very minor bending of the legs and trimming of the rubber moldings made the fit much better, even though both sides are not exactly the same. My wind wings bolt to the outside of the windshield frame and get in the way of the side curtain frame when the door is opened or closed, so the rainy weather drill is 'remove wings, install curtains' and vice versa. Oh well.

There's no question that the car is now more water resistant on the interior, but hardly water proof. In 15 years, I've driven in real heavy rain maybe 6 times and, because of their poor fit, only

once did I use the side curtains. But now they're wrapped in bubble blister packing laying flat

behind the seat. At least (and at last) the job's done!



## The Fabulous Arlington Fly-in and Morgan Event SATURDAY, JULY 11, 1998

**TIME:** (very) High Noon

**PLACE:** Ron Weiskind's Home  
825 148th Street  
Lakewood, Washington  
(360) 652-4704

**DIRECTIONS:** From Interstate 5, go West at Exit 206 (Smokey Point) Past Lakewood High School, then turn Left on 11th. At end of 11th, turn Left on 45th. After about 1 mile, Right on 148<sup>th</sup> (watch for balloons) After about 1/2 mile, turn at mailbox #825 (balloons)

**ACTIVITIES:** Lunch at Weiskind's. From there, we'll sortie to the airshow in parade formation. Next, the Airshow, then the annual parade of Morgans. Supper at the event (great vendor food). Music at 7:00 P.M. provided by Mukilteo's Outrageous Jazz Orchestra. Bring only private stock of personal beverages for the airshow; also, a couple of lawn chairs! Finally, Balloons aglow Night Airshow! Terrific time to be had by all.

**SEE YOU THERE!**

Date: 6-8-98  
To: Craig Runions, Editor, *NW Magazine*  
Re: Appreciating the Marque

Sir:

Morgan owners have long been accustomed to friendly waves, warm smiles, thumbs up, children shouting "neat car" and to the inevitable questions of "what is it" and "is this a kit car?" On rare occasions, one encounters a genuine connoisseur whose reaction is unique and well beyond the ordinary. June 6 was just such an occasion.

Dwight Smith and I were travelling north to Olympia for a MOGNW quarterly business meeting when, at 70 mph, two attractive young women pulled along side and began to smile and wave at us. Suddenly the passenger lifted her T-shirt and proceeded to press her bare essentials against the side window. In a flash they were gone, weaving in and out of traffic to put distance between us. "Did you see what I saw?" "What did you see?" "Well, I saw these two big....." Suffice it to say, it is a rare occasion indeed when a Morgan appreciator and the appreciatee are both appreciative.

Sincerely,  
Heinz Stromquist



## from the Morgan Oasis Garage

Cuthbert J. Twillie, Proprietor  
Box 1010 – North 51 Terrace  
Hoodsport, WA 98548  
(360) 877-5160

Friends,

Ten years ago the lovely Flowerbelle and Cuthbert bought a Morgan in Sunnyvale, CA. Dennis Morrison loaned me a Morgan towbar to bring the little darlin' back to the rainy city. Dennis' towbar bolts to the front bumper brackets; problem was my "complete" Mog had no brackets.

Being more than somewhat familiar with Volkswagens, I knew a VW towbar would work on a Mog's front suspension, and a nearby shop had a VW towbar for \$50.00. A Mog's front end is similar to a VW's in that both have 2 crosstubes running athwartship just behind the bodywork; Dr. Porsche's crosstubes are 2 inches; HFS's are 1 1/2 inches in diameter. To fit the VW bar to a Mog we must pad the Malvern lower crosstube. An old radiator hose slit and fitted over the tube makes the towbar a snug fit. Another two wraps of hose on both sides of each

end of the bar will keep the whole rig centered. All this rubber is kept in place by hoseclamps, as many as you like, or as few as you dare.

On the tow back to Seattle, I'd go back at every opportunity to adjust the rig. Most of this adjustment wasn't really necessary as the Mog was a v. pleasant traveling companion all the way back.

Towing any car one must observe some strict rules. For brake and signal lights I bought a set of trailer lights, fastened them to a board and "C" clamped them to the back of the Mog. The propeller shaft should be removed to protect that precious Moss box, the differential needs to be full of it's fluid and all wheels need attention as to tight lugnuts and cotter pins in place, etc.

I still have that towbar and would be pleased to loan it to anyone reading this; you could leave the Rolex or wife for security.



## PRECIOUS FLUIDS AND OTHER CONCERNS

by Bruce Bonnell (condensed by the Editor)

(reprinted from Portland Triumph Owners Assoc *Triumph Trax*, February 1998)

Come spring time (yes, I'm thinking ahead) when we are preparing our cars for the summer driving season, there are a few maintenance chores that should be performed. I've taken much of this information from an article in *British Car Magazine*. Some of the information was news to me. Being aware of some routine maintenance procedures will pay dividends in keeping our cars young and trouble free on the road. We should think about changing some of our car's fluids along with the engine oil which have sat all winter and had time to collect moisture and in some cases even become acidic. I personally don't like crawling around under my car, but always feel better after I've done it, knowing things are properly oiled, lubed, and fresh for another year. So here are some aspects of your car's care to think about.

**REAR AXLE/DIFFERENTIAL:** These units usually have a drain plug as well as a oil filler/level plug. Most British car differentials since the 1950's take 90 or in some cases 140 weight EP hypoid gear oil. EP stands for Extreme Pressure. The hypoid gears exert a lot of shear forces and ordinary oils won't stay on the gears. For these type of rear ends, make sure the oil container says Hypoid on it. I use a synthetic brand called AMSOIL.

Getting the oil into the differential requires some dexterity since the filler plug is usually in a rather inaccessible location. I use a gear oil pump (from an auto parts store) with a length of plastic tubing for filling until the fluid starts running out of the filler hole. Ketchup squeeze bottles with rubber tubing also work well. It is a bit of a messy job. Once done, check the level every year, and change it every two years. These units should not leak.

**STEERING SYSTEM LUBRICATION:** Some older Triumphs (TR-3 and earlier) have cam and lever steering. There is a filler plug on top of the steering box that is removed and 90 or 140 weight EP hypoid oil put in up to the bottom of the threads. It is not necessary to change this oil, just keep it topped up.

**SHOCK ABSORBERS:** Most modern shocks don't require any maintenance. But, if you have Armstrong "lever dampers" they require a oil level check. Find the small filler plug in the housing. Fill with special shock oil (Moss Motors has it) or you can use 20 or 30 weight motorcycle fork oil available at a motor cycle shop. A small pump type oil can works well for putting it in. Check shock oil level once a year.

**SUSPENSION & DRIVE LINE LUBRICATION:** Good thing we like to tinker with our cars, because British cars are not "lubricated for life." Check your shop manual for specific lube points.

The important thing is to use a grease with Molybdenum Disulfide (Moly) base. This stuff is better than the old lithium based grease. Buy a grease gun with a flexible hose for getting to tight spots. Go at it after wiping and cleaning off the grease fitting. Pump 4 to 6 strokes of the gun until you see old grease coming out of the joints.

Wheel bearings should be re-packed and adjusted about every 30,000 miles. Wheel bearings require High Temp. wheel bearing grease which is more fibrous than chassis grease so that it will stay on a rotating bearing.

**BRAKE FLUID:** Here the correct type of fluid is very important! British brake manufacturers (Lockheed and Girling) used natural rubber in the dust and fluid seals. Most other companies use synthetic rubber. Good old American DOT 3 brake fluid will cause the natural rubber to absorb water and eventually decompose. DO NOT USE DOT 3 in your British Car.

You have choices. Use Castrol GT LMA DOT 4 fluid, which is commonly available and comes in a blue and white container. The other choice is to use DOT 5 Silicone fluid. This is my personal choice for all my cars. Silicone fluid has several advantages: 1) it is non-hygroscopic (won't absorb water-which causes rust), 2) it doesn't harm paint like regular brake fluid, 3) it is more stable over time. This means it is good for cars that sit in cold, damp garages without being used for long periods. In fact, most classic car museum curators use silicone fluid in their collection cars. You should do a complete hydraulic system rebuild with new seals and hoses before switching to silicone. NAPA parts stores carry this product.

**RADIATOR/ANTIFREEZE:** What works best is a 50/50 mix of anti-freeze to water. The anti-freeze helps prevent rust and corrosion in the cooling system. It does break down over time, which is why it should be flushed and drained every two years. Make that every year for all aluminum engines like the TR-7 and TR-8. Use distilled water instead of tap water for reduced iron content. Pre-mix the water and antifreeze in a separate container to insure a 50/50 mix. Keep a pre-mixed container handy for topping up as needed.

You should be aware of a new product that is added to the existing coolant for further temperature reduction. It is called "water wetter" made by Red Line Co. (Moss Motors sells it). It claims to reduce coolant temperature by as much as 10 degrees F by increasing heat transfer. It certainly doesn't hurt to try it. I use it in my GT-6 and have never had an overheating problem.

So whether you do your own maintenance or have someone else do it, it doesn't hurt to have an awareness and knowledge of these necessary

procedures. Consult your shop manual and then go for it!



## Western Washington All British Field Meet

Date: 98-05-22 16:06:49 EDT  
From: michael.amos@gte.net (Michael Amos)  
To: mognw@aol.com (mognw)

The All British Field Meet to be held in Redmond, Washington at the Clise Mansion at Marymore Park is scheduled for July 18th. The weather is expected to be warm and sunny and the new setting should make this a spectacular event. Plan on attending. We need a volunteer to host the social after the event. If you would like to host this social event, please contact Michael Amos 425-882-0545 (w) or 425-881-2054 (h). Looking forward to seeing record numbers of cars for this event. Cheers.

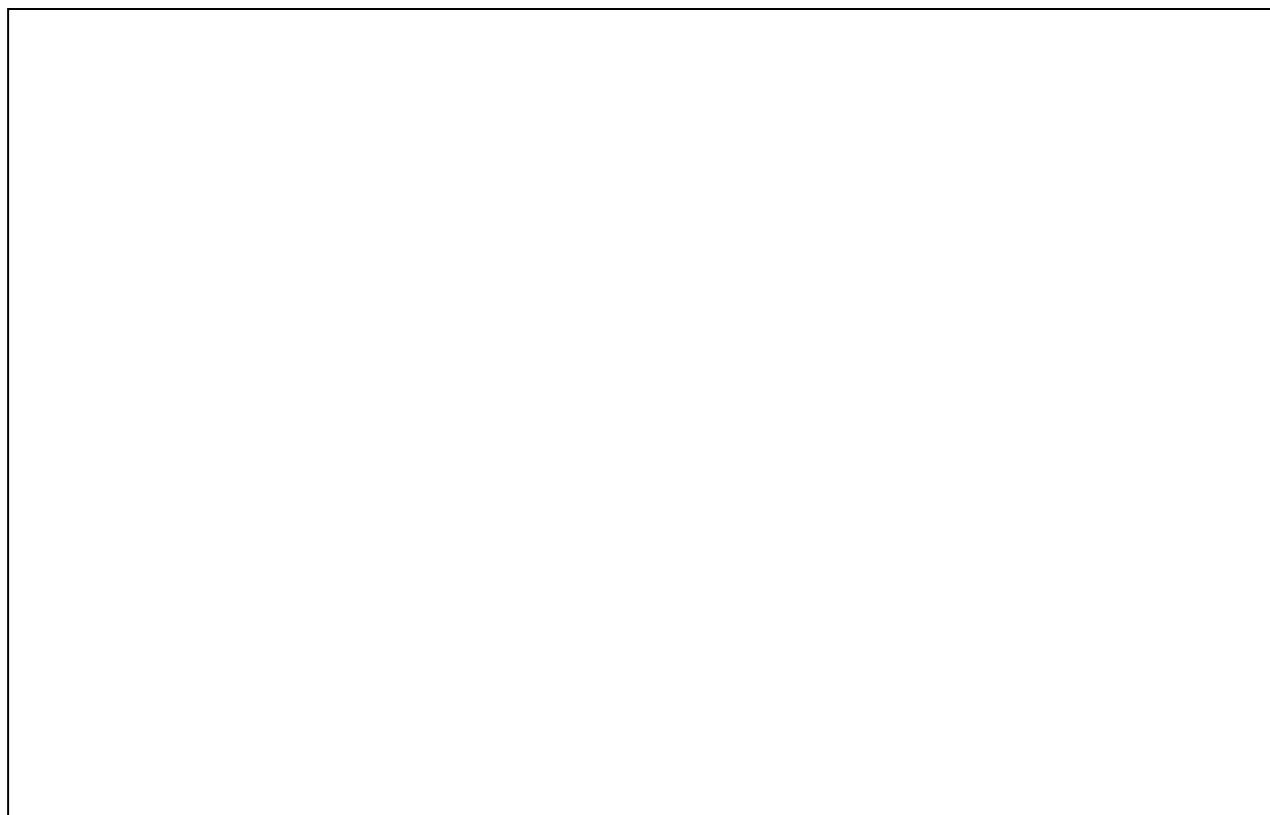
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Date: 98-06-08 01:18:21 EDT  
From: gilbert.r.stegen@cpmx.saic.com (Gil Stegen)  
To: mognw@aol.com (Craig Runions)

Craig, the following motels are in order of proximity to Marymoor Park, the site of the Field Meet:

Redmond Inn  
17601 Redmond Way  
Redmond  
425-883-4900

Silver Cloud Inn  
15304 NE 21st  
Redmond  
425-746-8200

Silver Cloud Inn  
12202 NE 124th  
Kirkland  
425-821-8300







## Boyhood Dream Being Realized by Nostalgic Gibsons Pilot Retiree rebuilding vintage Tiger Moth in garage

by Darah Hansen

(reprinted from the *COAST Independent*, BC, Canada, 3-23-98)

Ever since he was a child, Les Burkholder has had a dream to fly away in a Tiger Moth aeroplane. A biplane that seats two, the aircraft has the romantic look of its era and a noble history dating to the 1930s when it was used to train Canadian and British military pilots. "I've always been fascinated with it since I was a kid," says the soft-spoken man. Now, with a little luck and a lot of elbow grease head of him, Burkholder's boyhood wish is on the verge of coming true.

Burkholder - now retired in Gibsons with his wife June - is in the early stages of rebuilding a vintage 1943 DH82c Tiger Moth in his garage. He's proud to show off one of the plane's four wings which lays flat on a worktable amid photographs of vintage cars, aircraft and even an airborne Tiger Moth, which ring the walls as testament to his passion for antique machines. Burkholder has just begun the painstaking process of refitting the wing with new ribs made from Sitka spruce.

"It's an oversized model airplane," Burkholder says with charming modesty as he demonstrates how each rib is formed using a wooden jig for measurement and kind of military precision. Once each wing is completed, the plane will be re-assembled in Langley, where work to the engine

and body is being done. The original cotton canvas - now shapelessly hanging from the ceiling in Burkholder's garage - will be stretched back across the newly-built frame, proudly displaying the plane's registration letters, CF-DFG.

Burkholder doesn't own this plane. It belongs to Met Neidig, a Langley resident and fellow pilot. Burkholder says Neidig has collected several old aircraft over the years, including the 1943 Tiger Moth which he's owned for about 30 years. "I asked him if he was going to restore it," Burkholder recalls, "and he said, 'Well, some day'." That's when Burkholder made the offer to help - in exchange for a chance to fly it when finished. It was a deal.

It's no simple project. Burkholder - who has also restored an original Morgan car - estimates it will take about 5,500 hours of work to get the Tiger Moth fit again for flight. But that's something Burkholder is looking forward to. He says he enjoys spending time with the aeroplane of his dreams and can't wait to get it into the air. It's a thought that makes him smile.

"If you wait long enough, I guess your dreams do come true," he says.





23 Aug 97

Ted Laturnus, Esq.  
c/o Times-Colonist  
PO Box 300  
Victoria, BC V8W 2N4

Ed. Note - Thanks to Ted for sharing this letter.

Dear Ted:

Your motorcycling articles in the Friday issues of the Times-Colonist always give me a great deal of information and pleasure - thank you very much, and long may you continue.

Recently, you mentioned, rather too briefly for me, the famous 3-wheeled Morgans. I am pleased to inform you that, in London in 1933, I had a 1929 Morgan Aero which was fitted with the big J.A.P. water-cooled Vee twin. She was a real fun car, so I thought you might like to hear something about her. She could go over 95 mph, but had rather inadequate, 6 inch, internal expanding brakes on the front wheels and a quite inadequate external contracting band brake on one side of the back wheel. The former were operated by means of a hand lever best reached through the steering wheel - making things quite interesting if you wanted to use them on a corner! The latter - the rear brake - was operated by a foot pedal, and if you put your foot down too hard, the wheel tended to twist on its half leaf spring suspension, which, of course, changed your line of travel - leading to other very interesting results if you were in traffic!

There were no bumpers; - if you hit anything, the first thing to suffer was the magneto which was mounted on a platform right at the front of the engine. There was no reverse gear - the drive being taken off a layshaft beneath the seat to two chains with different size sprockets on the rear wheel. The gear shift - if you can call it that - was mounted on the outside of the body on the right-hand side and operated a dog clutch on the layshaft. Thus there were only two speeds - fast and faster! If you wanted to turn the Morgan around, you looked for a convenient hill, drove up it a little and then coasted backward to turn her. If there were no hills handy, you had to get out and lift the back around - no big deal really, as she weighed only a few 'hundredweight', the chassis being made of well-seasoned ash wood.

The engine was lubricated by a drip feed, visible in a sight-glass mounted on the dash. If you were really 'towsing' the car, i.e. really belting her, you opened up the oil valve so that the drip became a continuous stream. The fuel, oil and radiator water tanks were integral with the cowling which stretched from behind the engine to the windscreen. As the fill caps were in a line and almost identical, you had to be sure that the service station attendants knew which was which! My fuel tank sprang a leak which was difficult to weld, so, after running with a chewing gum patch for some months, I installed an Austin 7 fuel tank which just fitted - except that its filler cap stuck out to one side.

There were only two pedals - the left was the clutch and the right, the rear brake. There was no accelerator pedal; instead there was a long lever mounted on the steering wheel which you worked with your right thumb. It worked the throttle slide by means of a Bowden cable. (This was no problem for me as my first motor cycle - a 1927 660 cc side valve Ariel - had exactly the same sort of throttle lever on the right-hand handlebar.) There was also an ignition 'Advance/Retard' lever on the wheel. This had to be exactly right when you cranked the car for starting, as, if the ignition were too retarded, the engine never would start, while, if it were too far advanced, there would be a tremendous backfire. As the car was cranked, via the layshaft, from the outside of the right hand side, with a long-throw crank, I was occasionally knocked backwards into the other road traffic!

The headlights were abysmal - barely brighter than some poor parking lights of today. If I wanted to go fast at night, and I usually did, being young and sassy, I would drive along at about 30 mph until a fast car overtook me, at which point I would open up and sit on his tail, using his headlights. This was a bit 'dicey', but it was the only way to go. With the Morgan's acceleration and top speed, I could easily keep up with almost anything on the road.

I don't think I'll tell you about the time when all the wire spokes in my left front wheel gave way at the hub, just as I was pulling into a gas station after just such a high speed run across Dartmoor at night - it's too long a yarn and makes me shudder, even now, to think about what could have happened.

The Morgan was a convertible - or perhaps you would call her roadster? She had a hood which you could pull up and over to the windshield with one hand. This made things even more difficult and cramped inside, so I usually drove with the top down in rain, only putting it up when parked!

I could go on a long time about that car. You may think, from the many problems mentioned above, that I did not like the Morgan. On the contrary, she had so much character and individuality, and needed so much TLC, that I really loved her - almost as another person. She cost me only 50 quid (say US\$250 in those days) and I sold her for a trifle more after three years of the most exciting motoring that I have ever had.

Yours sincerely,

/s/ Roger G. Napier  
"Ponders End", Clam Bay Road  
Thetis Island, B.C. Canada

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**RALLY IN THE VALLEY '98**  
Kelona, B.C. July 3 – 5, 1998



**1998 MEMBERSHIP / DUES FORM**

Please make checks payable to.... **MORGAN OWNERS GROUP NW**  
then mail check and this form to.... Bob Hauge, Treasurer  
2704 Dover Street  
Longview, WA 98632 USA

DATE \_\_\_\_\_

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

\_\_\_\_\_

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

## Regalia Order Form - 1998

Circle color choice, size and indicate quantity. Not all sizes available in every color. Price includes USA surface shipping and handling. US\$ cash, check or money orders only payable to MOGNW. Please send payment & order form to:

Nancy Dice, MOGNW Regalia Chair  
 7011 N.E. Baker Hill Road  
 Bainbridge Island, WA 98110  
 phone (206) 855-9628

item	color	size	price	quantity
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\$ \_\_\_\_\_

SHIP TO: \_\_\_\_\_

phone # : ( \_\_\_\_\_ ) \_\_\_\_\_ to resolve problems if necessary



# NW Mogazine

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

FIRST CLASS

## **DOUBLE ISSUE**

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- Colville Tourally
- Vancouver ABFM
- Window dressing
- Upgrades & repairs
- Morgan tow bar
- Arlington Fly-in
- Marrymoor ABFM
- Rally in the Valley