

MW Magazine

MORGAN OWNERS GROUP
NORTHWEST

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Sep, Oct, Nov 1998



Nelson's +4 at rest and photo op

(Bob Nelson photo)



Two seniors, Bob and Loretta, and their almost senior Morgan on a rocky mountain high

(Bob Nelson photo)

1998 MOGNW CALENDAR FINAL CLUB EVENT !

December 5, 1998	Saturday	ANNUAL HOLIDAY BANQUET	Schmidt Mansion	Olympia, WA
		Reservations Required (call and mail now)	Dave Cammarano	(360) 943-8645

TREASURER'S REPORT (2 mths) from Bob Hauge...	
beginning balance, 8/1/98	\$4,168
plus dues	36
plus advertising	40
less Mogazine	- 130
less Portland field meet	- 525
ending balance, 9/30/98	\$3,589

NOTICE

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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 is payable in advance in US\$ and is based on camera-ready ad copy.

Business card size	\$ 5.00 per issue	or	3 for \$ 12.50	or	12 for \$ 50.00
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HOLIDAY BANQUET-1998

The Holiday Banquet returns in full splendor on December 5, 1998.
A myriad of activities is planned, with something to please everyone.

LOCATION: **Schmidt Mansion** (across from Olympia Brewery)
330 Schmidt Place
Tumwater, WA
north on Capitol Blvd (east side of Freeway I-5 at exit 102)
left at Custer Way (1 mile past Best Western Tumwater Inn)
right at Schmidt Place (1 block) to end of street

MOTEL INN: (highly recommended)
Best Western Tumwater Inn
5188 Capital Blvd. Southeast
Tumwater, WA
1-800-848-4992 (mention the Morgan Club)
east side of Freeway I-5 at exit 102

Banquet Repast

APPETIZERS **Cold Shrimp Platter and**
Meat and Cheese Trays

ENTREES **Seafood Gumbo OR**
Chicken Jambalaya

PLUS **Rice, Vegetable, and Cornbread**
and selection of exotic beers
and fine wines (all included)

SCHEDULE: The doors open at 3:30PM for visiting and fun. Display rooms will be set up for model cars, photo albums, books, videos, regalia, and Morgan stuff. Morgan badge suggestions (see Mogazine article) will be prominently displayed. Beer, wine, and snacks will be available. 2nd Annual Martini Contest at 4:30PM. (Bert McCabe will provide rules, regulations and sage advice.) Announcements, awards, and Kudos at 5:30PM. Dinner will be served in the Presidential Hall at 7:00PM. **SPECIAL NOTE: NO GIFT EXCHANGE THIS YEAR.**

HOLIDAY BANQUET REGISTRATION

Questions? Call Dave Cammarano @ (360) 943-8645

Name(s) _____ Price per person is \$30. Number of People _____
Preferred meal (for planning purposes): Please indicate quantity of: Seafood _____ Chicken _____
Send registration and check payable to MOGNW to: **Dave Cammarano**

1715 - 18th St. SE
Olympia, WA 98501



OTHER INTERESTING STUFF



Leonardo de Vinci figured out the 3-wheeler concept a few years prior to HFS Morgan (Amboise, France museum postcard courtesy of Glenn Jewett)



Last May VanDusen was blessed by a couple of vintage Plus 4 4-seaters thanks to Dwight Smith and Kay Jones (Runions photo)

Coupe Corner

Subj: Sept Coupe Corner
From: GILBERT.R.STEGEN@cpmx.saic.com (Stegen, Gilbert R.)
To: mognw@aol.com (Craig Runions)

How I spent my summer vacation. This year Barbara and I were very fortunate to have a working vacation in Europe. Good luck, (and a bit of careful planning) allowed time for a bit of automobilia. The first stop was the Musee International de L'Automobile Geneve. It was an eclectic collection ranging from old Renaults to a half dozen Ferrari's. I found myself relating the displays to my image of Club members. The special MG display reminded me of Dave Wellington with its black TC (no red undercarriage), but it also included the only MG Bristol I have ever seen. The green Morgan roadster looked just like Runions (even though it was a 4/4 and the wrong year). The white 1958 Arnolt Bristol with license WACKY (Arizona plates) must be known to Dave Cammarano. The pedal cars brought smiles for Nancy Dice. And the models were overwhelming, over 100 Ferrari alone (eat your heart out Mikey). A Jaguar SS (year unknown) on loan from Australia was my favorite, although the absolutely original BMW 507 with removable hardtop was a close second. Overall, it was a fun exhibit, and being right at the airport you have no excuse for not stopping.

The Jewetts joined us in Paris for an inspirational happening, the Concours Automobiles Classiques et Louis Vuitton at Parc De Bagatelle. Pure opulence!!! Better than the Godiva chocolate factory. The entire grounds were filled with flashy cars and elegant people. All of the cars were great (have books and pictures for those who are interested). Sliding pillar suspensions were represented by 1928 Lancia Lambda 8a Serie Torpedo. Best race car was clearly the 1954 Ocsa MT 4 (Morelli). The most elegant coupe was the 1954 Ferrari 375 MM Berlinetta Speciale (Scaglietti), while the drive it home car was a 1957 Fiat-Abarth 750 GT (Zagato). Overall, the setting and the cars made for a great event. Even the ladies enjoyed the excursion, in spite of all the walking. Next year we should organize a MOGNW outing to attend.

Finally, we ended our car exploits with a visit to the Musee de L'Automobile at La Colline De La Defense (in Paris of course). This was a multimedia museum with movies, animated sketches and music. Three cars drew my special attention. The least expected was a Type 57 Bugatti Aerocoupe-Black and Yellow. Wow, I wish I had been born older and richer. I did a double take when I saw the black Allard J2X . I was sure it was Dave's car. And lastly, entirely new to me, a 1930 TRACTA roadster, 6 cylinder front wheel drive, 4 wheel hydraulics, very snazzy. Finally, for the Francophiles, there was a large display paying tribute to Jean-Alber Gregoire, who unknown to me had designed cars for over 50 years. My recommendation is stop in, its close and the cars are extremely well displayed.

Until next time - Happy Morganeering - Gil Stegen



Midlands Matters (x2), from Bill Button.....

Subj: August Noggin
 From: wbutton@ibm.net (WILLIAM M. BUTTON)
 To: mognw@aol.com (NW MOGAZINE)

Bob Nelson had the duty so I will try to fill in. It was a great Noggin at the "Bright Street Pub". They set our tables outside amongst the flowers. All sorts of activity. W. Beavers' +4 is now restored after being damaged. It looks great. Frank Webster was there with his beautiful +8. Pam and Gary Bell were in town from Hoodport. Gary delivered a fiberglass air cleaner for my +4 (I have it now installed and it looks and works great). Martha Pendergast (Mrs Terry Campbell) announced her retirement. She has now joined the leisure class. The Campbells are building a

new home on the North end of Kitsap pensile. This should keep Martha busy. Guest of Campbell's was Fairlie Robertson. She is looking for a Morgan. Also Mike Anderson is looking for a Morgan. Can't seem to make up his mind to buy either a new or used Morgan. WOW, what a decision! Also in attendance were the Jewett's, Craig Runions, Gil Stegen and Roger Braford (up from Tacoma). Craig drove his +4 and Button his +4-4str.

Sorry Craig, I was going to make this funny and comment on what people wore. Other than Mr. Beavers (who was wearing a quite proper suit) the rest of us looked pretty tacky. So much for humor.

Subj: Sept Monthly Meeting
 From: wbutton@ibm.net (WILLIAM M. BUTTON)
 To: mognw@aol.com (NW MOGAZINE)

Bob Nelson is on a Morgan trip to Denver so I will fill in for him. The meeting at the Bright Street Pub was as usual well attended. We gained a new member, Gerald Seligman. The Seligmans purchased Button's 4/4 and are on their way.

Also in attendance were the Campbells, Tineas, Stegens, Buchans, Craig Runions, Van Hook, Brooke Barnes rejoined the club and a guest of the Campbells, Meg Strohmer. As usual there was no old business nor any new business, however we somehow enjoyed an hour or two discussing the issues of the day. Stegens were just back from Paris where they had joined the Jewetts for a few days.

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

Subj: Oct Mogazine
 From: theroux@intergate.bc.ca (Ron Theroux)
 To: mognw@aol.com (Craig Runions)

Haven't totaled up the mileage on the Mog for this season yet, but we have spun the odometer around a few times. We started August with the 3700 KM RCMP Wheels for Kids Rally. While this was a fund raiser for the South Fraser Children's Health Center (\$125,000), it was a very competitive and professionally organized event. We had two entries from our club, Ken and Pat Miles' Plus 8 placing second with 0 penalty point and 5 bonus points. Yvonne and myself, Plus 4, were a distant forth 0 penalty

points and 0 bonus points. What a great seven days on the road, giving us a chance to make many new friends and see some new parts of the country. Hoods down all the way - we should have been given major bonus points just for that.....

August 30th gave us a chance to socialize with local members and families, for a hamburger corn roast (not a driving event). The youngsters and some of the oldsters, splashed in the pool, while others chatted up and consumed our two common bonds, Morgans and Beer. This was the first time out for new Morgan owner and member Bob McDiarmit and his lady Judy...hope we didn't scare them off! (continued next page)

North, continued from Ron.....

The week prior we had the pleasure of having Mike, Rosemary and Marianne out for dinner to greet Vern Dale-Johnson, editor of the Blurb, newsletter of the Canadian Morgan Club and Mog NW member. It was a full afternoon of catching up on events in the east.... but most appreciated was his arrival with large samples of the Martini rated #1 by eastern Morgan owners - jalepino enhanced Beefeater (stirred or shaken?) Four hours on a 747 gives you the answer.

The Pacific Northwest has had one of the best summers on record. The Vancouver - Whistler All British Run was to be in perfect weather conditions with a record turn out of 26 Morgans. With a complete family outing of the Irwins, Hal and Garnet plus Drew, Lori and Andrew, also Kaitlin Irwin in her Spitfire. These members of the Vancouver Island Cell were rounded out by Roland and Pat Gilbert.

Four of the Mogs were to be day trip drivers Ted Laternus, Les and June Burkholder, Rod and Ann Lafond and Dave Collis with Ruth returning home that night. Non members present were Stu Rulka and Tom Millar, both noted for Morgan

racing over the years. First time out for Hugh Dickson in some time. Others on the run without Mogs were Glenn Jewett (Peerless) and Steve and Liz Blake (MG-TD). We cannot let it go by without noting the first overnight run for Larry and Tina Sharp, good to see you get a weekend off.

There was a strong showing of our southern members Dave and Thea Wellington, Bert McCabe and Ruth, Craig and Judy Runions, Bill and Geri Button, Steve Hutchens, also Dick and Nancy Dice (my apology for shortfall of seats at dinner). Of course we had some other locals out (we have just about run through the whole roster) Ted Carew-Gibson with son Evan, Jonathan and Dale Russell, Graham and Val Bailey, Mike Povey with Marianne, Ken and Pat Miles, Al and Helen Allinson.

Our special thanks also to Ric MacDonald and Glenda Bowley who spent a great deal of time and effort trying to get, what they felt, were the best venues. And this was just the start of the weekend for some. Pemberton and beyond next month. Could the driving get even better?

more North, from the POT.....

Subj: events of little significance but fun for all
From: mpowley@bcit.bc.ca (Mike Powley)
To: mognw@aol.com

Event #1 - The dreaded PORTLAND ALL BRITS. I'm sure others will have more to say on this one - but what fun we had "promoting" Les Burkholder's "My wife or my dog, Maybe ... BUT keep your paws off my Morgan" poster. Promote is the word as we had it entered in the "humour" category for the photo concours on the Friday night at the Portland event - it seems it was very hard to convince the women viewing the picture that it was just "humour" - right June! BUT win it did, and the "winner" was on display all day at the meet on Saturday much later still carrying on about the big win we presented Les with his ribbon at our stop over lunch in Squamish on the

Vancouver-Whistler run as there was very little else going on other than eating - most of the crowd was impressed?

Event #2 - The joyous 5th ANNUAL ALL BRITISH PICNIC at HOUGEN PARK in Abbotsford B.C. - Sunday Sept 13th. The getting to this event was somewhat a disaster for Steve & Liz Blake as Marianne & I came upon them on "O" Ave. sitting in their lovely MG-TD on the road side in the shade - looked good but turns out they had transmission trouble and we just waiting for the tow truck - so we regretfully pushed on. At the Whistler event we found out they really did have transmission trouble - but the new one "moan" should last them for a trip on two now and did seem to perform well on that run (more on transmissions later). (continued next page)

more North, continued.....

Arriving at the event we found quickly the two other Morgans in attendance that being Ken Miles (no Pat) and the Lafonds - Ron & Ann. What luck for Marianne and I as Ann Lafond had just laid out a great spread and fortunately we could help eat it! Just a very pleasant day in the Valley in the sunshine.

Event #3 - The "almost" joyous 6th ANNUAL Sept. 19/22nd Vancouver to Whistler ALL BRITISH CAR RUN and off to Corbett Lake after on Sunday. The day again was drop dead gorgeous and even Jonathan Russell couldn't complain! We all pushed off for the Squamish lunch date and then Mr. Morgan (mine) just outside of Squamish "looses it" - what? why third gear so it seems - and then right in the "Chikamas" (spelling here) Canyon (last leg) we have no contact with the linkage - doomed??? Luckily we do travel in groups and so with a bit of group think and Ted Carew-Gibson's analysis we find out that shift lever has come away from the linkage; in fact I can wave it threateningly at all comers - once we know this is the problem we can actually drive the thing onwards to the event.

Once at the event we are optimistically thinking someone in the MORGAN brain trust will have a partial jury-rig solution or that we limp home and bring the Ford out for the rest of the trip as we are NOT going to miss Corbett Lake.

Well, hearts sink when Dr. Dave C. takes a look at the appendage and announces "doesn't look like mine" - show and tell again to Les

Burkholder and again "doesn't look like mine" but the ever resourceful Ted Carew-Gibson, inspired by the initial look in the Canyon starts to get creative, finds that Ron Theroux packs into his Morgan as many obscure parts as Moss Motors has inventory (must have learned packing skills from Yvonne) and decides there must be away!

So between Ron's inventory (seemly limitless) and Ted's tinkering, we split a washer (are you listing Cuthbert J. T.) to fit over the claw of the shift to marry back the shift to the linkage and have a rather loose but working connection that will stay "we hope" - it does - and other than sad sad performances on the hills due to the "lost shifting" (likely the POT's lost driving skills) we have a reasonably good run that Sunday up to Corbett Lake. I assume that had we Cuthbert along he would have made the linkage out of carved wood! (ASH OF COURSE) So a very big thanks to Ron and Ted for their help on this one!

Epilogue. This lost/broken "thingy" is now starting to take on a life of its own; to date I have seen two different schematics of this linkage - one at All British Cars and the other that Les Burkholder kindly faxed to me - neither look like mine! - here I have the "modern" 1972 and no Cortina fit! All will be pleased to know that the "Carew-Gibson Connection and the Theroux washer application" held up all the way! The folks at All British Cars have an all points out now for it - and we hope that we can get a quick fix real soon. Stay tuned - the POT (retired)

and more North.....

Subj: Morgan Event In BC
From: les_burkholder@sunshine.net
To: mognw@aol.com

On Sunday October 11th, after an excellent run put on by Dave Collis we gathered at the Billy Minor Pub for lunch. At that time there was a re-telling of the Powley trip to Whistler, where he removed his gearshift lever from his transmission during a rapid downshifting in a corner. It was fixed by a suggestion from Ted Carew-Gibson

that it might be made secure with a washer. Ron Theroux provided the washer from his bag of treasures (tricks) that he takes on all his outings.

After this incident it was felt that Mike should not travel without a washer. As a result Mike was made a member of the "Royal Order of the Washer". He was presented with his new Chain of Office. The Washer was properly engraved for the occasion. Large and chunky was the theme so that it would not get lost.



TO SETTLE ONCE AND FOR ALL TIME (AGAIN).....

WHO MAKES THE BEST MOGTINI

TO BE HELD AT THE HOLIDAY BANQUET IN OLYMPIA

This open contest will be blind judged by three individuals (not necessarily the same as in past years, to be fair to new contestants and prior winners) with highly refined taste buds tuned by years of serious love affairs with the "marvelous martini". Past winners are eligible, but beware – the judging will be stiff.

**THE WINNER WILL BE AWARDED
AN ORIGINAL McCABE PAINTING**

**AND THE RECIPE WILL BECOME
THE NEW "OFFICIAL" MOGTINI**

Bring your own ingredients, and, if necessary, your personal mixing vehicle. You will be furnished ice, glasses and pitchers as needed.

The judges will begin sipping at +4:4/4 PM (+/- 8). Be advised to arrive early to have your "glorious nectar" ready at that time. The award will be made at the banquet that evening.

Any questions? Call Bert McCabe at (360) 466-3284.

Duffy Lake Road and beyond.....

Subj: Pemberton to Merritt run
 From: wbutton@ibm.net (WILLIAM M. BUTTON)
 To: mognw@aol.com (NW MOGAZINE)

After the Whistler Run, Ron Theroux of the Northern Pod organized a run from Pemberton over the Lake Duffy Road to Cache Creek then to Merritt and Corbett Lake Lodge. After breakfast in Pemberton we left for the Lake Duffy Road. This road is to my mind the best Morgan Road ever. It starts with a steep hill climb thru switch backs to about 3,000 feet. Then across a beautiful plateau along streams and through the trees bordered by fantastic mountains past Lake Duffy and then down another series of steep curves to the Fraser River.

We had Ted Carew-Gibson and son, Powleys, Bert McCabe and Ruth, Wellingtons, Baileys, Buttons, Gilberts (from Vancouver Island) and of course the Theroux's. Powley pulled his gear shift out by the roots earlier on the way to Whistler. So Mike had to fish for the right

gear and if he missed slow down to a crawl and start all over again. Needless to say Mike did not change gears unless he was forced to. Bailey had some clutch problems but I think he was able to nurse it to his home in Kelowna.

Corbett Lake Lodge is a fish camp (trout fishing) with a main lodge and cabins about the grounds. Not fancy but comfortable. Peter McVey owns the lake and the surrounding grounds. The best is that Peter is a first class gourmet chef. Our dinner was to die for. As food is not my forte I will let somebody else describe the meal.

Next morning off to Hope and another great Morgan drive. After lunch we split up. The Buttons stayed in Hope for another night. They were pooped. The others continued on to Vancouver or Seattle as the case may be.

Bert McCabe summed it up the best. "That was the greatest Morgan Run I have ever made". I agree, in as much as that was my second trip over the Lake Duffy Road this year.

NEW CAR BADGE FOR MOGNW

Morgan Owners Group Northwest will celebrate its twenty-fifth year in 2000. A new club badge will be produced to replace our current enameled badge and will be made available to members late next year in plenty of time to celebrate the year 2000 and the 25 years of Morgans in our part of the world.

The design for the badge has not yet been specified, but it will definitely show the international (Canadian and US) composition of the club.

We need members' suggestions for the new badge before the final design is determined. Therefore, a badge design contest will be held at the Holiday Party on December 5 in Olympia.

The contest rules are simple: The badge should be shown as a rough sketch; it must show the Canadian and US composition of the club; if your design includes colors, these should be shown using crayon or colored pencil; the design may be larger than life size to show details. You may bring your designs with you to the party, or mail them to the Regalia Chairmen (Dick and Nancy Dice). The designs should be mounted so they can be displayed at the tables (like table decorations).

A committee, composed of the club officers, will select the winning design, announce it at the party, and award a prize to the winner. The committee will then submit the winning design, and any other runner-up designs they may select, to a graphic artist who will prepare design proposals for review by the committee. The new badges will be ready for sale in 1999.



Rocky Pike Mountain Peak High Colorado!

Subj: rocky mountain high
 From: blnelson@snohomish.net (Bob Nelson)
 To: mognw@aol.com

Sun. Sept 20th, 2:pm. Loretta and I drove our '58 4-place off Camano Island to start our ride to Colorado. Weather was warm and sunny as we crossed the mountains into Eastern WA. and down to the Columbia. We crossed the river at Umatilla and into Oregon. We stayed in Pendleton that night.

Mon. Bright and sunny, 8am we were on the road. The air was cool, but by the time we stopped for gas just outside of Boise, it was hot and off came our coats and heavy shirts. On into Boise to stay the night with Bob Adair (he's an excellent cook). We looked at Bob's flat rad Mog that he has spent many hours and expense on, to become one of the most original and pristine flat-rads. Bob also has a 4-place Morgan in restoration and a '58 Roadster in excellent condition and of course his green Drop Head that Bob has been driving ever since we first met him. Boise was 90 degrees and Bob said this was cool in comparison to this summer's temps.

Tues. Lynn Hawkins came over in his red 4-place and we drove the three Morgans into town for coffee. Loretta and I said our good byes to Bob and Lynn and headed for Pocatello and across into Wyoming. We are staying on major hwy's to make time as we are 1-1/2 days late leaving home and want to be in Denver Fri. nite, as we are set for a car tour Sat. and show Sun. Our speeds are well over 70 mph, hour after hour. I'm trying to keep the RPM under 4000 just to conserve the engine. Tues nite we stayed in Rock Springs, Wyoming.

Wed. We were on the road by 8am and drove Hwy 80 for a while then off on a side road to Laramie and into Colorado to Fort Collins. These roads are narrower and slower, nice touring through farms and rolling hills, now we are touring our style. At Fort Collins we took a gray road east and traveled through the grass lands. This area is flat, dry, and an occasional farm. The temp is still hot, but we are doing fine and the Morgan is running great. Our speeds are

again over 70 mph, but now we are running on roads where we see a car only once in a while. We dropped into Fort Morgan (had to go there), took some pictures, the temp was 91 degrees and we soon got back on the road again going South to Limon where we stayed.

Thurs. We were on the road by 7:30, heading for southeast Colorado to Eads, a little town (400 pop) where Loretta's mother was born. Still very hot. This is flat, dry, barren country and you need to be sure your gas tank is full when you leave town because there probably isn't anything till the next town many miles away. (Espresso coffee anywhere out here? NO!) We are traveling southwest now heading for central Colorado where we will start into the mountains. As we came to Walsenburg the scenery is changed, we now have some trees and are going through some low passes and into valleys. This is great touring, still no traffic, but now we do see some cars. We drove on to Durango where we stayed that night.

Fri. We watched the steam train leave Durango for Silverton and sipped our lattes, which we finally managed to find and headed up the road known as the million dollar highway to Silverton, and on to Montrose, really a great drive. We pushed on to Salida and Colorado Springs, then up to Denver. The freeway to Denver at 5pm on a Fri nite is no place for a small open sports car, and trying to read the map for our exit. We finally did make it after getting off the wrong exit.

Sat. We washed the Morgan (can't believe the bugs layered on the front wings, etc), and headed for the park where we met many British cars getting ready for a days run in the Rockies. We met Phil and Deonna with a '55 Morgan Roadster (red & black). We teamed up with them and headed out for our trip up the mountains. Everything was going great till the '55 Mog stopped, it had spun the muff coupling on the clutch to trans shaft. We waited for the chase p.u. and trailer and loaded the Morgan. We followed the p.u. and trailer up the mountain with Deonna in the back seat of our Mog as there wasn't room in the p.u. for 4 people. (continued)

Rocky Road (continued)

Later up the pass we met a red MGB with hot brakes; he had solved his problem and took one of the p.u. occupants with him, and Deonna rode in the p.u. with Phil. We were just about to a freeway and we were uneasy having Deonna in the back of the Morgan. Our alternator quit on the way down the mountain so when we arrived back at the park a volunteer took me to the parts store in his Tiger, nice ride. Our alt is a Delco, so easy to find. I bolted in the new one just as the sky opened up (it was a warm beautiful day) and wetted us down as we ran for our Motel, which had a canopy and had been letting us park the Morgan under it. Alt went out again, must be wiring.

Sun. Bright and sunny, we wiped down the Morgan and returned to the park for a car show. We joined several hundred cars including 5 other Morgans. Here we met Steve and Susan and Punkin (retriever dog) with a very nice '58 Roadster. Steve and Susan invited us to stay with them the next day as we were going to be touring around their area. After the show was over I had the alt tested and found a broken wire, easy fix.

Mon. I was at a NAPA parts store as I found our fan belt in need of replacement. Our odd size tractor type belt wasn't easy to find, but NAPA found it. Top up we headed for Colorado Springs in the mist. We are going to see the Air Force Academy, the Garden of the Gods, and the Cliff Dwellers. Great scenery, we enjoyed each one. By the way, the top came off mid AM, as the sun came out. Its now 4pm and we are running to our host home as its getting wet again. Steve opened the garage door as we drove in. Our Morgan sat with a Porsche and another Morgan for the nite. Steve and Susan have a beautiful home on 5 acres, with very expansive views. We enjoyed a fun evening with them.

Tues. After a great breakfast with Steve and Susan (Steve makes a great omelet), we said our goodbyes and headed for Pikes Peak. The weather was foggy and wet but Steve called up to Pikes Peak and found it was sunny up there. We pulled through the toll gate and paid our fee to drive up the road to Pikes Peak. The road

started out nice and 2 lane, hard surface, nice views and trees. Then at about 5000 ft. the road was rough, 7000 ft. it was gravel and few trees, 10,000 ft the wash-board slowed us down to 1st gear, by 12,000 ft. I could smell antifreeze and see it running down the driver's wing. My first thought was we broke the radiator. The pounding was so hard on the washboard I thought everything could be coming off the front end. Watching the temp gage we weren't getting hot, and just 2,000 ft. to go. We reached the top just in time; the Morgan was boiling, but not really hot. I didn't think about water boiling well below 200 degrees at that altitude and our 4 lb. radiator cap wasn't holding it down.

The top of the peak isn't pretty (probably is with snow on it) just a dirt parking lot and a tourist building with restaurant and gift shop, but you really are on top of the world. And we did it in a 40 year old Morgan, and me 61 on this run (yes Loretta was there but I can't talk about her age). The trip back down was slower, and when we came to the brake check point (they check the temp of your brakes) ours were on the cool side. Once at the bottom we in our now very dusty Morgan headed southwest to Cannon where we stayed and I washed the Morgan and checked over the front end (one shock bolt gone).

Wed. We found an espresso stop and got our lattes and bagels. We then drove 8 miles to Royal Gorge where we sat and enjoyed our lattes and bagels. We then took the incline tram 1,000 ft. to the bottom of the gorge. We drove the Morgan across the suspension bridge, (highest in the world), we could stop and just sit and feel the bridge sway and twist, kind of neat. After the gorge we headed N.W. and eventually stayed in Rangely Co. Traffic has been minimal as we are mostly on secondary roads, going through low mtn. ranges and into valleys. Temp is under 80 degrees and the Morgan is running great.

Thurs. The sun is coming out, it rained last nite. The tonneau cover does a good job keeping the Morgan dry inside, so a good wipe down and we are ready to boogie down the boulevard. We crossed into Utah and headed north to the Flaming Gorge Reservoir (continued)

Rocky Road (continued)

and Red Rock Canyon. This is an excellent drive, great colors in the rocks and the trees in the hills as we crossed into Wyoming, a great place to spend some time. We took a side road, called Sheep Creek, a great, great drive. For 1 hour we saw one car, a great time of the year to drive. We notice now we aren't removing our coats as often, its getting cooler but very comfortable. We are now heading N.W. again and crossing back into Utah for a short time. We are coming to Bear Lake and Garden City where we stayed.

Fri. Sunny weather, we drove N. into Idaho following the shore of Bear Lake. We headed up to Pocatello and on North through Black Foot, Idaho Falls and into Montana and up toward Missoula, where we stayed in Lola. It rained on us several times on this run but we kept the top down. That nite I made sure the motel where we stayed would let us keep the Morgan under cover

Sat. I want to be home. I miss our pets, so does Loretta, but she never is ready to quit. We left early am, it was quite cool going up Lola Pass. The sun was out, but not reaching onto the road and us. Lola Pass is a pretty drive into Idaho and into WA.. We had lunch in Clarkston. We spent the rest of the day touring back roads

in S.E. WA. and ended up in Ellensburg for the nite. The Morgan isn't starting well. The starter is dragging. That nite it came to me that the starter is had lost its front bushing.

Sun. Early I took off the starter, 10 min. job and sure enough, the bushing was gone and my spare bushing is at home in my garage. So I cut some plastic tie strap and wrapped it in the space the bushing was. I put some lock tight on it and the starter works great. We gassed up and got on I-90 to I-405 to I-5 and were home non stop, 2-3/4 hrs.

This was our longest trip in the Morgan, 5,832 miles, after allowing for speedo error that I figured out after doing 100 miles of mile markers. We drove 470 to 500 miles per day. The only day we didn't cover miles was the car show day.

We are happy to be home; so are our pets (cat and 1 semi-house lop ear rabbit). We are ready to go again. The Morgan is getting some maintenance, some rear shocks and springs, and I'm replacing the front shocks also. Hope to have a header for it this winter. 2 weeks and 6,000 miles (ok close) in a Morgan!

Bob and Loretta

P.S. Starter is still using the plastic bushing!

GIVE ME A BRAKE

Subj: Brakes
From: wbutton@ibm.net (WILLIAM M. BUTTON)
To: mognw@aol.com (NW MOGAZINE)

A couple of years ago a bunch of us drove to Soap Lake. On the way over Stevens Pass Mike Amos lost his brakes. No damage, but scary. It seems the stop light switch was faulty and he lost the brake fluid. Had he had modern brakes with a separate system for the front vs the rear brake he would have had at least some brakes to work with. In Fred Sisson's "Morgan Garage" there is just such a system utilizing a Toyota Corolla master brake cylinder. The Toyota dual brake cylinder fits a Morgan with only slight modification. (Can be done with home tools).

I decided that this was for me. Bob Nelson has also made the switch. The big rub is making up the new brake lines. Putting flanges (that you trust) in brake lines is not easy. I ruined two flange tools and failed. I tried to find somebody in Seattle to make them up. No Dice (sorry Dick). The folks who could, won't because of the liability and legal issues. After driving my local parts supplier nuts I found that "Dave Bean Engineering" in Southern California would make them up. Piece of cake. The fellow I talked to at Dave Bean understood metric, British and Morgans. He talked me through the problem utilizing banjo fittings and braided lines. Not Cheap. But it's easy to install and it works. The hardest job was bleeding (continued next page)

BRAKE (continued)

the brake lines. I have no real advice other than to keep at it, be patient and realize the professional brake man has no magic way to do it either. I did buy a "Giz-Wiz" from Moss Motors that is supposed to suck the fluid out. It helped, but I think the old fashioned way will work just fine without the added expenditure.

I also have installed "Emergency Brake" levers that work. They come from a Subaru Brat. Are easy to install. Are unobtrusive and work. In Seattle, with all the hills, you need a good brake. I have installed them on both my +4-4str and 4/4. If anybody is interested; give me a call or e-mail.

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Pre 1960 DHC Complete Windshield Assy \$500
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 Flat Rad Grill, nice condition \$150
 Painted Luggage Rack \$75
 Assorted Brookland's Steering Wheels \$75 each
 Pair +4 Front Brake Rotors \$75 each
 Pair +8 Front Brake Rotors \$75 each
 Pair 1954-57 Bumper Overriders \$75 each
 1978 +8 Tan Leather Bucket Seats with headrests \$350 set
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 2 Pair 1959-68 Steel Bonnets with bubble scoop \$300 set
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5TH ANNUAL ALL BRITISH PICNIC AT HOUGEN PARK SEPT. 13th



Steve and Liz Blake (?), Ann and Ron Lafond, and Ken Miles at Hougen Park (Powley photo)



One of each – Lafond's +4, Miles' +8 and Powley's 4/4 at Hougen Park (Powley photo)

GARAGE SALE

“Moving to a smaller garage so gotta get ridda this stuff”

- 1 - Close ratio (technically semi-close) single rail gearbox and all the stuff to install into a 4/4. Includes transmission, bellhousing, transmission tunnel, upholstery, flywheel starter, clutch, advice, etc.. \$125
- 5 - Dunlop Radial GT tires - Brand New! P195/60 R15. The size used on most contemporary 4/4's and possibly some Plus 4's. \$100 for all.
- 3 - 60 spoke wire wheels in need of rebuilding. \$10 ea.
- 1 - Early 4/4 real axle assembly. 4.56:1 ratio, backing plates, brake bits, axle shafts, etc.. \$20
- 2 - Early 4/4 4 speed transmissions. 1961 - 1963 vintage. \$15 ea.
- 2 - Three rail, semi-close ratio 4/4 transmissions. \$50 ea.
- 1 - Single rail standard wide ratio 4/4 transmission. \$25.
- 1 - Three rail, unknown ratio, 4/4 transmission. \$15
- 1 - Drive shaft for installing a Triumph rear axle into a 4/4. \$20
- 1 - 1500cc Ford engine, complete with generator, manifolds, etc.. \$75
- 1 - 1600cc Ford short block of dubious condition. \$10
- 1 - 997cc Ford short block, well worn. \$10
- 8 - TR3 nave plates (hub caps). Most with enameled globe medallion in center. \$15 for all.
- 1 - TR3/4 manifold (shorty) with remains of SU carbs attached. \$10
- 1 - 1600 exhaust manifold, clean, no air injector ports. \$5
- 1 - TR4 exhaust manifold. \$10
- 1 - Intake/exhaust manifold for 997 Ford. \$5
- 1 - TR3/4 generator. \$15
- 1 - 1600 cylinder head. Not rebuilt, but looks great. \$20
- 4 - Ford 4 cylinder distributors, misc. Vintage. \$10 for all.
- 2 - Lucas 675 Flame Thrower driving lights. \$75 for both.
- 1 - New morgan clutch/brake pedal assembly. \$15
- 1 - Early Morgan wiper motor - no Popeye, but works. \$5
- 2 - Armstrong lever action shocks, rear with mounting plates for Morgan. \$10 for both.
- 1 - Set of seals and gaskets to over-haul a 4/4 transmission. \$5
- 1 - Box containing misc cream 3 in 1 gauges and bits for early 4/4. \$15
- 4 - Morgan hub caps. \$10 for all.
- 1 - Side curtain carry pouch. Lined, sectioned and designed to self-strap onto the luggage rack. Provides extra inside storage space. New. \$35
- 4 - 1600 pistons/pins. Used but in good shape. \$10
- 1 - Box of miscellaneous TR gauges. \$5
- 1 - Original Morgan short tonneau for Series 2 4/4. Very nice. \$10
- 1 - New clutch master cylinder with remote reservoir. \$15
- 2 - Oregon, 1948 license plates. Silver with red letters. Quite nice. \$10
- 1 - Aluminum manifold, dual side draft Weber to 1600. Lynx. \$20
- 1 - TR distributor. Shaft bearings are quite snug. \$10
- 1 - Pair of Lucas yellow translucent headlamp covers. Night driving during WWII? Driving in perpetual fog? \$5

Bob Hauge
11 Heron St.
Longview, WA 98632
(360) 636-6015

PORTLAND ALL BRITISH FIELD MEET SEPT 5th



Les Burkholder's Portland Photo Contest First Prize Ribbon presented by Mike Powley at the Squamish lunch stop on the Vancouver-Whistler run (Runions photo)



Steve Hutchens (left) receives award at the Portland All-Brit (Powley photo)

PORTLAND ALL BRITISH FIELD MEET SEPT 5th



Part of the line-up on the field headed by Smith's Flat Rad
(Powley photo)



The Plus 8's headed by Heinz Stromquist's green beauty and Les Burkholder's prize winning photo in foreground (Powley photo)

from the Morgan Oasis Garage

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(360) 877-5160

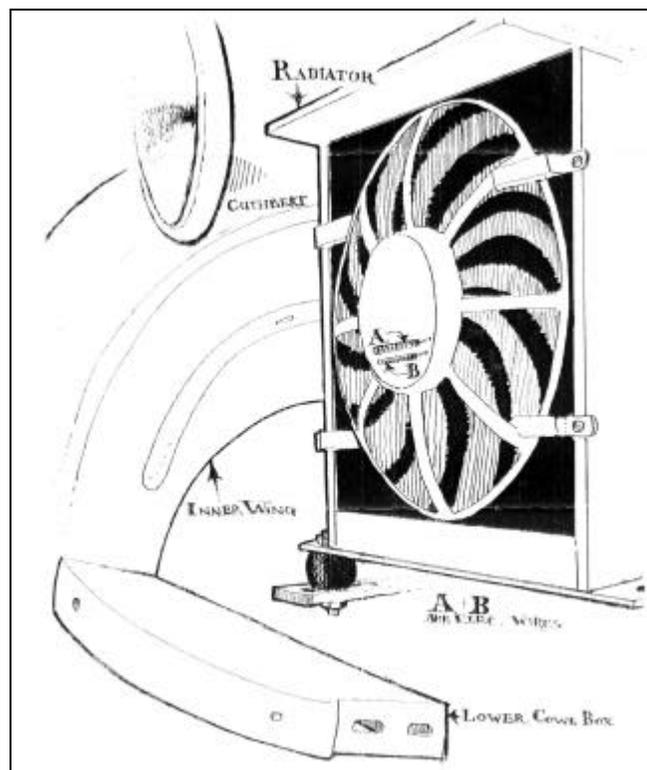
Friends

A prior epistle was about an air scoop which drives air thru the radiator. This month I'll demonstrate the simple installation of Vintage Air's 12 inch cooling fan on my Plus 4 MOG.

The radiator measures 12 x 13 inches. I ordered a 12 inch fan (1771 cubic feet per minute) from RB's Obsolete Automotive (800-426-6607) or for Washington State (800-922-5339), part #32612 VUF for \$85.00. They offer another 12 inch fan for \$74.00 which puts out 1540 CFM and they offer an adjustable thermostat for another \$30.00. For the moment I opted for a simple off-on switch as I believe I have an improved cooling potential and I'll see if that's going to be adequate before I'll let a gremlin decide if my engine is hot or not.

To fit this particular fan in front of the radiator, the fan blade needs to be removed and turned over. An operation so simple an ophthalmologist could do it. I will agree with anyone that the best place for a fan is behind the radiator - not in front blocking cooling air itself. I know of no one making a fan and motor thin enough to fit between a Triumph engine and a MOG's radiator so there is no choice, the fan goes in front.

I won't go into the electrics - any fan will have instructions and it ain't that complicated, sport. If one got really desperate he could call Cuthbert, your steady epistler.



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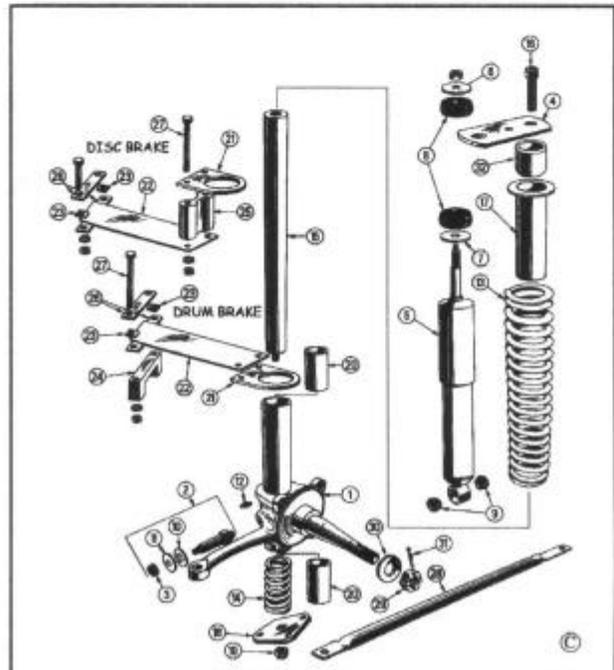
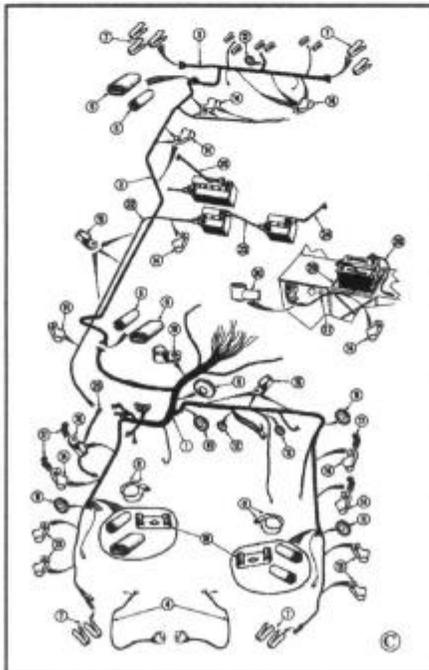
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Miscellaneous

Subj: parts for sale '63 Morgan 4/4
From: normanrg@worldnet.att.net (Richard Norman)
To: mognw@aol.com

I have some bits and pieces of one 1963 Morgan 4/4 - full set of fenders and hood (bonnet) in semi good shape with some rust, front hubs for disc wheels, 5 wheels with tires, 28/36 Weber downdraft, tie rod ends, slightly bent grill and a 4.56 rear axle for disc wheels and a few odds and ends. Make offer, must sell. Richard Norman 425-228-3135 Renton, WA

Subj: Morgan +4 for sale
From: Dprecord@aol.com (Dennis)
To: Mognw@aol.com

I have a 1965 Morgan +4 DHC. It's in good to excellent condition. It's Dove gray with black wings. Leather interior is in excellent condition. No rust on body. 38,000 miles, all-around this car is in great condition. A joy to drive. I'm selling it for \$13,000. I live on the island of Oahu, Hawaii.

off the net

1958 MORGAN +4, 2-seat roadster, BRG, black interior, tonneau, Brooklands racing screen, frame-up restoration in 1984, hardly driven since, \$19,500.00, (719) 488-8533, erys@sprynet.com, Colorado Springs, CO

1965 MORGAN +4, red, 42,000 Miles, fresh rebuild, many updates, \$23,900, 757-499-9559 or 420-2219, Va Beach, VA

1958 MORGAN, 2 seat Roadster, stored many years, perfect rust free body, runs very well, wire wheels, black/ cream leather interior, \$12,500 or best offer, 714-646-0973 or 949-646-0973

1964 MORGAN +4 Roadster, British Green/Tan, Wire Wheels, Luggage Rack, Canvas Top & Tonneau, Fog Light, Excellent, \$24,995, 847-247-0447, Fax: 847-247-0446. World Wide Wheels, Lake Bluff, IL

also 1964 MORGAN +4 Drophead, British green/black, Wire Wheels, \$25,995, 847-247-0447, Fax: 847-247-0446. World Wide Wheels, Bluff, IL

also 1960 MORGAN +4 4-seat, black with red leather interior, wire wheels, new radials, wind wings, new paint. \$18,900, World Wide Wheels, Bluff, IL.

also 1965 MORGAN +4 Roadster, British Green/tan, Chrome Wire Wheels, Luggage Rack, New Leather Interior, \$23,995, World Wide Wheels, Bluff, IL.

also 1960 MORGAN +4, two tone/Burgundy. Wire wheels. Luggage rack. Complete restoration, Concours show quality. \$24,995, World Wide Wheels, Bluff, IL.



VANCOUVER-WHISTLER RUN SQUAMISH PUB BREAK



(Runions photo)



(Runions photo)

VANCOUVER-WHISTLER RUN SEPTEMBER 19, 1998



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(Runions photo)



Sunday breakfast at Willy G's in Pemberton (Runions photo)

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long sleeve sweat shirt w/ embroidered club name and wings	pearl gray	S, M, L, XL	20.00	
short sleeve Morgan profile swoop T-shirt	red, maroon, blue, green, yellow	S, M, L, XL	9.00	
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