



Vol. 19 No. 8

August 1999



Penticton, Okanagan Valley, on July 2, 1999 (Powley photo)



Cambria, California coast on August 1, 1999 (Runions photo)

1999 MOGNW CALENDAR

Aug 14	Sat	MOGNW Midlands Centre day tour to Morgan Spares (Bob Couch), Sequim, WA	Dick Dice	(206) 855-9628
Aug 17	Tues	MOGNW Southerne Centre monthly social meeting 7:00PM at Portland Brewing Pub , 2730 NW 31st Ave	Heinz Stromquist	(503) 224-9576
Aug 28-29	Sat-Sun	90 Years of Morgans , Pebble Beach, CA Concours and Monterey Historic Races at Laguna Seca	Audrey Haines	(408) 358-2230
Sept 1	Wed	Deadline for September Mogazine	Craig Runions	(206) 542-7137
Sept 4	Sat	Portland All British Field Meet at PIR and MOGNW post function food feast at Dwight & Meredith Smith's	Heinz Stromquist	(503) 224-9576
Sept 18	Sat	Vancouver to Whistler British Car Run	Les Burkholder	(604) 886-2508
Dec 11	Sat	MOGNW Holiday Banquet , LaConner, WA	Bert McCabe	(360) 466-3284

TREASURER'S REPORT from Bob Hauge...

beginning balance, 7/1/99	\$6,582
plus dues	172
plus regalia	1,704
less regalia (*)	-1,341
less awards	- 68
less July Mogazine	- 155
less Marymoor All-Brit party	- 322
less miscellaneous	- 39
ending balance, 7/31/99 (*)	\$6,533

(*) approximate \$2,500 in car badge purchases have not been paid for.

COVER PHOTOS: On top, Mike Powley's 4/4 4-str and others on the Rally in the Valley event. Yup, that's snow in July! On the bottom, it's Dice, Theroux, Runions, Button, Jewett and Miles at Cambria in front of the lodge. Yup, that's sun, but then it's California, right?

ATTENTION MOGNW: sign up for the **E-MAIL** version of *NW Mogazine*. Get **FAST DELIVERY, COLOR PHOTOS**, and an **ELECTRONIC FILE COPY** stored on your computer! You need Adobe Acrobat Reader v3.0 or later (free off Adobe's website), so **LET ME KNOW!** Send me an e-mail request at mognw@aol.com. Thanx, Craig

NW MOGAZINE is the monthly newsletter of MORGAN OWNER'S GROUP NORTHWEST, a non-profit organization serving the interests of Morgan automobile enthusiasts in the Northwestern United States and Western Canada. Copyright (c) 1999 by MORGAN OWNER'S GROUP NORTHWEST. Permission is hereby given to reproduce any portion of this newsletter, except for other identified copyrighted material contained herein, but not for sale or profit, with credit acknowledging **NW MOGAZINE**, month/year of issue and the author, source or photographer, if stated. E-mail material for publication to the Editor at mognw@aol.com or mail or fax a typed copy to the Editor.

PRESIDENT	Kay Jones	2600 Fairview Ave. E., #18, Seattle, WA 98102	(206) 329-2885
SECRETARY	Dale Russell	2214 Portside Court, Vancouver, B.C. V5P 4V1	(604) 321-4141
TREASURER	Bob Hauge	11 Heron St., Longview, WA 98632	(360) 636-6015
EDITOR	Craig Runions	17759 - 13th Ave. N.W., Shoreline, WA 98177	(206) 542-7137
REGALIA	Dick Dice	7011 N.E. Baker Hill Rd, Bainbridge Island, WA 98110	(206) 855-9628
HISTORIAN	Bob Nelson	P.O. Box 353, Stanwood, WA 98292	(360) 387-3241
NORTHERNE REP	Les Burkholder	RR1 S8 C94, Gibsons, BC V0N 1V0	(604) 886-2508
MIDLANDS REP	Bill Button	9839 - 51st Ave. S.W., Seattle, WA 98136	(206) 935-3616
SOUTHERNE REP	Heinz Stromquist	2618 S.W. Fairmount, Portland, OR 97201	(503) 224-9576

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
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

THE FLAT LINE

by Kay Jones, President



All of the 100 first issue numbered badges are gone. The last badge was sold in mid-July at the wonderful Dow party which was held after the Marymoor All Brit event. For those of you who are seeking a badge number other than the one that was randomly drawn for you, a list of all badge recipients is provided in this issue. (Ed. Note: Sorry, Kay, it'll be next month.) Special number requests are also shown. Please make your own contacts for swapping badges. We will order another 100 badges (unnumbered) in the near future.

I want to thank all of those who helped make the 25th commemorative badge come to fruition. Carmel Thomson e-mailed to me the following (edited) letter which I think says it all.....

I also wanted to tell the group that developing the 25th Anniversary badge with Nancy and Dick was labourious, intense, fun and very rewarding. It's too sad that Nancy is not with us. She is dearly missed. I also find it sad that she couldn't be with us to see the results of her tenacity.

I thought you might be interested in the evolution of the Mog NW badge. During the development of the badge, the e-mails, suggestions, adjustments and redrafts were numerous. At last count we had generated 64 files before arriving at the final design. We three (Nancy, Dick and I) were thrilled with the end results believing we'd accomplished the mandate of the group. Bear in mind that every attempt was made to include the ideas submitted by various MOGNW members. Neither Dick, Nancy, or yours truly wanted to exclude any of the suggestions received. I know the uniquely Native theme/concept came from Kay, and that the wonderful idea to use icons of the Canadian and US flags came from Bert McCabe. I loved receiving his line drawing in the package Nancy forwarded with the proposals, recommendations and options submitted by various members.

For example, it was suggested that the Morgan steering wheel and grill be considered for inclusion because they are distinguishable elements of this distinctive, yet idiosyncratic car. When we needed some imagery to create the elements in the badge and because I didn't know what an original Morgan steering wheel looked like, I called on Nancy, Dick and Craig Runions. The e-files flew across the border like lightning. Craig Runions' talents came to the rescue. He was most supportive and instrumental in making sure I had accurate Morgan bits. He e-mailed to me various images, line drawings, logos and Morgan wings.

I still chuckle at one e-mail in particular. Having had a few mogtinis, Craig removed the Brooklands steering wheel from his car, hung it under his dining room chandelier, photographed it against a blank background with his digital camera and e-mailed the results along with a note: "Took this photo of my steering wheel while hanging from the chandelier". The question had to be asked: Who/what was hanging from the chandelier? Well, I'll tell you, I learned more about Morgans while executing this badge than I have while married sixteen years to a true Morgan aficionado.

Accuracy was very important to Nancy, Dick and me. One of our biggest challenges was to be faithful to the rendering of the Native motif. We developed several designs based on the look Kay
(continued on page 4)

THE FLAT LINE (continued from page 3)

had developed and that Nancy had forwarded in her package, still we felt uneasy about a Belgian-Italian-Canadian executing a Native design. We knew the motif concern could be big and needed to be addressed. Fortunately, through a dear friend, I connected with Harold Albert, a fine Native artist who steered us in the right direction. He supplied a fine pencil drawing of one wing and the head. We three felt better. The head notch is Nancy's baby. She nick-named the head thing-a-ma-bob "head notch" and expressed that it would give the badge that "finished" touch. Once executed, the lovingly-named head-notch was perfect and both Dick and I agreed wholeheartedly with the ever so resolute Nancy.

Of course, the group's 25th year needed to be communicated on the badge and again, a variety of options were proposed before settling on the final interpretation. The windy road was executed by Anita Singh, one of my very talented staff. She and I had been discussing touring while perusing a number of Woody's Morgan books in our attempt to come up with something that would be suitable for this last quarter of the steering wheel. You will note that the steering wheel has four parts. One contains the Morgan grill, the left and right quarters each contain a flag. What to do with the last quarter? Why not stick a mountain, a windy road and a sun peering over a snowy cap. All this in a tiny little void.

Let me tell you, I was so impressed with Nancy and Dick and the energy and enthusiasm they had for this project. I also found myself reflecting on the blend of characters we have in the Morgan club. What this eclectic group of personalities have in common is their love of this car and their love of touring in this car. We wanted to recognize these free spirits. So, why not. In recognition of our love of touring in our Morgans, we squeezed mountain, road and sundries into an area smaller than one half inch. The mountain in the background depicts the West Coast geography and the allure of the coast ... perfect for a Morgan excursion. I found it most satisfying when I spoke to Dale Russell at the Theroux gathering after the VanDusen affair to learn that Nancy had a passion for touring. I think I see her touring down that little mountain road.

Dick and Nancy were a wonderful duo to work with. Each is a very committed and singularly unique individual who also worked elegantly in tandem. I and Woody express our deepest sorrow to Dick. The loss of Nancy has whacked us all along the side of the head. I know it has affected us more than I thought it could. I will very much miss the lovely Lady Nancy.

Carmel

FOR SALE

1967 4/4 Competition roadster. Fresh Cortina GT engine. Ground up restoration. Vintage racing or street. Copper State 1000 veteran. Call for many, many more details. \$20,000. K. Jones @ (206) 329-2885 or G. Jewett @ (425) 868-7171.

Western Washington All British Field Meet

Plus 8 notes from Evan Carew-Gibson.....Six Plus 8's managed to make their way to the Western Washington All British Field Meet at Marymoor Park this year. The entrants included Ken Miles with his immaculate '69, Ron Weiskind and his beautiful blue '71, Ted Carew-Gibson, Dick Dice, Brooke Barnes, and a first time appearance by the Greens. Miles made the meet a day trip from Vancouver and scooped up first place for his efforts. Weiskind took second and Carew-Gibson third. Both the Greens and Barnes came late in the day and therefore were not present during the voting hours. Everyone missed the Allinsons and their splendid '69. All in all, a considerable showing by the Plus 8 group, which always enhances the presentation of the MOGNW Club.

Plus 4 notes from Bill Button.....As usual Theroux won a well deserved 1st place. The Nelsons were 2nd and Stegens 3rd. It was an interesting day with the arrival of Kirby MacDonald's "Super Sport". The SS is an original one owner car and unrestored! We hope to see more of them in the future. The "After Brit" party at the Dow's with parking on the green was a smashing success. Lots of food, beverage and Morgan talk. "The Pot" (Mike Powley) came up with the "Balls" trophies. Runions, McCabe and Button were the so called "winners". The eight +4's this year were: Nelson's 4-str, Theroux's 4-str, Runions' rdstr, Stegen's Drop Head, Jones' Flat Rad, Buchan's rdstr, Button's 4-str and MacDonald's SS. Some pretty keen competition and just a whole lot of fun.



HO HO HO



LaConner

COUNTRY INN

*The town's most charming
and quaint hotel*

DECEMBER 10th and 11th, 1999

for the last great Morgan Holiday Banquet of the Century!

At the Country Inn, you will enjoy the cathedral ceilings, cozy rooms, each with it's own fireplace. European Continental breakfasts are served in the library lounge. Great shopping can be found for those special Christmas gifts at shops across the street and along the waterfront for every selection you can imagine. The whole town glitters with festive lights and the sights and sounds that bring out the best of Christmas Spirit.

On the evening of the 10th there will be an Open House for cocktails at the waterfront home of Bert McCabe and Ruth Wynn, who will be glittering and festive! Saturday the 11th will be wide open to visit the town and join with your friends. After cocktails, you will be called to assemble by the voice of the Graham Bailey bagpipe. We will follow his lead up two blocks to the hall where a roaring fire, a great meal and an evening of entertainment and festivities will fill your heart with joy as we celebrate the season and the last party of the century!

A check at the hotel finds that almost half of the rooms are already reserved! We have all 28 for the night of December 11th and 14 for the night of the 10th. All but two of the reservations are for both nights. We think we can get more rooms for those wanting to stay the weekend but it looks like we will have an early sell-out. It is suggested that if you are sure you will attend that you make reservations soon. Our special rate for the Morgan Car Group is \$88 each night. Contact the LaConner Country Inn directly:

PO Box 573
LaConner, WA 98257
Phone 360 466 3101
FAX 360 466 5902

August Tour to Sequim

by Dick Dice

MOGNW will hold its first ever tour to the northern Olympic Peninsula on Saturday, August 14. A visit to Bob Couch's MORGAN GARAGE in Sequim has been arranged for the early afternoon. Although this tour is touted as a day-trip, it would be more fun and convenient to stay over night in Sequim and have time to enjoy a drive up to Hurricane Ridge, through the Olympic National Park, or along the Straits of Juan De Fuca to Neah Bay. (See over-night booking instructions below.)

Participants should plan to arrive in Sequim on Saturday between 12 and 12:45. Drive through Sequim and meet in the parking lot of the Red Ranch Inn on the right hand (north) side of Hwy 101 at 830 West Washington. We will then decide where to have lunch.

We are expected at Couch's garage at 1:45pm. From the Red Ranch Inn drive back toward the center of town (about two blocks) and turn left onto 5th Avenue. Stay on 5th Avenue for about 1 1/2 miles to a four-way stop and turn left there onto Old Olympic Highway. Drive about 2 miles to the detour sign at Towne Road, turn right onto Towne and then left onto Fasola Road. Look for the second house on the right (122 Fasola Road). Bob's telephone number is (360) 582-9020 or (360) 582-9006.

Several suggested routes with travel times to get to Sequim follow. (**NOTE:** Ferries are very crowded during the summer, especially on Saturdays!) Plan to be at the ferry dock at least one hour before departure time. You might consider arriving more than an hour before your boat to possibly permit you to spend more time on the tour. Schedule information is available from Washington State Ferries at 1-888-808-7977 [in WA] or on the web at www.wsdot.wa.gov/ferries/

From the north via Whidbey Island: Follow Hwy 20 on Whidbey Island south through Coupeville to the ferry at Keystone. Arrive at 9:45am for the 10:45 boat to Port Townsend. (Boats leave Keystone at 9:15, 10:00, 10:45, and 11:30.) Leave Port Townsend and follow Hwy 20 to the intersection with Hwy 101 at Discovery Bay and take 101 north to Sequim. If you are going to leave Sequim on Saturday afternoon, plan to arrive at the Port Townsend dock at 3:45pm to catch the 5:00 boat.

From Edmonds: Arrive at the ferry terminal in Edmonds at 10:30am to catch the 11:30 boat. (Boats leave Edmonds at 10:10, 10:50, 11:30, and 12:10.) Arrive at Kingston and follow Hwy 104 through Port Gamble and over the Hood Canal bridge to Hwy 101. Follow Hwy 101 north to Sequim. (Kingston to Sequim is about 45 miles.) If you are going to leave Sequim on Saturday afternoon, plan to arrive at the Kingston dock at 4:00pm to catch the 5:10 boat.

From downtown Seattle: Arrive at the Colman Dock at 9:00am to catch the 10:15 boat to Bainbridge Island. (Boats leave Seattle at 9:30, 10:15, and 11:00.) Arrive at Bainbridge Island and follow Hwy 305 north across the Agate Pass bridge through Poulsbo to Hwy 3. Drive north on 3 to the Hood Canal bridge. Cross the bridge and follow Hwy 104 to Hwy 101. Follow 101 north to Sequim. (Bainbridge Island dock to Sequim is about 60 miles.) If you are going to leave Sequim on Saturday afternoon, plan to arrive at the Bainbridge Island dock at least by 4:30pm to catch the 6:00 boat.

From the south: From Olympia (on I-5) take Hwy 101 north along Hood Canal through Hoodspport (101 is now open north of Hoodspport) to Sequim. (Olympia to Sequim is about 110 miles.)

An Interview with Robert Couch

by Bill Button

(part 2 of 2 parts)

Q. (repeated) What is your relationship to Morgan Spares now that you have moved west?

(answer continued) "As I stated earlier, in 1997 Sid and I decided to move to Sequim and Larry, Linda, Sidney and I talked business. Larry was looking to start a restoration business like I had and he was the only natural one to buy my restoration business so we cut a deal in 1997 for him to buy my restoration business. I no longer had to worry about all those customers that I would be leaving behind; I knew that they would be in good hands. Then Linda and I talked about forming a partnership for the parts business as I

really did not want to move the whole business west. We both saw the future need for a comprehensive parts business in both the east and west and so we joined together as partners, which has really worked well. Larry and Linda have both businesses side by side in NY. I am still president of Morgan Spares and Linda has taken on the position of Vice President. Right now I am mostly involved in the advertising end of the business. I have designed our web site which is the most comprehensive Morgan site and will soon be totally done over and greatly expanded. I am also taking care of tech questions, car sales, contacts for spares, remanufacturing (continued on page 7)

Couch Interview (continued from page 6)

of obsolete parts and the general underlining stuff that keeps a vintage parts business going. Linda has injected some real life into the business and has been a great influence at helping the business grow this past year; she is a great asset to the business, full of energy. Because of future plans with the Morgan factory we are now looking at some major expansion in the next 6 to 12 months that should include a comprehensive stock here on the west coast at Sequim.

Our goal is to have a complete comprehensive stock of parts for 1936-current production cars so that there is never more than 1 or 2 percent backorders on our computers; we now run about 5 percent which is too high. Our other goal is to offer the best pricing anywhere. We are endeavoring to do that in the next year; right now we offer the best pricing in the USA.

I have also opened a Morgan restoration and repair shop here called The Morgan Shop and spend as much time as I can helping Morgan owners to keep their cars rolling. I brought a 1969 +8 out with me to do a ground up restoration on for a customer in Aspen, Co. He has a 1954 transition car #3002 that I restored a few years back. Seeing that Morgan Spares is not only the USA factory parts distributor but also an official USA service agent, I thought it quite necessary to open The Morgan Shop here.

Q. How do you feel about modifications to a Morgan?

It is true that I am a purest at heart, that is what my restoration business back east was built upon, restoring a Morgan back to original configuration, exactly as it left Malvern albeit better paint and detail, but the details were always as the cars were built. It has always proved to be the driving force behind most of the jobs I have done for owners. Now, I am not against modifying a car as long as the basic integrity of the car does not have to be hacked up to do so, especially if it is a regular driver. There are many nice modifications that can be done to Morgans that make them faster, more comfortable to drive and safer. I have at times been disturbed by many of the tech articles circulating around that cause some major destruction to a car to make them work. These cars are rare and need to be left in some sort of state that years from now someone might be able to know how a particular model was built at the works. I have indeed through the years seen some pretty amazing stuff done to cars.

Q. What is the nature of your helpful Tech Support?

We also offer in my opinion and also in the opinion of our many customers the best technical service outside Malvern, and in many cases even better on the 50's and 60's cars as many of the folks who worked and build those cars at the works are gone. In the 22 years that I have worked and restored Morgans I have had the opportunity to see many original cars and have made pages and pages of notes and drawing. Remember that my focus restoring Morgans has always been originality, so I have lots of information. I have always offered technical help free and now Morgan Spares Ltd. does the same, sometimes 15 or 20 times a day. Many times the technical help ends up in the sale of a part. We want our customers to inquire of Morgan Spares Ltd. because we offer the largest stock, the best pricing, friendly and prompt service and excellent technical advice.

Q. What is your goal in keeping obsolete parts flowing to your customers?

We are also always looking to reproduce as many obsolete parts as possible. Remember that Morgan Spares grew out of my need for parts in the restoration business and I have always hated not being able to get the right parts for a job. I have been very disappointed in some of the reproduced parts that have marketed in the past. We will not make a part if it can't be made to at least original manufacturer quality and that has prevented us from doing so on some parts because of the cost versus demand equation. Morgans as you know are low production cars and it is hard to justify making a detailed parts for 20 or 30 cars. But as time goes on and demand goes up we have found the market demand for some parts. We are in the process with a company in the UK to reproduce Moss transmission gears and 7HA axle parts. The Jag folks here are waiting with baited breath for the gears, that has helped to justify the parts. We also are making all the cream knobs and toggle switches, horn buttons, choke cables to exacting OEM specification. There are many other items in the works but there has to be a market. Also realize that because the Morgan market is so small that any well made reproduction part will be expensive, there is just no way to get around it other than to get stuff made very poorly, which we have often seen."

Well, Craig and I had a very interesting day. There is no doubt that Robert Couch is here to stay and that he is still 100% in the Morgan business. We welcome him to our club and expect his contributions (tech articles, advice etc) will be well received.

Button

REGO FORM

Reg # _____ SW/MT# _____ Prog. Photo Class _____
 For Official Use Only

NAME _____
 ADDRESS _____
 CITY _____ STATE/PROV. _____ POST CODE _____
 HOME PHONE () _____ BUS. PHONE () _____

CAR/BIKE MAKE	YR	MODEL	BODY STYLE	COLOR	CLUB	CLASS
1						
2						
3						
4						

FEES
 1st car @ \$30, bike @ \$10 - plus add'l vehicles @ \$10 ea.
(\$25, if received BEFORE August 15, 1999)
 I need a Swap I need a Car For (One free with 1st car entry, \$20 with
 Meet Space Sale Space bike entry. Otherwise \$30 each)
(These spaces are first come, first served)
 Program Picture Yes No
 Bar-B-Q Number attending @ \$15 ea. Amount \$ _____

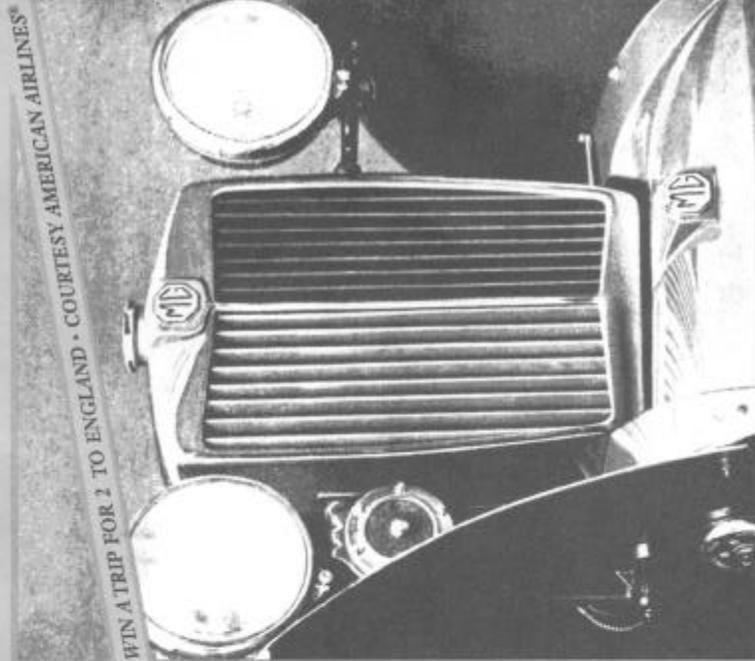
LIMITED EDITION REGALIA
 Extra Dash Plaque(s) \$7
 Field Meet Pin(s) \$4
 T-Shirt(s) \$16 XL L M
 Sweatshirt(s) \$26 XL L M
 Regalia Amount \$ _____
GRAND TOTAL _____

I agree to insure my vehicle and property against loss, damage and liability. I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless The All British Field Meet, Inc., its officers, directors, agents and employees for any acts or omissions, which may result in the theft, damage or destruction of my property or injury to me or others occurring as a consequence of this meet, wherever located.

Signature _____ Date _____

Credit Information VISA MasterCard
 Card Number _____ Expiration Date _____
 Name on Card _____
 Signature of Card Holder _____
 Mail to the All British Field Meet • 20660 South Beaver Creek Road • Oregon City, OR 97045
 FOR CREDIT CARD REGISTRATION ONLY — FAX: 503-632-4007
 E-MAIL: abtfm@pacifier.com Contact us on the web: www.abtfm-pdx.com

THIS IS YOUR INVITATION TO
 THE TWENTY-THIRD ANNUAL
All British Field Meet



WIN A TRIP FOR 2 TO ENGLAND • COURTESY AMERICAN AIRLINES®

Saluting MG Motor Cars
 September 3, 4, & 5, 1999
 Portland International Raceway

SPECTATOR ADMISSIONS
 \$7 SATURDAY, \$5 SUNDAY, \$10 BOTH DAYS
CHILDREN UNDER 14 FREE WHEN ACCOMPANIED BY A PAID ADULT

VANCOUVER - WHISTLER ALL BRITISH RUN

from Les Burkholder

Mark your calendar for the Annual Vancouver - Whistler All British Run. This takes place on Saturday, Sept 18 and for those who would like to extend their time, Ron Theroux has something up his sleeve for the next day or two after the run. The starting point is in West Vancouver at the Park Royal Bowling Alley-Cinemas parking lot, south-west of Park Royal shopping center, Marine Drive just west of the Lions Gate bridge between 9.00 and 11.00 AM Saturday morning, September the 18th.

A Registration Form is in this Mogazine and the Entry Fee is \$20.00 CDN. After Sept. 7th, it's \$30.00. Call Colin Fitzgerald at the Octagon Motor Group, (604) 253-4145, if you have any questions. Or leave a message for Colin eves at (604) 421-5554 or Fax (604) 253-0205.

We (the Morgan Group) will wind our way to Whistler with a stop for lunch at Howe Sound Inn & Brewing Co, then carry on to Whistler. The Morgan group will stay Saturday night at the Crystal Lodge in Whistler. Reservations can be made under the Morgan Car Group #73383. Use this identification when calling to reserve and to provide credit card to guarantee the rooms. Room rate is \$91.00 Canadian. Twelve rooms have been set aside for us and reservation have to be made BEFORE Sept 10th. If you would like to stay on for a few days, the Lodge will honor the same rate. The Lodge will provide a roped off covered and secure area for the vehicles as in the past years and the parking will be complimentary.

After the Saturday drive up and Blackcomb mall display, there will be Vespers in room 209. Bring your own beverage. Evening meal will be downstairs in the Old Spaghetti Factory at 7:30. Sunday morning we will gather and head to Pemberton for breckie. Those wishing to continue on will do so after their tummies are full.

See you on the 18th.

We have it all:
Mechanical, Electrical,
Stainless Steel,
Race and
Performance items.



Your Direct Connection To The Morgan Motor Co.

We have it all:
Complete Body Assemblies,
Sheet Metal, Wood, Interiors,
Weather Equip,
Clothing & Accessories.

There's no better source outside Malvern to acquire spares for your Morgan

- The Largest Stock 1936-1999
- Large Inventory Good Used Parts
- We Supply Many Parts No Longer Supplied By Morgan
- Manufacturing Of Obsolete Parts To Original OEM Specs
- The Best Technical Service Anywhere: Peace Of Mind Knowing That You Will Get The Best Assistance And The Right Part
- Complete Mechanical Rebuilding Service: Exchange and non Exchange
- The Most Comprehensive Web Site www.morgan-spares.com

And As Always-The Best Prices!

• The Original Illustrated Parts Book

Morgan Motor Company Authorized

225 Simons Road, Ancram NY 12502
Toll Free (888) 345-MOGS Tech (518) 329 3877
Fax 329-3892 E-Mail morganspares@taconic.net



The Great Rally-in-the-Valley Caper - 1999 episode from Mike Powley

This being the sixth year for this event - and only our second - we should have known not to push our luck. The MogNW group was represented by several from the lower mainland. The Powley's went up on Thursday with Ted Carew-Gibson, son Evan and buddy David along with Ron and Yvonne Theroux and Dave Collis and Lady Ruth teaming up for an assault in the rain on the Kelowna Connector Friday July 2nd.

The Powley's run up the Fraser Canyon did get us out of the rain but just out of Lytton our longstanding muffler (installed in 1986 if you can believe, so fy on ye Stainless Steel mavens!) decided to detach itself just a little bit not all at once from the MOG. Smoke coming from the rear wheel as the muffler hit the tire wall was a good sign something was not right back there - waiting the required 15 min. for cool down and under we go and off it comes and into the ditch - we were ever so lucky to be a short distance from a pull out. I rather doubt that the OASIS GARAGE has a quick fix remedy for that!

We then with the dulcet tones of the motor being ever so thrust upon us pushed on through our "scenic run" from Spence's Bridge to Merritt and then semi-truck like we did the Kelowna connection on up to Silver Star, our mountain destination - for some real summer fun? Great reception and great help from the desk - we get put on to Andy at MINUTE MUFFLER in Vernon and get ready to do that for the Friday to come. On Friday we get up in the beautiful Okanagan to just slight snow flurries and take a lovely picture of the Morgan covered in a soft blanket of snow - see pic if "ye" ED has room to publish.

By the time the rest arrive on the Friday evening we have the snow scraped off; a new muffler and new friends with the Wylde's (also known to Ron and Yvonne) former members of the Royal City Sports car club and now with a lovely MG TC - Barrie and Wendy volunteer to pick us up at MINUTE MUFFLER on the Friday AM and they take us to a new pub on the lake

for lunch while we wait - great Okanagan British Car Club hospitality for sure.

We were awfully spoiled this day, as after returning to pick up the MOG we were met by the Baileys and the Russells - all anxious to try out the Powley's new muffler on a little run planned by Graham up the back roads to Armstrong - the consensus was that the "note" was definitely gone and that it now sounds like a Russell car - one would hardly hear it coming your way on a quiet day - but now we can hear all the other noises - whatever they are!!! A great run in the sun - but they were not able to join us on the snowy hill due to other social activities with families etc.

Comes finally the big day, Saturday, THE SHOW and THE SLALOM and THE FOG. In the AM we look for our cars on the lot in the fog and get the water wiped of for Participants Choice Judging. Joined by local Morgan Owner, race driver and soon to be again a MOG NW member, Bob Walker for the show - we are now 5; with Larry Sharp up the hill as an observer - on a family softball mission down in the Valley.

The Morgan classes are simple - 4/4's; +4's and +8's. Given that idle hands are the Devils play things and that coupled with the need to keep moving and alert we focus in on Bob's 4/4 and start to come up with 3 new more appropriate classes as the hypothermia sets in. Saturday afternoon turned to the slalom event and we found that the cones kept jumping out at us all too often - but TEAM CAREW-GIBSON kept Ted's Plus 8 on the course for all three drivers Ted, son Evan and friend David.

Later that afternoon for some reason the Lakeside swim at one of the OBCC members had no takers - so we all had a long time to take hot showers and primp for the banquet and awards night - topped off with the traditional EGOKNOWSNOBOUNDS photo. In all, the Okanagan British Car Club is to be congratulated for their courage under fire in keeping us all warm and occupied for the great three day event and we look forward to a "SUNNY PENTICTON" for the year 2000!

17th MogWest at Cambria

Bill and Geri Button and Dick Dice left on Monday, Ron and Yvonne Theroux and Ken and Pat Miles left Canada on Tuesday and Glenn Jewett (Louise flew to Monterey) and Craig Runions left on Wednesday, each pair taking a different route. We all met in Carmel on Friday morning, the 30th, and toured down the coast with many California Morgans to "officially" start MogWest. The 2 California Morgan clubs with their 60 cars put on quite a show and we impressed the heck out of them with our 6 cars. Concours (Runions second and Jewett third in +4 Drivers Class, Dice third in +8 Drivers Class, Miles second in 4/4 Restored Class and Theroux third in +4 Restored Class), Dart contest (Miles third), beach BBQ, Rally, Autocross,

Awards Banquet and lots of sun! Theroux and Miles also won the Long Distance Award (duh!). Therouxs, Miles', Dice and Runions left Monday and did the whole California and Oregon coasts to home. Buttons did a solo trip a couple of days later and Jewett left his car down there; he'll fly back at the end of the month for the Pebble Beach event and then drive it home. We Seattleites drove about 2,500 miles and the Canadians I'm guessing did about 2,800 miles. 100 gallons of regular gas for me - paid \$1.91/gallon once in California! Quart of oil and no water! What a fun week, top down all the way and just a few minor problems with some cars. Thanks again to the California groups for welcoming us. Runions

1999 MEMBERSHIP / DUES FORM

Please make checks payable to.... **MOGNW**
then mail check and this form to.... Bob Hauge, MOGNW Treasurer
11 Heron Street
Longview, WA 98632 USA
(360) 636-6015

DATE _____
NAME _____ SPOUSE _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
HOME PHONE (____) _____ WORK PHONE (____) _____
FAX NUMBER (____) _____ E-MAIL* _____

DO YOU WANT THE MONTHLY NEWSLETTER BY _____ POSTAL MAIL OR _____ E-MAIL*
(* REQUIRES ADOBE ACROBAT @ READER v3.0 OR LATER, FREE OFF THE INTERNET)

MORGANS NOW OWNED:

1. YEAR _____ MODEL _____ BODY STYLE _____
COLOR _____ ENGINE SIZE _____ CHASSIS # _____
2. YEAR _____ MODEL _____ BODY STYLE _____
COLOR _____ ENGINE SIZE _____ CHASSIS # _____

DO ANY OF YOUR MORGANS HAVE HISTORICAL SIGNIFICANCE, SPECIAL EQUIPMENT,
INTERESTING SPECIFICATIONS, ETC? _____

1999 Dues.....US \$24.00 (\$29.00 if postmarked after March 1, 1999)
Dues for **new** members..... \$2.00 per month for each month remaining in
the calendar year including the current month
(\$22 in February, \$14 in June, \$6 in October, etc.)
Remittance: \$ _____ (Canadian members: remit money order payable
in "US funds" or mark personal check "US funds")
Have any questions? _____ E-mail inquiries to MOGNW@AOL.COM



NW Mogazine

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

FIRST CLASS

IN THIS ISSUE

- Marymoor All-Brit
- Ralley in the Valley
- Cambria MogWest
- New badge history
- Holiday Banquet
- Portland entry form
- Whistler entry form
- Couch interview