

MORGAN OWNERS GROUP MOMAGAZINE NORTHWEST

Vol. 19 No. 10

October 1999



1999 MOGNW CALENDAR

Oct 19	Tues	MOGNW Southerne Centre monthly social meeting 7:00PM at Portland Brewing Pub , 2730 NW 31st Ave	Heinz Stromquist	(503) 224-9576
Oct 24	Sunday	MOGNW Midlands Centre monthly meeting at the Maltby Cafe at 10:30AM for breakfast. Left (west) at Hwy 524 (Maltby Rd) stoplight intersection on Hwy 522 (Bothell - Monroe Hwy) approx 5 1/2 miles east of I-405	Bill Button Gil Stegen Maltby Cafe	(206) 935-3616 (425) 883-6722 (425) 483-3123
Nov 1	Mon	Deadline for November Mogazine	Craig Runions	(206) 542-7137
Dec 11	Sat	MOGNW Annual Holiday Banquet , LaConner, WA	Bert McCabe	(360) 466-3284

TREASURER'S REPORT from Bob Hauge...

beginning balance, 9/1/99	\$6,486
less September Mogazine	- 145
less Portland All-Brits	- 240
ending balance, 9/30/99	\$6,101

COVER PHOTOS: Bob Adair's 1952 Flat Rad emerges fresh after a many year restoration and immediately takes off for the Morgan 90th Anniversary bash at Pebble Beach. Read his story on page 9. Photos by Adair.

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

Five Plus 4 wire wheels, rusty but salvageable, all with different tires. **FREE** to a good home. Ed Frank, MOGNW member, e-mail franke@ohsu.edu or phone 503-297-8524.

2 used Michelin XZX 165SR15 tires. Lots of miles left. Good shape. Perfect spares. \$10 each. Craig Runions on 206.542.7137 or mognw@aol.com

NW Mogazine by **E-MAIL** (free to paid up members!!). **FAST DELIVERY, COLOR PHOTOS, ELECTRONIC FILE COPY!** You need Adobe Acrobat Reader v3.0 or later (free off Adobe's website). **LET ME KNOW!** Send e-mail request to mognw@aol.com Thanx, Editor 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



How can it be October already? It seems like it was just a few weeks ago that I was preparing for the trek to Van Dusen. So many great Moggie events since then, topped off with the 90th year celebration held in conjunction with Pebble Beach.

I didn't have the space last month to relate another story regarding my four days of Moggging in Monterey. Accommodations were not available in the immediate area so I ended up at the El Matador 10 miles up the road in foggy Marina. It turns out that the motel manager, Art Amison, is a Welshman who came over in about 1961. I had told him by phone that I was coming down for the Morgan bash and would probably show up in the Jewett/Jones 4/4. He was thrilled and told me that his first car was a family trike.

The 4/4 didn't make it, but I had pictures to show Art from the Bellevue All Brit event, including two great shots of my flat rad, courtesy of John Powell. Art promptly told me he was going to have an artist friend do a painting from the photos. On Monday when I checked out I was presented with a beautiful 18" x 24" complementary watercolor of MOG 053. I was stunned. Folks who saw the painting at our September meeting attested to its high quality. Art is now eager to buy a Morgan so I am going to refer him to Dennis Glavis as a start.

Good things always seem to happen because of the love of Morgans (for the most part.)

The Wedding Limo

Special thanks go to Kay Jones for allowing me the privilege to drive his Flat Rad and chauffeur my son and his bride from the church to the reception last July 9th! It was a beautiful day and the ride was very special to us. What a great gesture. We were certainly noticed in Seattle that Friday night! Craig Runions



North of the 49th, from Les Burkholder.....

Vancouver to Whistler Run

Up early Saturday morning, and what a beautiful day it is going to be, as the sun is up without a cloud in the sky. Final check that all fluids are up, the luggage stowed on the back seat (the comforts of a four seater!) along with goodies, and refreshments that were to be used for vespers after the run. Every thing in its place we headed off to the ferry to Horseshoe Bay, and on to the starting point in North Vancouver. Here we met up with 200 + British cars. Out of that we had 23 Morgans participating and an additional two that came to the start to wish us well. One was Larry Sharp in his 4/4 four-seater and the other was Caryll Birkett with his 1933 Matchless Three Wheeler (new member). Larry was reminiscing as his old car was also there with Fred Ernst at the wheel.

We headed out of the parking lot with Ron and Yvonne Theroux in the lead for our two hour drive. We wended our way along Marine Drive to Horseshoe Bay and onto the Sea to Sky Highway. The scenery was fantastic along the ocean shore as the road twisted, curved, and all the time climbing making our way towards Squamish where we stopped for lunch.

Michael Geluch was debuting his nice, newly acquired red 69 4/4. Michael's acquisition came from Kingsville, Ontario. When he finally received the car he went through it with a fine tooth comb. Not finding what he was looking for he got on the phone to Kingsville, and asked where his dozen home made peanut butter cookies were. This resulted in numerous phone calls back and forth. You see, Michael is also from the east and tradition has it, when a car is sold in the east to come west it has to be accompanied by a dozen home made peanut butter cookies; no ifs, ands or buts!!! I was drawn into this by a desperate phone call from Kingsville. Would I please help, and get June to bake a dozen cookies for Michael and present it to him at Whistler. June slaved away in the kitchen, creaming, stirring, scooping, rolling, pressing, and baked up the cookies, not only one but two dozen. When they were presented to Michael at lunch, the Cookie Monster looked very pleased and contented at Last.

Ted Carew-Gibson came to the rescue again this year. Last year it was to get Powley on the road again and this year it was Michael Geluch sitting on the road side with his hood up when Ted bringing up the rear in his American Iron, as Evan was driving the +8 with David McCrossan, not sure where Paul, David's brother was riding. Anyway, Ted listens to Michael's explanation, looks around and says "Here is your problem." The lead to the coil was disconnected. Will have to call Ted "The Savior of Disabled Morgans"

After lunch, continued on our way to Whistler with Theroux, Miles, Michael Geluch and Carol, Hutchens (member from Nebraska via Ashford, Wa. who had a little problem with a shimmy but carried on like a trooper), Lees, Muelings, Ron and Ann Lafond, Jim Walters of Victoria came over in the great blue AC as the 4/4 is under resto. He is doing the round the world RALLYE 2000, Laturnus, Blakes (in their MG as the newly acquired 69 Morgan was in for service), Powley and daughter Maryanne (in their Jag [his description "The Tank"] as the Morgan is clutch less. Last year he arrived at Whistler with his gearshift lever held high over his head.), Collis / Ruth, Ted Carew-Gibson and Judy (who we hope we will see more of), Evan Carew-Gibson, David and Paul McCrossan, Ric MacDonald and Glenda.

Bill and Cassandra Ward (new members from Tacoma in their 1999 +8) arrived not like Powley last year, but with all his electricals out in the dash. Bill stood on his head under the dash trying to get to the fuse box. Next time you see him ask to see the electrical schematic [free hand hen scratching] the factory sent him. Not bad for 1999. Fred Ernst, Rennie (taking lots of photos), Marv Couthard +4 and Katie had brought her Spitfire as well from Salt Spring Island, The Sidney clan of Hal and Garnet Irwin, Drew and Lorie Irwin and their two youngsters Andrew and Julia, Katlyn Irwin in her Spitfire, Win and Cristine Mueling, Rulkas, McDiarmids, and Burkholders. If I have forgotten anyone please accept my apology. It was a great turn out.

Vespers were held in the Theroux / Burkholder room and later on all went to supper at the Spaghetti Factory. Everyone seemed to enjoy themselves, and after a long meal and good conversation on what else.... Morgans, we retired, as we were off to Pemberton at 9 AM Sunday for breakfast. Not all of us went to Pemberton because of previous commitments. After breakfast it was a unanimous decision that Ted Carew-Gibson would take over the reins from the retiring FORK Les in January. Congratulations, Ted (MUG), you will do well in leading this motley group. (Ed. Note: first the POT, then the PAN, followed by the FORK, and now the MUG?) [next page]

Whistler Run (continued)

from Les Burkholder

There was parting of company at Pemberton as some had to return to their homes, while Theroux, Miles, Words, Lafonds, Hutchens and Burkholders took the long way home via the Duffey Lake Road, Lillouet, Hope, and Vancouver. Again we were blessed with beautiful weather. The roads were much improved (no Gravel) from the last time I was this way. I think that was Powley's run. Old stone chipper. The traffic was some what heavy with campers, and Sunday drivers. Ron Theroux went to pull out to pass when his throttle cable came unglued. If you are out in the boonies and have a car problem make sure you are with Ron as he carries a great number of spares. Trouble is they are all for a +4. After a short stop the problem was made good, and on we went to catch up to Miles, Wards and Hutchens.

After Miles's WEEEEEEEEEEEE brake we continued on. Everything going well when Rod Lafond's generator quit. Could not find the source (maybe a brush) but he continued on his battery. We stopped at Hope for a snack and wended our way back to Vancouver, dropping off members to make their final way home. After I left the Theroux, I found that I had a broken alternator bracket. Mended it the best I could and by this time it was dark, I made my way to the ferry. Shortly, the lights dimmed, I was discharging, and the temperature was rising. Stopped, adjusted the bracket and continued on. This happened three times in the 45 minutes it took to drive to the ferry. We did make it in time to get home on the last ferry.

It was an excellent weekend that we enjoyed to the fullest. A great turn out, but we did miss some of our American friends that were away roughing it on a canal barge in France. A special thanks to Yvonne and June for the goodies at Vespers, and to Ron for his extended run from Pemberton.

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

And As Always-The Best Prices!

- 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

•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



HO HO HO

DECEMBER 10th and 11th, 1999
LaConner, WA

The last great Morgan Holiday Banquet of the Century!

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 at the Country Inn 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! \$30 USD per person – see next page.

The whole town glitters with festive lights and the sights and sounds that bring out the best of the Holiday Spirit, but.....it seems the Country Inn at LaConner is sold out for the Holiday Banquet Weekend. There is the possibility of one or two rooms opening up due to double reservations. Call the hotel to check at (360) 466-3101. Some other options:

Hotel Planter (360) 466-4710 On the main street
LaConner Channel Lodge (360) 466-1500 Deluxe on the water
Katy's Inn (360) 466-3366 Cute B&B close to the Country Inn
Blue Heron (360) 466-4626 Nice, but out of the main core

If you are staying overnight, you **MUST** make reservations **NOW**. Anyone reserving rooms other than at the Country Inn, **PLEASE LET ME KNOW** so we can plan on the number for the cocktail party and dinner!!!!

Bert McCabe at (360) 466-3284 and/or e-mail spikesquid@aol.com

ANNUAL HOLIDAY BANQUET

SATURDAY NIGHT, DECEMBER 11, 1999

IT ALL STARTS WITH A NO-HOST COCKTAIL PARTY
AT 5:00 AROUND THE FIREPLACE AT THE
LACONNER COUNTRY INN.

AT 6:30 THERE WILL BE THE CALL TO ASSEMBLE
BY THE PIPES OF GRAHAM BAILEY.

WE WILL FOLLOW THE PIPER TO THE HISTORIC
GARDEN CLUB WHERE WE WILL BE SERVED A
TRADITIONAL HOLIDAY FEAST WITH FINE WINES.

WE WILL BE ENTERTAINED WITH A FOOT-
STOMPING HOE DOWN FEATURING
WORLD CLASS FIDDLER WALTER WERME!!!

AND SANTA IS BACK THIS YEAR WITH GIFTS FOR ALL!

THIS IS A GALA EVENT SO WEAR YOUR MOST SPARKLING
HOLIDAY ATTIRE. THE MOST SPARKLING WILL
RECEIVE A VERY SPECIAL END-OF-THE-CENTURY AWARD!

PLEASE TAKE SPECIAL NOTE THAT EACH PERSON ATTENDING
IS TO BRING A NON-GENDER GIFT (NOT ONE GIFT PER COUPLE).
THIS WAY, EVERYONE WILL RECEIVE A GIFT FROM SANTA.
THE GIFT SHOULD BE IN THE \$10 TO \$15 RANGE.

SEND YOUR CHECK FOR \$30 USD AND PRINTED NAME(S)
FOR EACH DINER BEFORE DEC. 5th TO:

Bert McCabe
141 Lummi Dr.
LaConner, WA 98257

Name _____ Name _____

(Please print so I can read them for the place cards)



from the Morgan Oasis Garage

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

Friends:

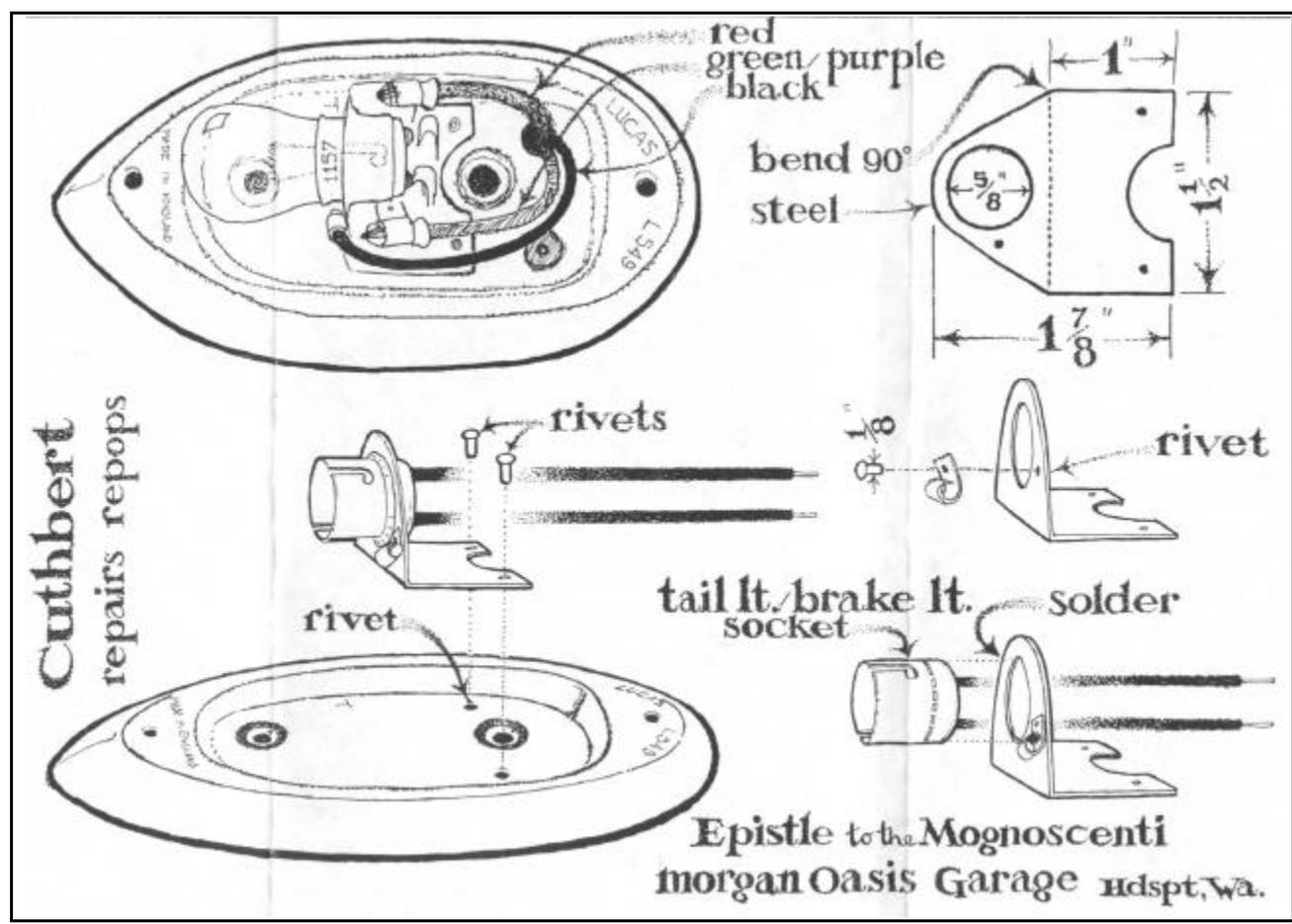
This month's epistle is about that ubiquitous tail lamp, the Lucas L-549 as seen on many, many British cars including our everloving Moggies.

I once worked on a Mog whose owner had replaced the guts of his tail lamp with after market American goodies. Of course this eliminated lots of the quaint habits we get into driving these eversquaint British cars. Habits like the monthly popping of the lens to "adjust" the quaint English copper contacts that almost touch the bulb and almost give us tail lights.

The car I'm now stroking had one genuine Lucas lamp and one fake Taiwan lamp. To show you how clever these Taiwanese are, they managed to make an even worse tail lamp than the Limeys make. It's possible the engineers studied in Blighty so maybe it ain't so amazing after all.

Anyhow I made up a new piece of steel to hold an American socket within the lens, so we can have the British look AND have tail lights too. It's all there in the drawing, so look for me again.

Cuthbert



COVER STORY **Brand New Restoration and then All the Way to Pebble Beach** from Bob Adair

It is finished! Done at last. After what has seemed like half my lifetime, the 1952 Two Seater Plus Four Dual Spare Red Roadster that I have been working on is on the road again and looking quite pretty! Blood, sweat and tears is the phrase that comes to mind when I think of some of the restoration work on this car. On the other hand I think of how satisfying it was to learn how to do things I had never attempted before using new tools and completing another stage to a quality that pleased me.

I wanted to have it done for the Vancouver, B.C. car show in may, then it was maybe Cambria in July, finally working on it right up to the last few days before Monterey Historics and Pebble Beach weekend, and with only 203 miles on it, it was on the road again.

My friends Lynn and Glenda Hawkins met me in their '65 four seat Morgan shortly after 6 am on Wednesday august 25th at a Chevron station in Boise and we proceeded out to semi-truck Highway 84 where we would travel for 20 miles, then wind our way through the high desert of southwest Idaho, a corner of Oregon, a couple hundred miles of boring Nevada desert, up over Donner Pass in California land through the furnace of the Sacramento valley, over to the coast and down to Monterey. A trip I have taken many times in my old road warrior '59 green DHC.

Going down I-84 in the dark I was hoping I had adjusted the position of the headlamp bar correctly and did not want to blind drivers coming in the opposite direction. No brights were flashed so I guess I had adjusted them correctly.

As usual, it had been a hot summer in Boise. The temperature had been in the 90s with an occasional 100+ for weeks with a little sprinkle one day in July. Seriously! I call them summers from Hell. We were hoping for clouds and cooler weather for the enduro drive ahead of us. Wishful thinking! What we got was more summer from Hell. I kept looking at the temperature gauge and it kept right where it should be at 75c. Great! (thanks R.H.!!)

We stopped once in Nampa, Idaho at 20 miles, then again in Marsing, Idaho to do a walk around the cars to check things over and to unlimber limbs and unnumb buns. Mostly to unnumb buns! Lynn had been working on his car the last two weeks before our launch date so he was keeping a close eye on the car. As I got myself out of this flat rad, I realized this was not the comfy ride that the old Green Road Warrior drophead was. No indeed, this was going to take some getting used to! I was already missing the longer front opening doors, the taller doors and more protective fixed windscreen! Everything seemed to be in order so tuck thyself back into the red beauty and away we go.

Our goal was to reach the Reno area at the end of the first day. I was hoping upon hope we would not run

into chip-seal work on the highways. As it turned out we made the whole trip without encountering any such work. Blessings!!

Out through the pretty, but very hot desert we drove and made it to Truckee, California which is about 35 miles west of Reno and getting up into the pines. We found a nice best western with a pool and a jacuzzi which we put to good use. While driving through Truckee a couple who lived there and owned a Morgan saw us drive through town and came looking for us later as we were enjoying the pool. They said that they too were heading for the Monterey area but had to go to their office in the Bay area first. Seems as though quite a few who work in San Francisco commute from a considerable distance. To each his own! Anyways it was nice of them to look us up.

The next morning it was layering time again as we were headed up over Donner Pass. Everytime I drive up over that area I remember that ill-fated party and how they got stuck in that terrible winter weather starving and consuming each other. Time to have that apple and banana on the seat next to me!

Then we go down and down into the mass of millions and moisture sucking heat of the Sacramento valley. It was so hot it felt like the moisture was being sucked right out of ones eyeballs! No time for eye drops - all I can do to pay attention to all the semi-trucks and cars whizzing around me. I wished the trucks had their own highways!! I kept a bottle of water handy so I would not shrivel up and get blown out of the car.

Somewhere just past Sacramento amongst the many lanes and millions of trucks and cars I lost sight of Lynn and Glenda. Never to see them again until that evening at the motel near Monterey. Onward through the megalopolis of the Bay area cities all merged now into one large mass of asphalt, concrete, freeways going everywhere and shopping centers and houses and billions of people. I took Highway 17 to get over to Santa Cruz and got stuck in one of several jams on the trip. There I was numb of mind and butt on this two-lane narrow highway at 3 in the afternoon. On a hill, bumper to bumper cars way below me, cars as far as I could see up the hill, and hours to go before I sleep! I had to pull over and get out to stretch my legs. A lot of people as they would creep by me would compliment me on the flat rad.

After about 15 minutes a red Jeep Cherokee pulled over in front of me and the woman driver (really cute) got on her cell phone. I went up to see if she knew what the problem was ahead and she asked - "Are you Bob Adair?" Needless to say I was surprised! As it turned out she was Audrey Haines of the Ca. Morgan Club who I had talked to a few weeks previous about reservations for the Friday night banquet. (continued next page)

New Restoration and Pebble Beach

continued from Bob Adair

I called her an angel sent from heaven. She got us onto a side road and we drove around the road construction and back onto the highway to Santa Cruz. Another blessing!

The next day which was Friday Hawkins and I found a nice mom and pop restaurant to have breakfast, then out to Laguna Seca race track. What a place! All the cars you have ever wanted to see are there. You can walk around them in the pits for a good look, then watch them race. The Morgans looked good and sounded awesome!

I spent most of the time at the Morgan tent talking to my friends Bob and Sidney Couch and Larry and Linda Eckler of Morgan Spares. Mr. Morgan showed up so I hiked back to the car to get my photo album of the restoration of the car. He spent nearly an hour going over the album which I thought was very nice of him, then signed the inside cover. I think Mr. Morgan enjoyed seeing what I had done from the frame up to bring an old flat rad back to life. I did not know it until later, but Larry Eckler took some pictures of Mr. Morgan and me going over the album. I received the prints on Sunday from Larry at Pebble Beach. What a surprise!

That night we had a big gathering of Morganphiles at the Hyatt Regency in Monterey. I was invited by Larry Guzin of the So. Ca. Morgan Club to park my flat rad inside the courtyard adjacent to where the banquet was held. The car was a hit. I received some nice compliments that evening. I sat with the Jewetts and Hal Meden and had a nice time catching up on their lives. The food was good and the speeches were boring until it got time for Mr. Morgan to speak. He gave an optimistic outlook for the Morgan Motor Co. He has a great sense of humor! One thing that he said that got a good laugh was "you have to have a sense of humor to own a Morgan." Mr. Morgan looked in good health and appeared to really enjoy the weekend activities recognizing 90 years of Morgans.

Saturday I did not go back to the race track, but serviced the front end of the Morgan, tightened the fan belt that had stretched slightly on the trip, and found a laundromat to wash some clothes. After lunch I decided to go out to Annette and Lauren Staines house where the evening barbeque was being held. It sure is fun to meet new people, especially Morgan owners. I helped them wash and set up lawn chairs and put food and drink out for the big crowd that was expected. I also got acquainted with their dog Wienie and their cat Hobbs. I got first pick of the backyard lawn space to park my car. Dwight Smith was staying with the Staines but was not there in the afternoon. He had left his car there so we parked it next to mine. I was able to get in a couple pictures of the two flat rads together before the other cars showed up.

What an evening it was! There must have been well over 200 people and just not enough time to meet as many as one would like. There were 15-20 Morgans in the backyard and with the trees and surrounding hills it was a lovely setting. I wished it could have lasted a lot longer. About 11pm I headed back through the rain-fog-black of night to the motel. Now I know why Mac converted his wipers on "green" to the later type.

Sunday morning it was pack the belongings in the Morgans and head out to Pebble Beach. The last time I had been to this concours was in 1980. What a change! We had to park several miles away and be bus passengers to get to the concours area. Once on the lawn among the "oh my" cars it is the same display of very impressive cars. We made our way over to the Morgans, both 3 and 4 wheelers where I spent most of my time. Hawkins and I got our pictures taken with Mr. Morgan next to a nice drophead and pictures were taken with the Couches and Ecklers next to an early Super Sport that Bob Couch had restored a few years ago. After several hours it was time to say goodbyes, head back to the Morgans and head east. I had a nice weekend, but now it was time to get behind the wheel and do some more serious long-distance driving.

The trip back to Boise was cooler and rather uneventful until just 20 miles from home when a shift lever in the gearbox broke. I could have crept home in 2nd gear, but was afraid I might damage some expensive parts so I called my friendly insurance company and took advantage of towing insurance which I had been paying for years. I talked to Bob Couch and Larry Eckler to see if they had any experience with broken shifters and they did not. Bob was heading for Montana and Colorado to work on customers Morgans and to do some fly fishing so I arranged for him to stay with me and go through the Moss box and heal it.

As it turned out, the new first gear I had put in, way back in the mid-1980s was slightly different in how it slid rearwards. With the die grinder Bob got it to position correctly. Just needed a little more relieving of the slot inside where it stopped on a peg. Larry Eckler sent me a good used shift fork and we were in business. Bob Couch knows what he is doing and can do more in one hour than most guys can in 8! While we had the gearbox apart Bob put in a new layshaft with needle bearings, and adjusted the tension on the synchronising and operating sleeves by shimming the springs. From the time we lifted it out of the car until we bolted it back in was an amazing 5 hours!

So - the old flat radiator plus four is on the road again. The first trip was quite enjoyable, not entirely trouble-free, but almost. And I will be ready for some more long-distance driving next year!

JUST A LITTLE ENGINE CLEAN UP AND PAINT

from Bill Button

Well, it is Fall and time for a little maintenance so I will be ready for Spring and VanDusen. I knew I had to remove the engine and transmission. The tranny had a habit of locking up in first gear. The only way to un-lock it was to drive forward. Bob Nelson and Ted Carew-Gibson told me to put a rubber spacer at the back end of the 1st/2nd gear shifting fork rod.

This helped but when Geri and I stopped at a motel in Carmel on the way to Cambria it locked up. No way to go forward as we would run over a curb and into our unit. So I had to sit in the car to hold the clutch down while Geri and all the people we could find pushed it backward up a hill so I could roll it forward and un-lock it. Very embarrassing.

As I was leaving Greg Solow's Engine Room I asked Greg about this locking up situation. I had asked other experts and got answers such as "You need a new first gear, they don't make them anymore, good bye". Or "Bring your Morgan over and I will look at it and maybe I can fix it".

Greg explained that there was a little rivet or button that was worn. It was an easy fix. I asked

Greg if I sent him the part would he fix it? Better yet "Send me the whole tranny, I will fix it and check it out for other problems". After talking to Greg some more from home I sent him the tranny, bell housing, flywheel, clutch, input shaft and muff coupling. I will let you know later how all this comes out.

With the engine out, I set about cleaning up the engine compartment. As I looked at the job I determined that it would be easier if I took the front fenders (wings) off. After all, that's not a hard job. After removing the wings I inspected them for rust. Aha - rust everywhere they had been covered by other body parts. Apparently the prior paint job had been done with the wings on. Under the battery box (4-seaters have them on the firewall) it was rusted through. I surmised that it was probably in bad shape where it bolts to the chassis (not bad, but not good).

I know what Pat and Ken Miles, Ron Theroux and Les Burkholder are thinking by now (they all have restored their Morgans). "Ha Ha, Billy, you ain't seen nothing yet!" Well, at least I have the experience of already having restored a Morgan. Here we go again.

Marymoor After "math"

from Bill Button

Amongst Mike Powley's comments about me (Button) winning a Ball's Award (Family category) at the Marymoor All-Brit this past July, were his comments about the mess in my "Glove Compartment". Well, Mr. Powley, I just inventoried the contents and here we go:

1. Gloves, 1 pair. Given to me by my wife. Proved invaluable on a recent trip over the North Cascades in a rain/snow storm.
2. Pens, ball point, quantity 3. Two from VanDusen and one from Marymoor.
3. Knife. Given to me by my late Father-In-Law. This knife has a long blade for fileting fish and a device for removing the hook from the fish's mouth.
4. Tool kit, all-in-one, pliers, etc. Given to me by my oldest granddaughter. Never have figured a use for it, but it's the thought that counts.
5. Cell phone. For calling AAA.
6. Registration and insurance forms.
7. Sun Block #30. Mandatory.
8. RainX. Likewise, a must for any Morgan owner.
9. Garage door opener/closer.
10. Tire gauge.
11. Prescription sun glasses.

There were a few other items that are too embarrassing to list here. Did you notice that only Americans won a Ball's Trophy? Craig Runions, Bert McCabe and me. I wonder if there is some sort of conspiracy here? I must add that I have recently visited my auto parts store and purchased every car body enhancer they have in stock. "Meguiars" and "Armor-All". Look out.

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

- Bob Adair restoration
- Wedding Limo
- Whistler Run
- more Banquet details
- L549 tech piece
- Pebble Beach bits
- glove box inventory
- How far do I go?