

# MORGAN OWNERS GROUP MOMAGAZINE NORTHWEST

Vol. 20 No. 5

May 2000



# MOGNW 2000 CALENDAR

|            |         |   |                  |                |
|------------|---------|---|------------------|----------------|
| May 16     | Tues    | MOGNW Southern Centre monthly social meeting at the Portland Brewing Pub, 2730 NW 31st Ave.                 | Heinz Stromquist | (503) 224 9576 |
| May 20     | Sat     | MOGNW Midlands Centre monthly social meeting at the VanDusen All Brit whenever!                             | Bill Button      | (206) 935-3616 |
| May 20     | Sat     | Vancouver, BC ABFM at VanDusen Gardens<br>It doesn't get any better than this. Dinner follows!              | Ted Carew-Gibson | (604) 421 3939 |
| May 27-28  | Sat-Sun | All British "Run to the Gorge" on back roads from Puyallup to Hood River (overnight) and return             | Arnie Taub       | (425) 644 7874 |
| June 1     | Thurs   | Deadline for June Mogazine  | Craig Runions    | (206) 542-7137 |
| June 3-4   | Sat-Sun | Caboose III run to Colville, WA to Kay Jones' restored caboose with dinner, etc. Meet in Soap Lake Sat noon | Kay Jones        | (206)546-2232  |
| June 17-18 | Sat-Sun | Victoria, BC All British Father's Day Picnic Weekend  | Roland Gilbert   | (250) 652-2159 |
| June 23-25 | Fri-Sun | Devil's Punchbowl V at Newport on the Oregon coast<br>Starts in Longview Friday morning. Great weekend!     | Heinz Stromquist | (503) 224 9576 |
| July 22    | Sat     | Western Washington ABFM at Bellevue Community College. Morgan is the featured marque! Be there!             | Gil Stegen       | (425) 883 6722 |
| Aug 19     | Sat     | Hood Canal Tour. Day trip. More details later   | Bill Button      | (206) 935-3616 |
| Sept 1-4   | Fri-Mon | Portland ABFM at PIR. Our 25th Anniversary!!<br>Enjoy a great weekend. Sunday night Banquet!!!              |                  |                |
| Sept 16    | Sat     | All British Vancouver, BC to Whistler Run. Always fun!  | Ted Carew-Gibson | (604) 421 3939 |

### TREASURER'S REPORT from Bob Hauge...

|                             |         |
|-----------------------------|---------|
| beginning balance, 4/1/2000 | \$6,685 |
| plus dues                   | 169     |
| plus regalia                | 404     |
| less April Mogazine         | - 222   |
| less license fee            | - 10    |
| ending balance, 4/30/2000   | \$7,026 |

**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](mailto:mognw@aol.com) Thanx, Editor Craig

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|               |                  |  |                |
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| 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.

|                    |                   |    |                |    |                 |
|--------------------|-------------------|----|----------------|----|-----------------|
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| 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*



I hope no one was confused about the change in the dates for the Caboose Run (Ed. note: Sorry, Kay, except for me!). It's moved from May 6-7 to June 3-4. Please see details of this not-to-be-missed true Moggy spirit event below.

Things are really shaping up for the 25<sup>th</sup> Anniversary bash over the Labor Day weekend, so mark your calendar and get the Moggy prepped now. NO EXCUSES!

I would like to let you know about the web site initiative established by Dave McCrosson of the Northern Pod. He's covering all of their activities but will handle anything Moggy for the good of the club. So all pod reps as well as individual members are encouraged to contribute. The web site can be accessed at [www.gomog.com](http://www.gomog.com) or use Dave's email: [mccrosson@netcom.ca](mailto:mccrosson@netcom.ca).

I hope to see all of you here or there on the road in this greatest of Moggy seasons.

### **Caboose Run, June 3 – 4**

The third annual run to Colville has been set into motion for the above dates. This event involves a fun non-TD rally, starting in Soap Lake at noon or thereabouts on Saturday. The rally covers about 100 miles of beautiful paved back country roads between Soap Lake and the Jones' vacation farm and Caboose on the Little Pend Oreille River near Colville. Camping is encouraged. A dutch treat catered barbecue will be part of Saturday night's festivities. In addition to Morganeers, Kay has also invited several of his caboose buddies who are as eccentric about their cabooses as we are about our Morgans.

If you don't wish to camp out, Benny's Colville Inn, 15 min. from the campsite in Colville is recommended (\$57 per night - 1-800-680-2517.) If you want to overnight on Friday in Soap Lake, the Inn at Soap Lake is the place -- (509) 246-1132. The rates are \$65 per couple or stay at The Lodge (509) 246-0462 also for \$65/ night. Make reservations now because Friday only reservations are limited everywhere.

Rally instructions will be provided in Soap Lake. Call Kay Jones at (206) 546-2232 or Bill Button at (206) 935-3616 to RSVP and for more details.

### **Take Note: New Bellevue ABFM Morgan Classes!!**

|       |             |       |              |
|-------|-------------|-------|--------------|
| MO-01 | FLAT RAD    | MO-05 | 4/4 4-SEATER |
| MO-02 | +4 4-SEATER | MO-06 | 4/4 ROADSTER |
| MO-03 | +4 DHC      | MO-07 | +8 ROADSTER  |
| MO-04 | +4 ROADSTER | MO-08 | OTHER        |

**COVER PHOTOS** by Runions at Ravenscroft Inn in Port Townsend last month.

## Midlands Matters.....from Bill Button

Midlanders again met at "The Roanoke Inn" on Mercer Island for breakfast. Three Morgans arrived. Button's newly painted +4 with new leather high back bucket seats and interior, Darrel Ozuna's red Drophead and Bill Ward's green +8. Other attendees were Dave and Thea Wellington, Jim and Patti Dietz, Ron Weiskind, Brad Green, Craig Runions, Gary Van Hook, Dick Dow and Bert McCabe & Ruth. Bert and Ruth were on their way home from skiing at Stevens Pass.

Dick Dow is restoring a 1953 (or so) 38' Chris Craft (or so) that was owned by Lois Atkinson. Now I know you don't know who Lois is; so here is the scoop. Lois's family owned the "Black Ball Ferry Line" back in the days before the State decided they could do a better job. She still owns and runs the "COHO" which provides service between Port Angeles and Victoria. So now you know. Gary Van Hook and I visited Dow's yacht and it is gorgeous!

The Morgan Midlanders meeting will be held May 20th at the VanDusen All Brit in Vancouver, British Columbia. Come on up for the first show event for the year 2000. It is always lots of fun.

## NW Historics at Seattle International Raceway

VINTAGE AUTO RACING is coming to SIR July 1-3, 2000, courtesy of Children Orthopedic's SOVERN GUILD. The Guild has offered MOGNW a Car Corral at SIR for the same amount as General Admission. That's \$20 for Car and Driver and \$20 for each passenger. This is a charitable event; your entry fee is a contribution to benefit Children's Hospital.

MOGNW must submit to SOVERN the money by June 1, 2000 to reserve the Corral. Button will collect \$20US or \$35 for all 3 days until May 20th from all that want to bring their Morgan. If we get at least 6 cars for any or all the days, we'll submit an application to SOVERN. If not, then Button will return your check as soon as possible and you're on your own.

NAME: \_\_\_\_\_ SATURDAY ONLY \_\_\_\_\_ @ \$20US EACH  
 ADDRESS: \_\_\_\_\_ SUNDAY ONLY \_\_\_\_\_ @ \$20US EACH  
 \_\_\_\_\_ MONDAY ONLY \_\_\_\_\_ @ \$20US EACH  
 PHONE: \_\_\_\_\_ EMAIL \_\_\_\_\_ ALL THREE DAYS \_\_\_\_\_ @ \$35US EACH

Send to: William M. Button (make check payable to SOVERN GUILD).  
 MOGNW  
 9839 - 51st S.W.  
 Seattle, Washington 98136

## September 2-4, 2000 MOGNW 25<sup>th</sup> Anniversary Update from Bob Hauge

As plans progress, it seems they must inevitably change. The southern crew is busily attending to details for our celebration tour/banquet and a few alterations to the initial itinerary have become necessary. Since overnight accommodations in the Columbia River Gorge came with too many strings attached, alternatives were sought and an even better plan emerged!

The event will commence with a short drive (about 30 minutes) from the Portland ABFM site to the Heathman Lodge, just east of Vancouver. It's a spectacular retreat done in the "old lodge" tradition. The lodge is providing a package for MOG NW members that includes Saturday night lodging, two wonderful dinners (hors d'oeuvres prior, of course), two breakfasts and two box lunches for \$230.39. There will be an option for those who prefer to utilize only the meal portion of the package for \$130.34. The Saturday night dinner at the lodge will be in place of the traditional "after field meet" party.

Lodging for Friday night, September 1<sup>st</sup>, will be available at the Heathman Lodge at a special rate of \$89.

We will depart Sunday morning for a tour around the east side of Mt. St. Helens with a lunch stop at one of the viewing sites. Sunday's drive will terminate in Olympia where the MOG NW sponsored 25<sup>th</sup> Celebration banquet will be held. Dave Cammarano and Dick Tilden are finishing negotiations on rates, etc. for lodging and caterers.

A few more details need to be confirmed before a registration form and instruction sheet can be printed. Prices, times, names and phone numbers to call (aka the whole scoop) will be here for you in the June Mogazine.

*North of the 49th.....from The MUG*

**MAY 20th VANDUSEN ALL BRITISH FIELD MEET AFTERPARTY**

For this year's party we have been invited to Win and Christine Muehling's home on the top of Capitol Hill, in North Burnaby which has a panoramic view of the lower mainland. For those of you wishing to lodge close to the party site, there is a block of 10 twin doublebed rooms reserved at the STAY'NSAVE INN, Burnaby, 3777 Henning Drive, on Boundary Road just before Lougheed Highway. This location is about 9/10 of the way along a direct route from VanDusen to Muehling's. When booking be sure to quote MOGNW or Group #2545 to obtain the Group Rate of CDN\$89.00 + taxes. There is an ABC FAMILY RESTAURANT in the complex so expect to breakfast with "THE MUG" on the day of the event at about 7:30 AM.

STAY'NSAVE INNS, 37777 Henning Drive, BURNABY, B.C. V5C 6N5  
 1 800 663 0298, 604 473 5000 DIRECT, 604 473 5095 FAX  
 email staynsave@staynsave.com, website www.staynsave.com

**MAY 28th VINTAGE RACING AT MISSION , BC**

We have been invited back as a group through the efforts of our retired racer, Al Allinson. Last year we got to do 4 or 5 laps of the circuit at a very brisk pace bringing some of us out of retirement mode. If we are quiet and behaved, we may get to do the same again (if the pace car disappears into the mist) or?. In order to enter as a group, the plan is to meet at the "MacDonalds" in Pitt Meadows, at Harris Road and Lougheed Highway at 9 AM and then follow Al to the site and our designated parking location. Contact Al Allinson at 985 5451 for more details if desired.

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 Exp. \_\_\_\_\_  
 Date \_\_\_\_\_ Signature \_\_\_\_\_  
**US funds total** \_\_\_\_\_  
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 Name \_\_\_\_\_ c/o Armie Taub  
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 Bellevue, WA 98008  
 City \_\_\_\_\_ State \_\_\_\_ Zip \_\_\_\_\_      You may fax Credit Card orders to (425)747-0205

## HOW I WAS FORCED OUT OF AUTO RACING

by Russ Austin

I bought my + 4 new in 1959 by mail. The greater London Morgan dealer put it on a boat for the Atlantic crossing and through the Canal. It cost me \$1,900 plus about \$400 for shipping, duty and taxes. After a seemingly inordinate wait I got a call that the ship was at the dock in Portland and I should pop down and pick it up.

You all know how it can rain around here. It poured on the trip down to Portland and when I reached the dock I discovered that my Mog had been deck cargo, with top and those sort of things in the cockpit with a sheet of plywood screwed down to cover and protect the car. When I finally got the plywood off (it was still pouring) the battery was dead and there I was in the monsoon trying to start the damn thing.

Fast forwarding a few weeks and I was happily at home with a well running car which I drove to work each day. I joined the Northwest Region of the SCCA and discovered a fairly sophisticated racing program, and indications were that the Morgan was a power to be reckoned with in its class. So one Sunday I drove it to the Shelton Airport and began running the novice races until after a couple of months they decided I was just dangerous enough to be granted an unrestricted license.

I discovered that most race car owners trailered their cars to the race course and the only time those vehicles were driven was during a race. First, I didn't have a trailer, and if I did there was no practical way the Morgan could pull itself on a trailer. Besides, I drove the car to work every day. So on race weekends I would drive it to the track, take off the windshield and muffler, put masking tape on the headlights, a number on the doors, and I was ready to race.

My experience was that I could beat almost every car on the curves, but come the straight-of-way the more powerful cars (e.g., Corvette, Jaguar, etc.) would go roaring past me and at the next corners I would have to go to a lot of work to get back ahead. The finish line was on the longest straight stretch, and I always felt that if the race would only end just before the straight, I would have won every time. Such was not to be.

Then they opened SIR raceway about the same time my Dunlops (original equipment) were going bald, so I replaced them with a set of Pirellis. My first race at SIR on new tires was a disaster. I'd gotten used to when the Dunlops would break loose, but the Pirellis stuck to the track even more with the expectable result that the first time I did break the backend free I was confronted with the backend passing the front end (sometimes several times in one curve) and I would end up alongside the tarmac, usually facing the wrong way, watching the slower cars go by, waiting for a space in traffic to re-enter the race.

But this story was supposed to be how I was forced out of racing, and you all thought the competing drivers got together and said they wouldn't race as long as that super-fast Morgan with the super-skilled driver was competing. Not so!

It happened when my wife and pit-crew (one and the same) gave birth to our youngest child. I went in to say "well done" or something like that and was greeted with: "Sell your roll bar and helmet - your racing days are over; a widow with four children is one thing but a widow with five is a totally different matter." I remember her words just like it was yesterday. And our youngest is just coming up on her 38th birthday. I was forced out of racing, having run only once at Laguna Seca. I was so looking forward to winning that one.

Interestingly, I didn't return to SIR for over 30 years, and then only to check the topography. I was defending SIR in a suit against King County arising out of the county's totally unfair "Surface Water Management" act which imposed a huge tax burden on properties contributing runoff to the various lakes and streams, something SIR wasn't doing! But somehow it just wasn't like cruising around the circuit at speeds well over 100 mph.

From: w\_button@hotmail.com (William Button)  
To: mognw@aol.com (Craig Runions)  
Re: Hood Canal Day Tour, Saturday, August 19, 2000

Midlander's August activity tour will start at Russ Austin's (near Alderbrook) and end at Gerry Seligman's (on the east side of Hood Canal near the floating bridge.) Food and beverage are definitely on the priority list. More information later as we complete the planning for this event. Hold this date open!

**Entry Form**

Please Print. Complete this form. To qualify for the Early Entry Drawing your entry must be post-marked by June 22, 2000

Name(s): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State/Prov: \_\_\_\_\_ Zip/PostCode: \_\_\_\_\_  
 Phone: ( ) \_\_\_\_\_ E-mail: \_\_\_\_\_  
 Club Affiliation: \_\_\_\_\_  
 and JCNA Number for Concours Judging \_\_\_\_\_

**Vehicle Information**

Use an additional sheet if entering more than 2 cars

MAKE \_\_\_\_\_ YR. \_\_\_\_\_ MODEL \_\_\_\_\_ COLOR \_\_\_\_\_ BODY STYLE \_\_\_\_\_ CLASS \_\_\_\_\_

1 \_\_\_\_\_  
 2 \_\_\_\_\_

**Fees**

1st Car @ \$30. Motorcycles @ \$15. -plus add'l vehicles @ \$15. ea.: Amount \$ \_\_\_\_\_  
 Swap Meet Space(s) \_\_\_\_\_ 1st @ \$30. plus add'l @ \$15. ea.: Amount \$ \_\_\_\_\_  
 Car For Sale Space(s) \_\_\_\_\_ 1st @ \$30. plus add'l @ \$15. ea.: Amount \$ \_\_\_\_\_

JCNA Judging Class: Car 1 \_\_\_\_\_ Car 2 \_\_\_\_\_ FEE \$20. ea.: Amount \$ \_\_\_\_\_  
 MG Judging: Unrestored \_\_\_\_\_ Restored \_\_\_\_\_ Modified \_\_\_\_\_ Still Running \_\_\_\_\_  
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Grille Badge @ \$39.95 ea \_\_\_\_\_ Must order by June 1, 2000

**Regalia**

Extra Dash Plaque(s): Quantity \_\_\_\_\_ @ \$6. ea. Regalia Amount \$ \_\_\_\_\_  
 Event Pin(s): Quantity \_\_\_\_\_ @ \$6. ea.  
 T-Shirt(s) M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ @ \$16. ea.  
 Sweatshirt(s) M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ @ \$22. ea.  
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**Grand Total**

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Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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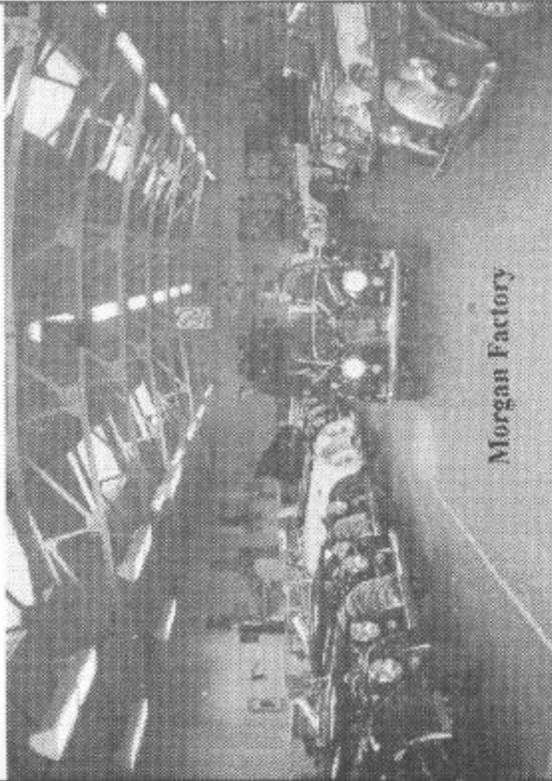
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There will be no refunds or cancellations within 14 days of the event. All entries received prior to July 1st will be confirmed  
 Exp. Date \_\_\_\_\_

The 12th Annual

**Western Washington  
All British Field Meet**

A British Car Show & Swap Meet  
"Saluting 90 years of Morgans"



Morgan Factory

**July 22, 2000**

On the grounds of

Bellevue Community College

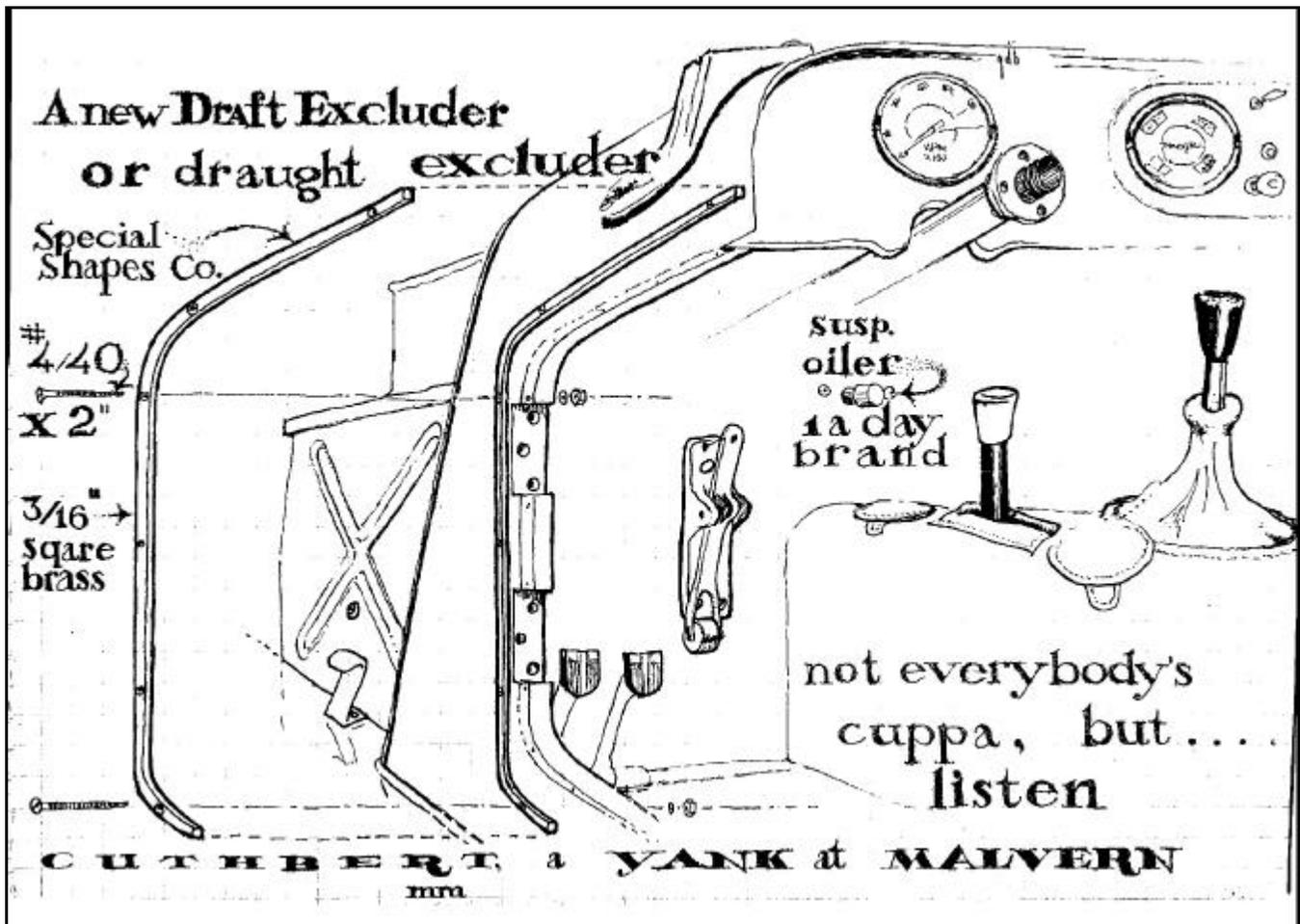
Bellevue, Washington

Entry Form & Information

## from the Morgan Oasis Garage

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

It has been my sad experience that the factory applied draught excluder was falling off one car I worked on and not even there on another car, my own faithless steed, #4447, a '61 Plus Four, four seater. On one car I tried to silver solder the wire back on the side of the scuttle, with miserable results. My next plan was to fasten an excluder to the scuttle mechanically, nuts and bolts, not solder. Solder worked for a long time, but nuts and bolts is even more user friendly than the almost as simple, soldered fastening. If I were to try bolting it on it would have to be flat metal, not the wire that Malvern uses. I chose to use a 3/16th piece of square brass bar bought through a company named Special Shapes in Romeoville, Illinois, phone # 1(800)517-4273. One of their standard lengths is three feet, and that is enough to do one car. One piece 3/16th square brass bar, 36 inches long. I cut it in half, then in a vice I bent it by hand to suitably match the front of each door as the old excluder does, with an eighth inch gap. Bending very little at a time and constantly checking against the door it is to match. Bending it is almost as easy as it is to describe doing it, surprisingly simple. And easy enough to go back to improve an area. When the bar is perfect it is then "good enough", and then it is fastened to the scuttle. I used #4-40 flat head brass machine screws 2 inches long. I found those locally at Stoneway Hardware in Seattle. If they're out they'll get them for you. They have an excellent selection of fasteners, and they speak Morgan. While you're there you'll need a 7/32 drill bit and of course nuts and washers to suit the screws. A countersink is needed so the screws will sit flush with the bar. So the bar is drilled, and countersunk, then offered up to the car. I put the top fastener in first, then worked down, easy as falling off a dog. Drilling through the body metal and the wood frame that makes up the door surround, and pushing the screws through and putting on the washers and nuts. I know these are drastic measures drilling through those sacred Malvern panels, drilling through that venerable ash. However when you see those excluders falling off your car you begin to look for solutions. I'm not claiming this is the only solution. I did it on two cars, and it looked good, and unless I point it out you'd never notice. Maybe if you lived in Boise you'd notice.





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**2000 MEMBERSHIP / DUES FORM**

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NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
HOME PHONE (\_\_\_\_) \_\_\_\_\_ WORK PHONE (\_\_\_\_) \_\_\_\_\_  
FAX NUMBER (\_\_\_\_) \_\_\_\_\_ EMAIL\* \_\_\_\_\_

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 SIGNIF ICANCE, SPECIAL EQUIPMENT,  
INTERESTING SPECIFICATIONS, ETC? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**2000 Dues.....US \$24.00** (\$29.00 if postmarked after March 1, 2000)

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 Magazine*

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**FIRST CLASS**

**IN THIS ISSUE**

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