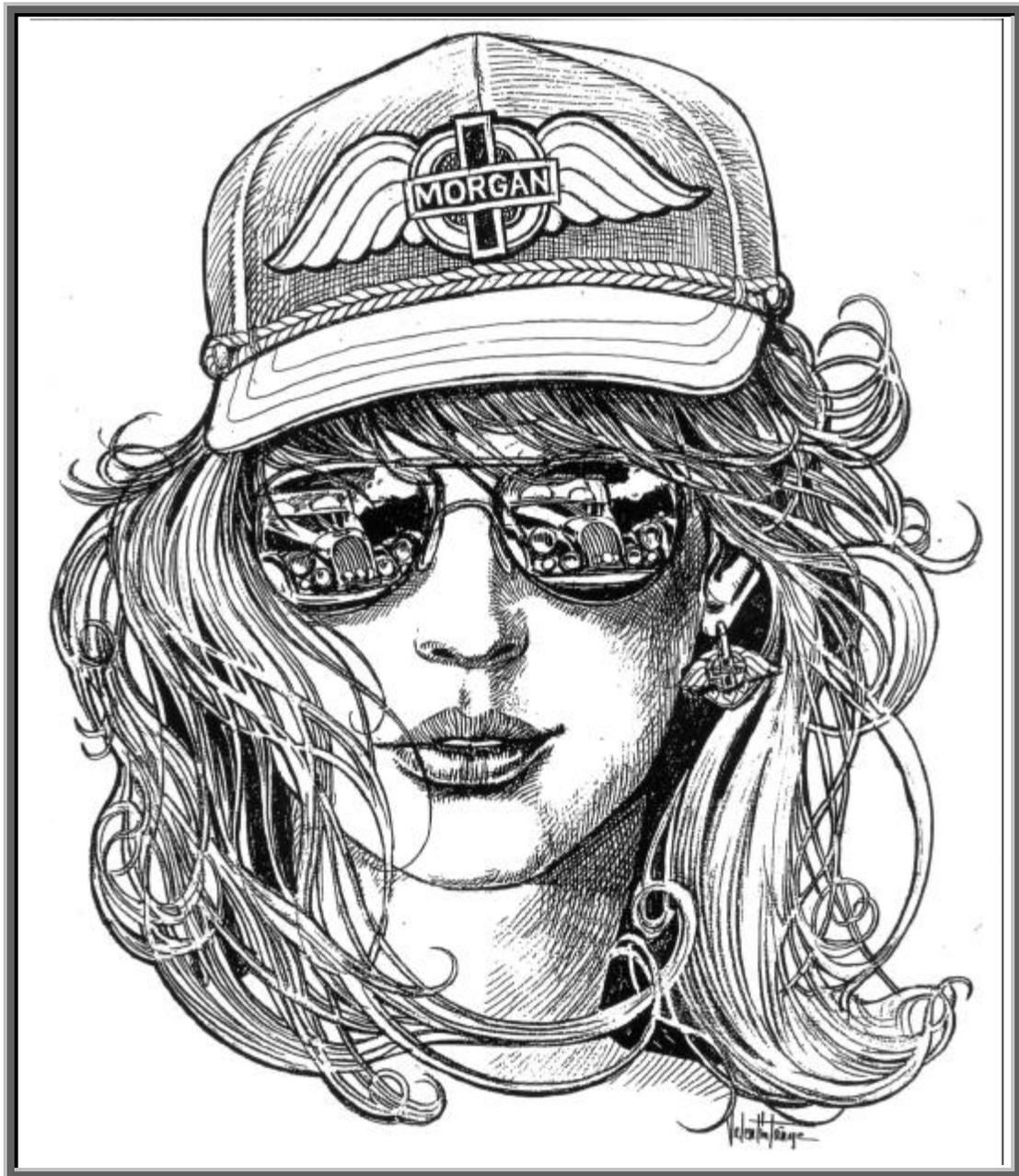




Vol. 21 No. 3

March 2001



# MOGNW 2001 CALENDAR

Mar 17	Sat	MOGNW Northern Centre Irish Lament Event	Ken Miles	(604) 576-8036
Mar 17	Sat	MOGNW Midlands Centre St. Paddy's Day Run	Dave Wellington	(360) 387-8770
Apr 2	Mon	Deadline for the April <i>Mogazine</i>	Craig Runions	(206) 542-7137
Apr 14	Sat	20th Annual LaConner Tulip Daffodil Rallye	Ken Bottini	(425) 883-9615
Apr 21	Sat	MOGNW Northern Centre April Fool's Run	Ken Miles	(604) 576-8036
Apr 28-29	Sat-Sun	Vancouver Classic Car Show, Abbotsford, BC	Ron Theroux	(604) 576-2957
May 19	Sat	VanDusen All-Brit Field Meet, Vancouver, BC	Northern Pod	(604) 576-8036
May 26-27	Sat-Sun	3rd Annual All-British "Run to the Gorge"	Arnie Taub	(425) 644-7874
Jun 2-3	Sat-Sun	MOGNW Caboose Run, Colville, WA (tentative date)	Kay Jones	(206) 546-2232
Jun 16	Sat	Father's Day Picnic Event, Victoria, BC	The Thomsons	(250) 479-7743
Jun 22-24	Fri-Sun	MOGNW Devil's Punch Bowl VI, Newport, OR	Heinz Stromquist	(503) 224-9576
July 6-8	Fri-Sun	Rally in the Valley, Kelowna, BC	The Stevensons	(250) 764-2311
July 28	Sat	Bellevue All-Brit Field Meet, Bellevue CC	Midlands Centre	
Aug 11	Sat	MOGNW Hood Canal Tour and Picnic	Bill Button	(206) 935-3616
Sept 1	Sat	Portland All-Brit Field Meet, PIR	Heinz Stromquist	(503) 224-9576
Sept 15	Sat	MOGNW Southern Centre Oregon Wine Country Tour	Wayne Harris	(503) 472-1911
Sept 22	Sat	Vancouver to Whistler British Car Tour	Northern Centre	
Sept 21-24	Fri-Mon	MOGNW and Nor-Cal Club Crater Lake Joint Event	Bill Button	(206) 935-3616
Jan 26, 2002	Sat	MOGNW Annual Banquet in the Midlands area	Ron Theroux	(604) 576-2957

### TREASURER'S REPORT from Bill Button...

(improv by Runions. More details as Button settles in)  
beginning balance, 1/1/2001 \$4,721  
plus lots of dues + + +  
less not too much - - -  
ending balance, 2/28/2001 \$ looking good

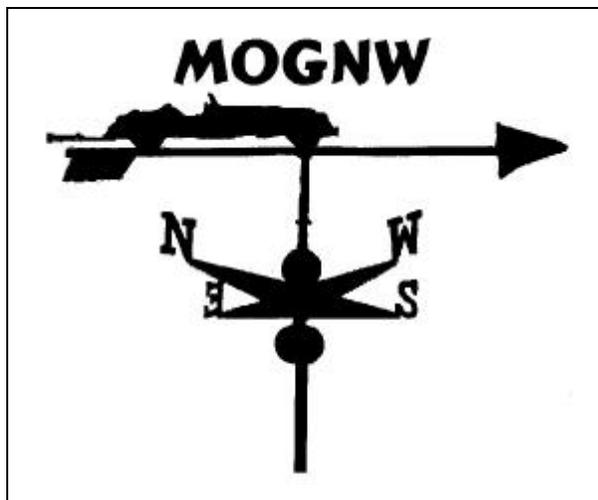
**COVER STORY** – Artwork by Valentin Tanase of Bucharest, Romania. Vern Dale-Johnson, MOGNW member and member/editor of *The Blurb* Morgan Sports Car Club of Canada newsletter, meets Mousquetaire Morgan Club members Jean Ribot and Jean-Louis Clavere on their 1994 "Tour du Monde" at the Powley's home in Vancouver after the Wellington's had hosted them here in Seattle. Vern goes to the south of France and, through Clavere, meets another Mousquetaire, Philip Keen, who sets up a contact with Jacques Gallien, editor of the MOG Belgium newsletter *Revue*, who puts Vern in contact with Valentin Tanase, the artist. Whew! Thank you very much, Vern.

**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) 2001 by MORGAN OWNERS 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.cr@verizon.net, mail a diskette or fax a typed copy to the Editor.

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Business meetings are held quarterly as published in the calendar. Social meetings are held monthly (times and locations as stated above in the calendar): Northern Centre (Vancouver/Victoria) as stated, Midlands Centre (Seattle/Bellevue) on the third Thursday, and Southern 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 Nor-wester

by Ron Theroux, President

We have the holiday season behind us, with signs of spring showing in many of our regions. Time to get into the shop and try to do some of those things on the Morgan we planned on last summer. Trust me. It's easier now, before the backyard and garden seem like a higher priority. It looks like MOG NW has a growing list of exciting events, with the hope we will have something of interest for all of our members. "We want everyone to have a chance to participate, to get the

Morgan out and go." Check the list of activities in the Mogazine monthly. If you have other suggestions, or if you can assist in any way with the planned events please contact your MOG NW Rep. What we do should be a reflection of the overall interests of the membership.

Yes! Kay Jones did reach into his own pocket and purchase a glass of wine for me at the Christmas party. He was attempting to persuade and show me how easy it would be if I said yes to the Presidency of the club. I had read Craig Runions' article in the Nov. issue. "If the truth be known, the job is actually made quite easy with the good help of others" Sorry Kay it was not the wine, nor your enthusiastic presentation, that helped to make my decision easier. It was knowing of the great team of officers that you had recruited, and of course the ever serving members that will be staying on. Thank you for all your efforts over the past two years, and leaving your term as president with the club financially sound and with a very active membership.

I would also like to thank the other officers that have moved on. It is an understatement to say Dale Russell (Sec.) has just moved on. She and Jonathan have relocated to Arizona. We greatly appreciate the work Bob Hauge has done for the club as over the past 20 years. However, Bob did not just slip away. We think he (volunteered) to head up a group of past MOG NW presidents doing a review of our badly out-dated by-laws. Ted Carew-Gibson has carried the banner for the Northern Pod for the past year. Having some background with that position, I greatly appreciate the job he has done. This is an active area of the club, and did call for a great deal of his time. As well, thank you to all our spouses for letting us be boys with our toys.

## 2001 DUES ARE (PAST) DUE

Bill Button, Treasurer/Membership, and the Area Reps are looking for more renewals. The \$5 late payment is waived for March only. Dues are still \$24US. The new Roster comes out next month and this your last Mogazine unless you pay up. Use the back page renewal form to update our database records as necessary. Checks are payable to MOGNW and mailed to:

WILLIAM BUTTON  
9839 - 51ST AVE SW  
SEATTLE, WA 98136

## Robbie Burns Run

from North of the 49th by the POT

The 10:30AM skies were grey but with a "high ceiling" (you will find some aeroplane terms in here as our destination was indeed an airport) if any readers such as Gil S. & Bob N. need "translations" I'll be happy to provide!

We met at BCIT in the "lot" 4 strong - in mostly 4 seaters except for BIG AL & Helen of course who like to streak around town in the BIG PLUS 8 - so we had Doug & Gill Seager in their 4 seater all bundled up nicely along with the Blakes and their Theroux internal apron device ready for any thing - it was nice to see the Blakes had picked the right car this time as we know they can get very confused with their selection of three funny little cars and have often been seen with the wrong car at the right event or is that the wrong event with the right car???? or at times the wrong car at the wrong event??? Speaking of the wrong car at the right/wrong event just as we were to pull out for the comfort station we were joined by Win & Christine Muehling - in the wrong car hoping they were at the right event. ( seems the right car went wrong in the AM).

Any questions so far Gil or Bob???

We pushed off for a short but fun run - new territory for Doug & Gill - the farthest reaches of eastern Marine Drive - over the big "ALEX-B" and into the misty farm lands of the middle part of Delta and then to the major acreage of glass the land of HOT HOUSES - yes that says "HOT" HOUSES silly.

Soon we arrived at the beautiful Boundary Bay International Airport - right at peak time - the reserved tables for the Morgan group were of course taken over by an even bigger group why some people would have family reunion out here I'll never know. (yours truly did not have a hissy fit - but did want to).

Ordering right away so we could have lunch and be home in time for dinner; we tested our patience as other folks of the Morgan persuasion with the wrong car came to what we know would be knowing as the wrong place for sure. (fun to watch all the little planes however).

First our esteemed new leader ("damit Michael G I'm not the NERP - Mr. Northern Executive and Resident Pobah - I'm the king all the PODS") Lord Theroux and Lady Yvonne did arrive to our now growing understanding we are in the wrong place and the new exec comes with the wrong car gad! where is good royalty when you need them??? We proceed to wait some of the crafty ones at least getting water, tea or beer, and soon for some the great coffee I've raved about.

Just as our attention was again turning to food - we have John & Setsuko Rennie arrive and I had it on the good word from Setsuko, John was in the wrong car - luckily for all John remembered the reason for the run and did several "most excellent" BURNS readings including one about whiskey and several about the ladies - fun but the hunger bunnies were multiplying at a fierce rate.

And 'lo some of us were getting food - this of course only makes the "have-nots" even more ancy and those with food soon stop caring about them anyway - so just in time for post lunch entertainment for the ones with food or some further diversion from the tummy problem that those without food were still having (John R. lost it at this point). In comes Stu and Marilyn Rulka - both wearing skirts of course. Stu insisted that if he was going to wear one Marilyn better too - I mean what would everybody think?????

Stu actually looked real "jordie" and well turned out for the reason of the run for the day - Robbie Burns - "AUK AYE wee Stu" We suspect that the Rulka's were in the wrong car and as we left - we are sure they were learning they were in the wrong place and as I write this they may be still there ....I mean this place would make the Iron Skillet's slogan "Good food and lousy service" best practices list.

So stand by for our next run and lunch will be conducted by the BLAKES as the Hearts & Tarts run or some other cheeky variant on that kind of theme - So possums get ready for SUNDAY FEB. 18th and for gods sake have the right car - leave the search for the wrong place up to us eh!

## Midlands Social Meetings

from Craig Runions

Midlanders met at Maggie Bluff's Cafe at Elliot Bay Marina last November on a Saturday morning for breakfast. Lots of open parking and great sourdough pancakes and eggs benedict! 4 Morgans (Jones, Runions, Colby and Ward), a Mini (Buchan) and assorted other modern machines (Button, Stegen, Green, McCabe and Van Hook) were in the lot. What a great day for Morganing - clear and sunny, cold and no wind. Lots of 'thumbs up' from (envious) drivers. It does take a few miles for those Moss box synchros, as few as there are, to want to fall into place on a cold day.

Car talk as always, including "You bet, I'll do it" referring to going to England WITH OUR CARS for Morgan's 100th anniversary celebration in 2009! Hey, folks, it's not too soon to start planning for it. The suggestion was made that Runions should go over there now, buy an estate in the Midlands, and make it available to MOGNWers in 2009! Ya, sure! Not likely! All kidding aside, there is some serious talk on this Y2K9 event. Remember that the British have come to America 3 times in the recent past for the MOAs!

Midlanders also met at Maggie Bluff's on Saturday morning, January 27th. Another great day, identical to last November. Cold, clear and calm. Can't believe it. Neither could Jones, Dietz, Ward or Runions who drove their Morgans. Top down Morganing in January! Button, Colby, Meden, the Tinneas, Weiskinds and Green came by other brands. Ward received a free copy of British Car Magazine for the long distance award. Might have been Weiskind but we couldn't quite decide. Besides, Ward did drive his Plus 8. That was the clincher.

Car talk, repairs and rebuilds, computers, Morgan stuff for sale on the web, show and tell, trips and tours - we covered everything. Yes, I even heard talk about girls and the good old high school days!



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Robert Couch




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Service, Restoration, Parts(Morgan Spares Ltd.), Race  
No Job Is To Small Or Big

And once again the Midlanders met at Maggie Bluff's on February 24th for breakfast. Very nice day - small crowd would be an overstatement. Jones and Runions were in their top-down +4s and Gil and Barb Stegen, Art Colby and Brad Green comprised the gathering. Brad drove his cherry 50's Beetle of the split window and semaphore turn signal type. He's owned the car over 30 years! We're a little tired of the poor service and billing errors at Maggie's and so might try something else in the future. Where was everyone? Dave Wellington, our Midlands Rep, has offered to host our next event on St. Paddy's Day, Saturday, March 17th, at his home on Camano Island. See Dave's flyer in this issue.

# Hearts and Tarts Run 2001

from North of the 49th by Steve Blake

On Sunday, February 18<sup>th</sup> the Northern Pod of the Morgan Club met at their usual Valentine's starting place, Mandeville Gardens. We tried our hardest to keep from losing the women in the store by having it open later this year. It was to no avail as the staff felt sorry for the long faces and opened early. We did manage to get our run started reasonably close to 11:00 AM. Five of us had better crystal balls and brought our Morgans for the run. Five others used a variety of excuses, "I have a cold in my nose", "my car is apart", "it was really coming down at our place", etc. As we started our run the sun came out and we were fortunate for the rest of the afternoon.

The run was organized and led by Steve and Liz Blake. Close behind were Ken and Pat Miles, Ted and Evan Carew-Gibson, Dave and Ruth Collis, and Win and Christine Muehling, all in Morgans. Mike and Rosemary Powley led the group of other vehicles with an appropriate Morgan support crew decal on the side of their car. Close behind in other support vehicles were President Ron and Yvonne Theroux, Les and June Burkholder, Al and Helen Allison, and David McCrossan. 19 hearty souls!

The drive took us east along Marine Drive and Marine Way to the Queensborough and Alex Fraser Bridges. Steve made a stop to regroup once we got onto River Road. It was a

fortuitous stop as we passed a photo radar van 100 yards up the road. None of us will receive photos of the backs of our cars imprinted with highly imaginative speeds this time. Continuing along River Road, we wound our way along to Highway 17 and off 56<sup>th</sup> Street into Sunny Tsawwassen. We arrived at the border and answered questions to the border guard who was more interested in reading his book. He was a bit curious when Al told him he did not know where he was going, how long he was going to be in the US, or why he was following a bunch of little sports cars.

The Tour de Point Roberts took us past the new golf course, several homes owned by Vancouver Canucks and Grizzlies, the Marina, Boundary Bay, and back to the border. We were able to return to Canada without incident and circled around English Bluff to the Tsawwassen Golf Club. We were fed and watered at Bunker's overlooking the 18<sup>th</sup>

hole. Upon arrival Liz made sure the waitress knew who Al Allison was and that he was to have his meal first. Al has not had good luck with meals on our last few runs. After lunch Liz passed out a chocolate heart to everyone while Yvonne tallied and collected the money to make sure nobody stiffed the waitress. We departed into the sun with half the cars missing the turn out of the golf club and ending up in the housing complex of Imperial Village. Who said we didn't enjoy the beer!

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# The Southern Moggers Convene at Portland Brewing - February 2001

by Bob Hauge



Dick Tilden, Craig Mortensen, Dwight Smith and Mike Miles discuss the merits of leather axle seals versus rubber lipped ones. It was concluded that the necessity of chewing the leather ones into pliability prior to installation is a Norwegian mechanic's misconception.



Bob and Claire Hauge along with Linda Huntley (Roger arrived late and missed having his picture taken) listen intently to goings on at the other end of the table.



This "napkin engineering" was spotted on the table near Miles, Smith, Mortensen, Tilden, and Hauge. Any ideas what they are up to?

At our usual haunt, but with a delightful new twist. The Southern group has been wishing for a meeting venue that offered a little more privacy yet included the superb dining and brew offered by the Portland Brewing Company's brew pub. So many thanks go to Fred Bowman for the innovative solution! The pub's front porch was curtained off from the weather and overhead heating kept us comfortable indeed.



Dee Buffum, Fred Bowman, Wayne Harris, Malcom Buffum, Sandy Glover and Anne Tilden held their own in conversation with the group on the other side of the table.



Linda Huntley, Dee Buffum, Linda Harris and Wanda Stromquist. Elizabeth Miles missed the photo. Our usually stalwart leader, Heinz, was "out" and suffering with the punies

## Noggin 'n Natter

The Island Cell (of the Northern Pod) North of the 49th by Woody Thomson

On February 7th, again hosted by Yacht Club member Rocky Rochfort, the 10 of us hoisting a jar in honour of Morganeering included Carmel & Woody Thomson, Pat & Roland Gilbert, Hal Irwin and his son Drew, Marv Coultard, and 2 new faces, Jeremy Why and Gary Dunkley.

Jim Walters, whom we had hoped would be there to bring us up to date on his recent business negotiations was down with the flu. I was hoping to inquire what goodies (heavy parts) from Malvern he had packed in the container carrying his trophy-winning Packard, as well as the 1934 Lagonda which he has been given the job of restoring (both from the Around the World Rally last spring).

So we got to meet and chat with Jeremy and Gary (both are joining MOG NW) while passing around Marv's photos of his Mogs Across America Tour last summer. Jeremy, previously active in the MG Car Club, has bought the late Warren Hasting's yellow/black '69 4/4, and will be rebuilding it, while changing the colour to green/black. He informs me he is searching for a Brooklands steering wheel; if anyone knows of one for sale he'd appreciate hearing about it. Gary drove his '85 silver/blue 4/4 to the yacht club; although it's hard to tell under the parking lot lights, it looks to be in pretty nifty shape. The car came from White Rock, B.C.

### **P.S. Re: Victoria's June Father's Day Picnic.....**

We'll be organizing the Island Cell's events culminating in the Father's Day Picnic at Beacon Hill Park in Victoria on June 17th. With a theme of "keeping it simple," we plan to offer accommodations, camping, and swimming (and Saturday BBQ) at Maltby Lake for the nights of Friday 15th thru to Sunday, and we will make short, informal day tours from there to any or all of: Jim Walters' collection of vintage cars at his home on Elk Lake, Drew & Hal Irwin's world-known boatyard "Philbrook's" in Sidney, the MG Car Club's slalom races at Western Speedway, scenic trips to Vancouver Island's Port Renfrew, Jordan River, Sooke River Potholes, Botanical Beach, etc. PLEASE communicate soon to set up accommodations at the Family Cottage (5 ½ bdrms), camping in the meadow, or local B&Bs.

---

## from the Morgan Oasis Garage

Cuthbert J. Twillie, Proprietor  
Box 1010 – North 51 Terrace  
Hoodsport, WA 98548

Friends:

The following is a list of people and businesses who have saved Cuthbert's behind one way or the other:

JAE, Goleta, CA. 805-967-5767, British Ford parts and more, ex Bean Engine builders  
Dave Bean, CA. 209-754-5802, buy this Lotus Catalog for cheaper Mog pieces  
British Frame and Engine, L.A. CA. 626-443-0939, Triumph Parts, has 2.7 Litre TR 3  
British Miles, Morrisville, PA. 215-736-9300, may be best priced British Parts in USA  
British Wire Wheel, CA. 408-479-4495, very good prices on tires and Dayton Wheels  
ISIS Imports, SF, CA 415-433-1344, ask Bill about new car take-off shocks, \$25 each  
MOMA Instruments, Albuquerque, NM. 505-766-6661, best instrument folks in USA  
Don Simpkins, Demorest, GA. 706-778-3887, new chassis, new bodies, a class act  
Fast Freddie, LA, CA. 714-540-3801, this guy knows Webers, knows where to go  
Vintage Motorbooks, Beaverton, OR. 503-292-7747, good books, great prices and service  
Heart of England Morgan, 011-44-1299-250141, you won't find better prices and service  
Costco, they sold me Mog size Michelins for \$47.50, then gave me \$40.00 of it back!

For those in the Pacific Northwest, a few local craftsmen who've shown class:

Golden Era Motors, 206-633-4449, the best Mechanic/Diagnostician in Seattle  
Lancashire Trimmers, 206-464-1106, great upholstery and Liverpudlian accent  
Burke Fabrication, 206-329-0493, Aussie panel beater, AKA Abo Autobody  
Specialty Metals, Kent, 800-323-7732, good prices and great service for aluminum  
Ghent Machine, 206-323-0495, spendy, but there's no better machine shop in Seattle  
Russ Johnson, 360-898-4470, geographically undesirable, but worth the trip for painting

I have dealt personally with each of the above folks, the ones who wouldn't dream of doing you wrong. If you want to hear the whole boring story give me a call in Hoodsport and I'll talk you to sleep. If you only want good stuff at good prices try the above Darlings; they've all come through for Cuth. As I look over the list, there seems to be a name here for any job a person needs done to bring a Moggie back to a running proposition.

## Morgan - Marvel or Misfit?

London *Daily Telegraph*, Tuesday, 13 February 2001

In a recent article, Mark Hales was excessively complimentary about Morgan's new Aero 8, argues Matthew Carter. I LIKE Mark Hales. He's a fine racer and a superb road driver - two skills that don't always go hand in hand. He has driven almost everything on four wheels, is an experienced chassis development man and one of the best car appraisers around.

Looks good to me, says Hales. It's not, says Carter. It is not often that I disagree fundamentally with his opinions, but after reading his First Drive of the Morgan Aero 8 (Motoring, January 2) I wondered if we had driven the same car. Mark praised the ground-breaking bonded aluminium-alloy chassis, the sure-footed suspension and the powerful BMW V8. True, the Aero 8 drives well - but what about the rest?

There is no doubting its distinctive looks, but are they really "impressive"? Beauty, as the cliché goes, is in the eye of the beholder. If he really likes the looks, I'll give him the benefit of the doubt. I'll also buy him a pair of glasses; then perhaps he'll see that the cross-eyed headlamps come from the VW Beetle, not an upmarket Audi. But surely he will agree that by sticking to traditional Morgan lines, the styling has severely compromised the car as a whole. The separate wings and huge running boards not only make getting into the driving seat an achievement, they also make the cockpit too narrow.

Unlike virtually every previous Morgan, the Aero 8 does not have cutaway doors: they were not deemed desirable at this level of the market. Besides, it has glass side windows (there's progress), so sticking an elbow out into the slipstream would be difficult. Instead, the driver clangs his elbow against the door every time he turns the wheel. Mark claims the driving position is good. So it is - until you try to go anywhere. Then you find the footwell is so narrow that there is no place for your clutch foot when it's not in use. Oh, and the clutch and gearshift are so heavy they feel as if they came out of a truck rather than a BMW 5-series.

The ergonomics are a disaster. The rather naff, turned-aluminium dash has dials scattered across it, while the radio laughably sits on top of the transmission tunnel, roughly in line with the driver's passenger. Then there's the hood. Most modern sports cars have an electrically operated, triple-layer affair that folds away underneath a metal tonneau. Raising or lowering it takes seconds. You don't so much fold the Morgan's manual hood as furl it away untidily behind the seats, where it flaps noisily in the breeze. When it's up, rearward visibility is virtually non-existent.

Then there's the question of reliability. It's not done to mention these things, especially when the car in question is from a plucky British manufacturer, but I'm going to break ranks. The Aero 8 I drove had an electronic glitch in the low tyre pressure warning system, while the fuel gauge was as dead as John Cleese's Norwegian Blue. But at least it went. A second Aero 8

given to hacks broke before we could break it. Mark, you wouldn't overlook such obvious design flaws if the car had a German badge on its nose, so why forgive Morgan?

In many ways, the Aero 8 fits the image of the traditional British sports car. It is compromised, draughty, has quirky looks and questionable build quality. Why should we put up with this? If Morgan is prepared to charge £50,000, it should have a finish to match. Charles Morgan told me that this was the machine to offer sports car fans a serious alternative to the Porsche Boxster. But from where I sit, the Boxster S - a full £12,000 less than the Morgan - offers broadly similar performance in a far more attractive and practical package. as well.

I know my comments are not going to worry Morgan. The order book for the Aero 8 is already two years long and growing. But I wonder how many more people would join this waiting list if its fabulous chassis, fine road manners and glorious engine were wrapped in a contemporary shape, with a hood that worked, a cockpit that didn't restrict breathing and a driving experience that could be enjoyed rather than endured. 'I still say it's impressive' Matthew Carter is kind to venture such compliments, writes Mark Hales. He, too, is a professional who is good at what he does, but on this occasion he has missed the point. The looks of the Aero 8 seem to exercise his mind more than mine - I never said I liked them, I don't particularly - but I still say the overall effect is impressive.

As for the clutch and gearshift, these are straight out of the BMW 5-series with no significant modifications, and to me they felt no different. Also, I've lost count of the cars in which there is no room for the clutch foot. Clearly, Matthew and I are differently sized because I was comfortable in the cockpit. I will agree with him about some of the details; the hood was not very good on the car I drove and the doors had Perspex windows that didn't seal properly. Morgan apologised, saying that some parts hadn't arrived in time. I asked them to find me a Plus Eight, and set off on the same test route. The doors shut nicely and didn't rattle and the hood was taut and draught-free. The car had a tight, well-sorted feel. So, as the Aero's method of body construction is similar, I was prepared to believe they knew how to fix things. The time to get the knives out would be when the first production cars were delivered for official road test.

And this is the point. Morgan makes an ash-framed coachbuilt car like the Aero 8 because it's a design and construction method it knows. The car is compromised and has quirky looks - that's why people buy Morgans. In this case, there is blistering performance as well. Finally, I don't see fuel gauge and tyre pressure warning malfunctions as serious design faults. I have been at German car launches where such things have broken, but I don't see the point in banging on about it unless it's likely to happen on a regular basis. And the power steering pump that curtailed Matthew's test? That's a BMW part

The Midlands Center monthly meeting for March will be.....

## St. Paddy's Day Shamrock Run

Saturday, March 17th



### **B'gosh and B'gorra!**

Meet for breakfast around 10:30am at the Cranberry Tree Restaurant in Stanwood. Take Exit #212 off I-5 and go west on Hwy 532 for 4.2 miles. Turn left at the first stop light and enter shopping plaza. The Cranberry Tree is behind Haggen's Market.

Following breakfast, we'll drive around Camano Island. Maps will be distributed at the restaurant. The Moggie Run departs at noon.

After touring Camano Island, we'll end up at the Wellington's home for appropriate refreshments -- Irish coffee, Guinness Stout and Killian's Red.

Fire up the ol' Mog, shake your shamrock and come join in the fun.

Questions? Call Dave Wellington at (360) 387-8770



MOGNW



NCMSCC

## **CRATER LAKE MORGAN WEEKEND**

**Sept 21st to 24th, 2001**

Join Morgan Owners Group NorthWest and the Northern California Morgan Sports Car Club for a memorable tour and weekend at Crater Lake in southern Oregon. We already have 19 cars confirmed! They are coming from Canada, Washington, Idaho, Oregon and California. Activities are planned from Friday night through Monday morning. Enjoy beautiful country and beautiful Morgans.

Accommodations at the **RUNNING Y RANCH RESORT**  
just outside Klamath Falls 50 miles south of Crater Lake

**Rooms are blocked out for 3 nights under the name MOGNW**

Standard Room (2 queen beds) \$96.80  
Standard Suites (sleeps 4) \$199.20  
Three Bedroom Townhomes \$279.00

**Make Your Direct Room Reservations Now!!**

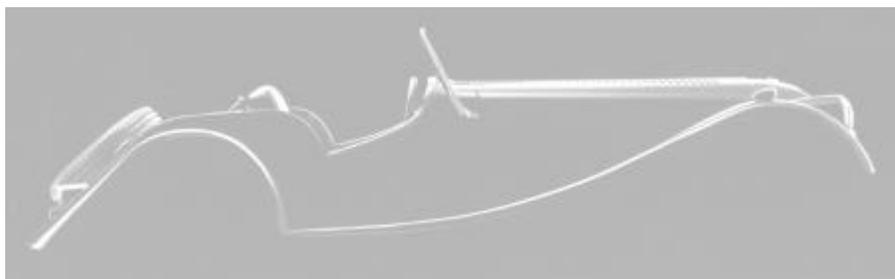
**1-888-850-0275**

**[www.runningy.com](http://www.runningy.com)**

There will be additional charges for a Friday night social, an optional Saturday box lunch, and a Saturday night banquet. There is also a National Park Entrance Fee.

The Committee is planning a day trip to Crater Lake as a sight seeing tour and picnic on Saturday. Do your own thing on Sunday - horse back riding, biking, canoeing or golf on a #1 rated 18 hole Arnold Palmer golf course on site. There is also a Restaurant and Café.

Contact Bill Button (206) 935-3616 or email [williamon@msn.com](mailto:williamon@msn.com)  
The NCMSCC contact is Bob Koupal email [bobk@signiatech.com](mailto:bobk@signiatech.com)



**2001 MEMBERSHIP / DUES FORM**

Please make checks payable to .... **MOGNW**  
then mail check and this form to .... William Button, MOGNW Treasurer  
9839 - 51st Ave SW  
Seattle, WA 98136 USA  
(206) 935-3616

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? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**2001 Dues..... US \$24.00** (\$29.00 if postmarked after March 1, 2001)

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 [WILLIAMON@MSN.COM](mailto:WILLIAMON@MSN.COM)



*NW Magazine*

Craig Runions, Editor  
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**FIRST CLASS**

