



Vol. 21 No. 10

October 2001

ANNOUNCEMENT

Pat and Ken Miles are pleased to announce their new arrival. It was conceived in Malvern and raised in New York where it spent its pre teenage years. During its teenage and early adult years it suffered neglect and became very tattered. During its thirties the adult underwent considerable reconstructive surgery that was not completed. Accordingly, it was shipped recently to a rest home in Bellingham known as the Hutchens House of Recovery. And then it was shipped to its final destination known as the Miles household where it will receive additional reconstructive surgery and abundant tender loving care. The surgery to-date has been so dramatic that the adult is now referred to as a "basket case". The name of the new arrival is

1960 Morgan Plus 4 D.H.C. Serial #4548, Fergus #22525

The other Miles' children known as 1969 Morgan Plus 8, serial R7117, and 1969 Morgan 4/4 4 seater, serial B1858, join with Ken and Pat in welcoming their new playmate. It is anticipated that sometime in 2003 the new arrival will be allowed out to play in monthly runs with its stable mates gathered here in the Northwest and fondly referred to as the Northern Pod of MOGNW.

Please bear with us during this difficult time of the new arrival being in reconstructive surgery. Visits to view the new arrival are welcome during its surgery and periods of recovery but the date of visitations will not start until sometime in late October or early November.



MOGNW 2001 CALENDAR

Feb 9, 2002 Sat MOGNW Annual Banquet at Port Ludlow, WA Ron Theroux (604) 576-2957

Northern Pod Events Schedule for the remainder of the year.....

Date	Event	Contact	Phone Number
Oct. 27 th	Halloween Run	John Rennie	604-274-3990
Nov. 4 th	Ladner to Bellingham Run	Ken Miles	604-576-8036
Dec. 8 th	Xmas Party	Mike Geluch	604-929-5491
Dec. 25 th	Boxing Day Party	Mike Powley	604-542-0921

TREASURER'S REPORT from Bill Button...

beginning balance, 7/1/2001	\$7,116
plus dues	109
plus regalia	601
less Father's Day Victoria	- 150
less Bellevue All Brit	- 350
less June and July Mogazine	- 252
ending balance, 9/30/2001	\$7,074



British CarTM
The American Magazine for Morgan Enthusiasts Who Love English Cars

1 year (6 issues) \$22.95 2 years \$39.95 Canada US dollars only \$26.00 / \$46.00

To Subscribe: Call 1-800-520-8292

FAX 1-650-949-9685 PO Box 1683
 Outside U.S. 1-650-949-9680 Los Altos, Ca 94023

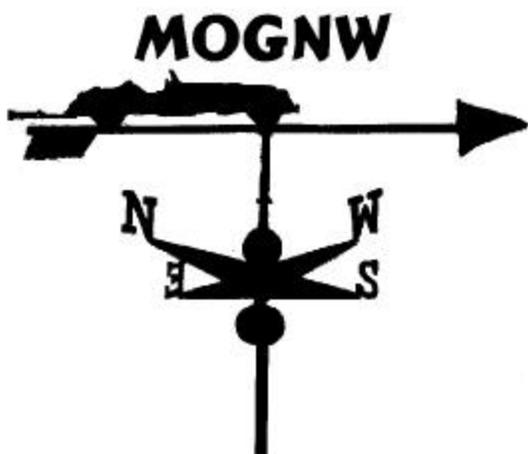
Mention this ad and get an extra issue free.  www.BritishCar.Com
 Our guarantee: If you're not satisfied, we'll refund the cost of unmailed issues.

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 the month/year of issue and the author, source or photographer, if stated. Please e-mail material for publication to <mognw.cr@verizon.net>, or mail a diskette or typed copy to the Editor.

PRESIDENT	Ron Theroux	5794 Kilkee Drive, Surrey, BC V3S 6E9	(604) 576-2957
SECRETARY	Pat Miles	15410 Kildare Drive, Surrey, BC V3S 6B9	(604) 576-8036
TREASURER	Bill Button	9839 - 51st Ave SW, Seattle, WA 98136	(206) 935-3616
EDITOR	Craig Runions	17759 - 13th Ave NW, Shoreline, WA 98177	(206) 542-7137
REGALIA	Dick Dice	7011 NE Baker Hill Rd, Bainbridge Isl, WA 98110	(206) 855-9628
HISTORIAN	Bob Nelson	PO Box 353, Stanwood, WA 98292	(360) 387-3241
NORTHERN REP	Ken Miles	15410 Kildare Drive, Surrey, BC V3S 6B9	(604) 576-8036
MIDLANDS REP	Dave Wellington	151 Blue Mountain Rd, Camano Island, WA 98292	(360) 387-8770
SOUTHERN REP	Heinz Stromquist	2618 SW Fairmount, Portland, OR 97201	(503) 224-9576

Business meetings are held quarterly as published in the above calendar. Social meetings are held monthly in the Northern Center (Vancouver/Victoria), the Midlands Center (Seattle/Bellevue) and the Southern Center (Portland/Vancouver) at the times and locations stated in the above calendar: 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. Limited non-commercial advertising is free to MOGNW club members. Commercial advertising is payable to MOGNW in advance in US\$ and is based on suitable electronic or scanner capable 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 mentioned the Vintage Races at Mission BC and a note from Craig Runions about the Northwest Historic at SIR in past Mogazines. To my memory we have no club members doing the road race thing since Denis Morrison, but we still have veteran campaigner Stu Rulka out there giving fits to Porsche and others on local slalom tracks. His black +8 is well respected, having won many local and national events in past years. Now Stu has not been quite as active in the past while, but last Father's Day in Victoria saw him pull up to the start gate again. My sources say he blew off all comers save one "a very well prepared Corvette". First time this old combatant has beaten him.

Several years ago eight Mogs were waiting for the ferry to the Sunshine Coast. While standing about chatting, a fellow approached us muttering "Morgans and that blanket-e-blank black one". His jacket with gold and red stripes, plus the well known shield on the breast told us he must have been a Porsche driver, that had his butt whipped by a black +8. We all took a little pride in that moment.....Thanks Stu!

Here is a little on some of the members and owners at the Bellevue ABFM. David Wellington down with the MGs and Thea doing duty at our regalia tent. Really enjoyed meeting Gary White of Tacoma and Keith Henrie up from Wilsonville Oregon for the first time. Steve and Liz Blake stopped by before popping off to Blighty, hoping to catch a glimpse of the Aero 8. Mike Powley could be found with the Jags or behind the presentation mike. We also spotted Gary Van Hook over at the swap meet. Yes, that was Patton and Sue Buchan flogging good stuff from the back of their van (bought a great Mog pin from them.) Our old friend Harry Miltner was about as well. He, Sherry and the DHC are now living in Wenatchee. Others that were only able to make it to the excellent Stegen BBQ - Glenn and Louise Jewett, Jack and Jean Tinnea. We are told the Tinnea +8 will be up and running for Crater Lake.

Bellevue this year presented us the same weather challenges again. The BBQ was not to be dampened however, with options in place. The Stegen's stables had not been used in several years and provided additional shelter with the roof overhang. With tables and chairs in place, good food and drink plus our continued fellowship, all the elements for an entertaining evening were there.....It was fitting the Morgans should be parked in the freshly mowed corral.....MOG NW thanks our host Gil and Barb Stegen for all their efforts, making our visit such a pleasure!

CONGRATULATIONS!!!! Ken and Pat Miles . On their recent trip to MOG WEST in Cambria California, they not only were awarded the long distance prize but were judged BEST IN SHOW for their 1969 +8. WELL DONE!!!!

NOTICE

ANNUAL BANQUET

FEB 9TH 2002

PORT LUDLOW

The past several weeks have left many of us in a state of shock and horror, with the events that have been and are being inflicted on our continent. I'm sure I may speak for the members north of the 49th as North American's we feel your concerns and share your anger!

However, we are urged by our leaders to move on with our lives, and we shall try as MOG NW. Our new ANNUAL BANQUET event replaces the all-region rotating Christmas Party and is not intended to eliminate or detract from regional Christmas functions if so desired. We plan this to be a MOG NW annual function, after the normal holiday rush with a kick off to the new season's activities. Just a pleasant and relaxing weekend at this year's lovely upscale Resort Inn with scaled down prices. The Port Ludlow Heron Beach Inn was selected as being the most central and (yes) economical for the services and facilities provided. Rates and availability are guaranteed only through November 9th, but with a 30-day cancellation policy! Make that phone call now. See you there. More details in the flyer on page 5.

Ron Theroux, President

Another Version of Father's Day Weekend

by Marv Coulthard

Friday morning arrived and it was a rush to get the sleeping bags, deck chairs, overnight bags, and cell phone in the back of Morgan. We roared up the driveway and down to the ferry terminal to try and be early for the 9:50. We arrived at 9:30 and found we were first in line. Hmmmm, something is funny here. Oh no, not again. I checked the new schedule on the wall of the terminal office and the 'now' was not a 9:50 but a 9:00, then a 10:30. Such is the life of living on a small island where they change the schedules all the time. We have sort of become accustomed to it and now say, well when you're ready to go to the ferry you go. You catch the next ferry you can get on and then if you're going to the mainland you wait for that one too. However, lucky us we were headed into Victoria on a gloriously sunny day. With only a few clouds in the sky, the forecast was for a small chance of rain so we did not bring the top with us.

Morgan loved the run to Woody and Carmel's place on Maltby Lake. Some freeway driving, then the back roads of rural Victoria, a chance to open up a bit and exercise the suspension. We looked for the driveway and I remembered it when I saw it. We pulled in the long road to the house and as we progressed Sue said to me, "are you sure we have the right place?" We rounded the next corner and were greeted by a very familiar fellow wearing his Mug hat, t-shirt, shorts, and gumboots. Ron T. was wielding a big gas powered weedwhacker along the side of the road to clear more parking spaces. He tried to chase us with it, with a big grin on his phys. Being the second ones there, we unpacked quickly and commandeered one of the bedrooms in the cabin overlooking the lake.

Soon more Morgans were coming in and the space that Ron had cleared was full. We all headed to the docks for a great lunch and a glass. At 2 several of us headed out again to Hal and Drew Irwin's Boat works in Sidney. A guided tour had been arranged and Drew met us there. There were several more Morgans there too, to meet up with us. The Irwin's business Philbrook's Boatyard specializes in repairs and restoration of private yachts. There was an excellent example in one of the shops. A yacht of approximately 100-ft built in the 1930s was in for major restoration. This included complete keel replacement and some of the planking. The transom had already been finished and was a curved stern with diagonal planking finished with a fine varnish. Drew told us this restoration was going to be close to \$1m when complete. The shop is well outfitted with all the departments that ship building and finishing needs. Of particular interest to some was the fibreglass moulding shop, and someone asked about Morgan hard tops. Drew pondered the idea, does anyone out there have a mould?

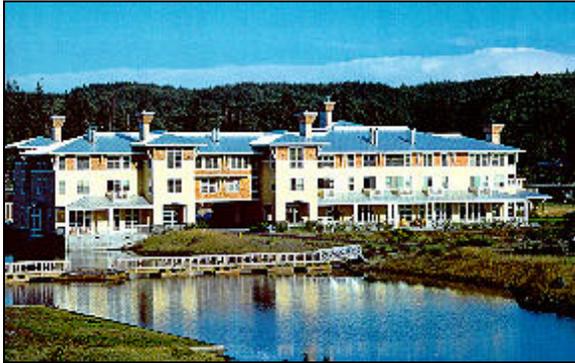
Back in the parking lot it had started to shower so a dash was made to put up tops and tonneau covers. We drove through the shower and it cleared up after about 10 min and cleared off well before we arrived back at Maltby Lake. Woody was stoking the fire pit with large bundles of branches and prunings. He advised us that the real term for these is a fagot. They burn really hot and make coals quickly. Soon the roast was on and it did not take long for dinner to be served. Another campfire was built on the hill overlooking the lake and we sat around the fire talking Morgan talk for the remainder of the evening.

The next morning all were up early for a quick continental breakfast then with Woody in the lead the 4 of the Morgans that stayed at the Thompson's flew down the road, headed for Beacon Hill Park. Sue says she left her stomach somewhere back near the entrance to Woody and Carmel's driveway. I am sure Woody's 4/4 knows one speed. ON FULL. There was quite a good turnout of British cars at the Sunday picnic. Lots of new cars from all over the region. We had a showing of 15 Morgans, not as many as years before, but still a good showing.

WIN & CHRISTINE MUEHLING - Green PLUS 8, KEN & PAT MILES, in Pats Cream/Green 4/4, MIKE & ROSEMARIE POWLEY - Green/Black 4/4, STUART & MARILYN RULKA, - Black Plus 8, BILL & FAY STERNE- White/Black Plus 8, RON & YVONNE -THEROUX - Burgundy Plus 4, WOODY & CARMEL THOMSON, - Yellow 4/4, DREW & LORI- IRWIN - Green Plus 4, JEREMY WHY - Green Plus 4, , MARV COULTHARD & SUE - Silver/Black Plus 4, RON WEISKIND - Blue +8, DOUGLAS & JILL SEAGER - green/black Plus 4, RON HARRIS - green Plus 4, JIM & MAVIS BAYER - black Plus 4.

Kit and friend Cathy (their last names escaped me) with a Green plus 4 with rover engine, new to Victoria area from Ontario also joined us and expressed interest in the MOGNW club. Elizabeth and Rocky were there but not his car. He said he could not get his girls to drive it for him this year.

MOGNW Annual Banquet
The Heron Beach Inn at Port Ludlow
February 9, 2002



The natural setting of the Inn celebrates the native drama of the Olympic Peninsula and Pacific Northwest. The upscale guestrooms are beautifully appointed, featuring mountain and water views, gas fireplaces, oversized Jacuzzi soaking tubs, bathrobes, down filled duvets, VCRs, refrigerators and coffee makers.

25 various rooms are all \$125US each

Reservations booking ID #1701

Phone: (360) 437-0411 Fax: (360) 437-0310

Guests will be pampered by the Inn's friendly and professional staff, and may enjoy dinner in the award winning Dining Room, a favorite beverage in your room or Fireside Bar from the extensive wine list, or a movie from the video library. Complimentary continental breakfast is provided each morning, and includes homemade granola, scones & muffins, assorted cereals, bagels, fruit, juice, coffee and tea.

Northern Pod Second Annual Christmas Party

Michael Geluch, office 604.929.5491 (Michael_Geluch@telus.net), home 604.929.9194 (mgeluch@axion.net)

Reminding one and all that the Northern Pod's Second Annual Christmas Party is scheduled for Saturday, December 8th, at the Seymour Golf and Country Club in North Vancouver, 7:00 pm for cocktails (cash bar) and snacks, 7:45 pm for dinner and dancing at the same low price as last year of \$27.50 Cdn (peanuts in American funds) per person. Land Rover Canada kindly donated the wine for dinner last year and are expected to do the same again....as soon as I ask them. However, this year rather than giving gifts or having to sit on Santa's old knees, a donation of cash or food items could be brought with you and will be donated to the Food Bank on behalf of the Northwest Morgan Owners.

Here's some info on the N Vancouver Holiday Inn from last year, courtesy of Jean Tinnea:

Non smoking room with two queen size beds for one night, at the special internet rate of \$99.00 per night plus taxes. Should you prefer a larger accommodation, a junior suite with a king size bed, a sofa bed + kitchenette would be only \$10.00 more per night. The Holiday Inn Hotel & Suites North Vancouver offers indoor swimming pool, sauna, Jacuzzi and state of the art fitness facilities, all open between the hours of 5:30 am and 11:00 pm. For your convenience, our Pantry restaurant is open from 6:00 am until 11:00pm. You will find our rooms to meet all your needs as all of them are equipped with mini fridge and micro wave, 27" television, two double line telephones, iron & board, in-room safe, in-room movies, Nintendo and high speed internet access and much more.

Contact:

Petra Turek, Reservations
 Holiday Inn Hotel & Suites
 700 Old Lillooet Road
 N Vancouver, BC
 Canada V7J 2H5

Phone: 604 904-2725
 Fax: 604 985-0857
 Toll free: 877 985-3111
 email: info@hinorthvancouver.com
 web: www.hinorthvancouver.com

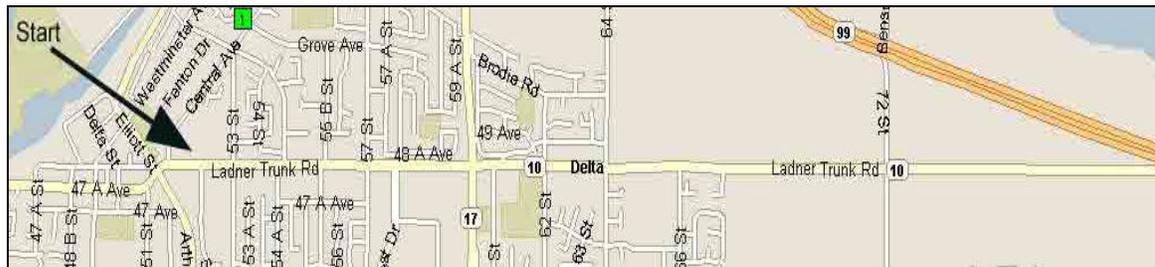


Commemorating the London to Brighton Run of November 1896

The Old English Car Club of British Columbia, Vancouver Coast Branch, invites you to the 6th Annual Ladner-Bellingham All British Run, Sunday, Nov. 4, 2001. Open to all vehicles of British manufacture, the Ladner-Bellingham Run commemorates the 100 km London-Brighton Run of November, 1896, which marked the emancipation of the automobile in Britain. Registration is 8:30-9:30, Driver's Meeting at 9:30, First Car Departs 10:00, Starts at Trennant Square Shopping Centre, 5200 Ladner Trunk Rd (Hwy 10), Ladner, BC.

For more info contact Doug Unia (604) 941-2486, Kelly Beenham (604) 278-4140, or Steve Hutchens (360) 733-3568.

Old English Car Club of BC, 12280 Flury, Richmond, BC V6V 1H5



THE TOY BOX has room for your stuff



Cars \$65 per month
Boats and Trailers by size
Small projects may be OK
Newer heated building
Easy Access

Call Brad Green
Specializing in the Classics
1961 Morgan +4 Tel. 206-979-1503
I also list and sell houses and condos



from the Morgan Oasis Garage

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

Removing a Moss gearbox from a Plus 4 Morgan (the easy way) (see drawing on other side)

Friends

Recently a Moss box from a '66 Plus 4, 4 seater, in my shop needed to come out to go to a rebuilder of gearboxes. The wrench at this shop says he does a few Jaguar boxes a year and a Morgan about once a year. I think that maybe I could stumble around and manage to put a Moss box together. I have the good Jag gearbox manual and the Fred Sisson instructions. BUT, a Moss box is too precious to practice on. Here is the perfect time to leave it to the professionals. It is not the time to let pride goeth, . . . as the fall will surely come.

The gearbox had to come out to go to the shop in Seattle, and that could certainly be done in my shop. I had never removed a gearbox from a Morgan while leaving the engine in the car. I believe I'd heard it could be done, and it ought to come out that way. And so it was, and did. This is the sequence I used, and now that it's out I can see how the sequence may be altered for even a smoother extraction.

The emergency brake cable must be removed from the bell-crank on the left rear axle. Remove the left rear wheel and reach in and remove the cotter pin from the clevis pin end of the cable, remove the clevis pin and the cable is off. Now put the wheel back on, and move into the cockpit. Remove the seats, the rear and front tunnel covers, the screws that fasten the tunnels to the floorboards, and then remove the tunnels. I took off the shift lever which greatly simplifies getting the front tunnel up and out of the cockpit. A bolt running athwartships at the base of the lever is removed and the lever comes off easily. Now is a good time to drain the gearbox by removing the plug at the forward end of the bottom of the box.

It may not be absolutely necessary to completely remove the propeller shaft. I did 'cuz the gearbox has to move rearward, and I wanted the room. Removing the eight bolts that fasten the propeller shaft are probably the hardest work in the whole procedure, but worth the effort I say.

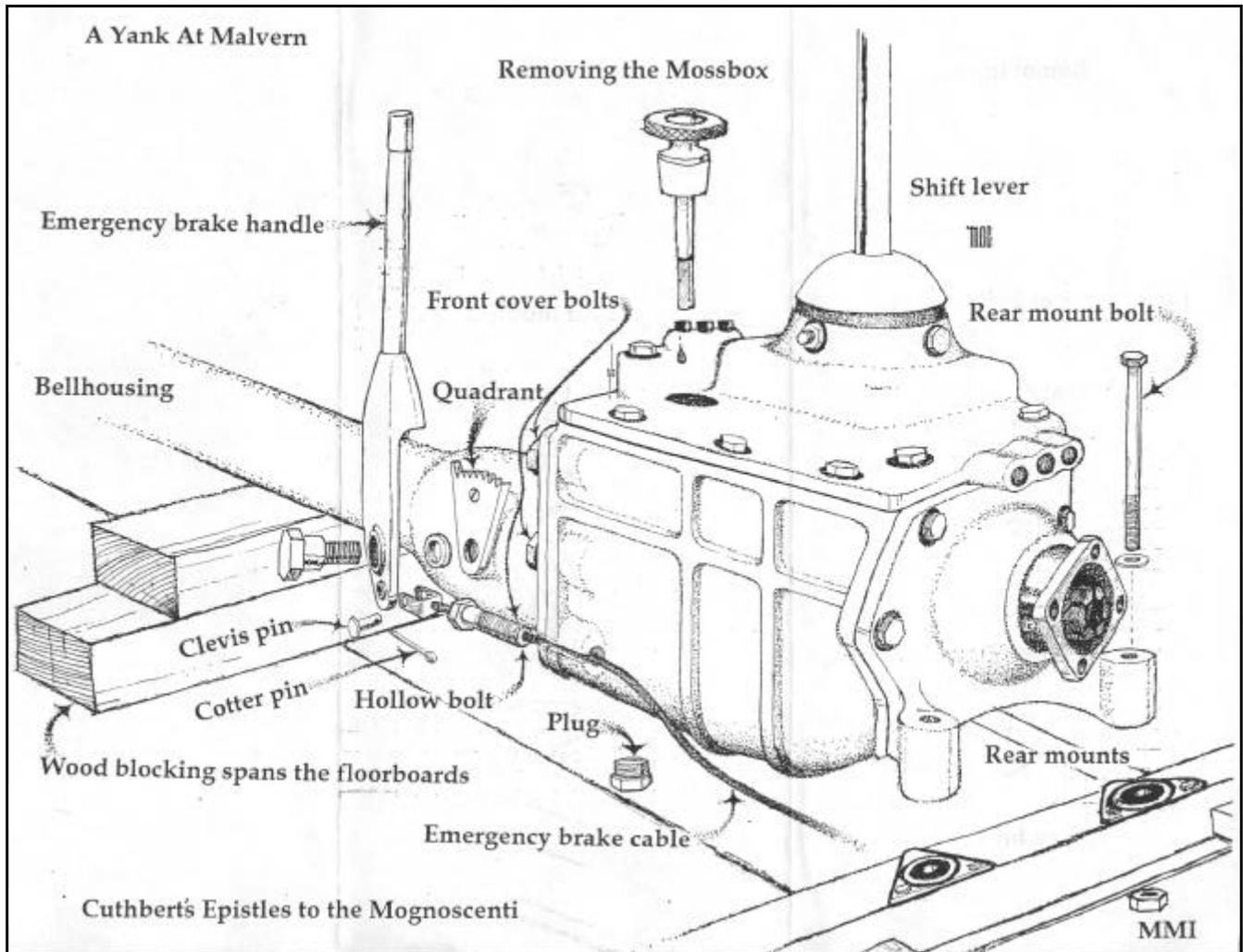
Now at the forward lower left side of the gearbox is a hollow bolt that the emergency brake cable passes through. There are two other bolts on the left forward side. In order to remove these bolts the emergency brake lever and the quadrant between the lever and the bell housing must be removed.

This is the best time to remove the two rear bolts that pass through the rear mounts. With these removed the rear of the gearbox may be jacked up till the gearbox will clear the chassis crossmember, thus allowing the box to move rearward and out of the muff coupling. When the box is high enough to clear, wood pieces are laid across the floorboards (under the bellhousing) to keep the engine and transmission at the correct height, allowing the gearbox to move rearward over the crossmember. Also these will be needed to keep the engine and bellhousing off the floor. The rear mounts are on the gearbox case, and it's outta there.

Now with the removal of the six forward bolts holding the box to the bellhousing the transmission will come out. I used two lengths of nylon belting under the top cover bolts and these were hooked to a come-along. I lifted the gearbox a bit and convinced the box rearward with a soft hammer till it came loose enough to wedge it out with wood pieces. Actually it came out easily. I thought it was going to be much harder than it really was. The come-along was suspended at a strong place overhead. The gearbox was cranked up to clear the car, and the car was rolled out from under so the box could be lowered to the shop floor.

The "Shop Manuals" always say "To replace the whatzis, simply reverse the procedure." I won't drop it on you like that. My next article will be a blow by blow description of how Cuthbert re-installed the scrumptious crunchy Mossbox.

With the box gone I went into the cockpit and did a little of this and that. Cleaning and "wire wheeling" all the fasteners and then "painting" the threads with anti-seize. Reaching in and cleaning the splines on the first motion shaft and then "painting" the splines with anti-seize. Making a new gasket for the forward end of the gearbox. Locating the precious pieces the box needs for the installation, like the special bolt that fastens the emergency brake handle and the small screw that holds the quadrant. I believe all the fasteners are British so it's better not to lose them -'cuz you ain't gonna find them at your local(whatever).



2001 MOGNW Wine Tour

Hi Craig,

The 2001 MOGNW Wine Tour on September 15 was splendid. The weather cooperated, comfortable, no rain on the tour and not too hot. Ten Morgans, one Beemer, one MG B, and one 356 Super 90 Porsche rounded out the entourage. We traveled about 70 miles through the wilderness from Portland to the Wine Country. Crossed the Willamette River by bridge and then by ferry. Tasted wine at Bethel Heights and at Witness Tree Wineries. Following that we went to Wayne and Linda Harris' for a pot luck dinner and more beverages. Attending the tour: Dick and Ann Tilden, Heinz and Wanda Stromquist and Wanda's mother, Ron and Yvonne Theroux, Les and June Burkholder, Dave and Lisa Platt, Bob and Claire Hauge, Wayne and Linda Harris, Malcolm and Dee Buffum, Mike and Elizabeth Miles, Fred and Jolene Bowman, Rodger and Linda Huntley, and Wally and Dorothy Schwab.

The Theroux and Burkholders were tenting enroute to Crater Lake, all was well, but for the torrential downpour Friday night. On Sunday, five left over Morgans, Theroux, Burkholder, Buffum, Hauge and Harris, traveled to the Evergreen Air Museum. We were treated royally, parking at the front entrance, and had a grand time viewing the collection of memorable aircraft. The showpiece, of course, is the Hughes Flying Boat (The Spruce Goose). Too soon we went our own way and another fine Morgan Weekend was over.

Wayne and Linda Harris

2001 - A Morgan Odyssey

July 20 to 22, 2001 at Cambria
by Ken Miles

Pat and I had worked frantically to get the Plus 8 ready for the concourse show at the above event and as luck would have it July 16th dawned with cloudy skies and rain. Having no choice we loaded up the car and left home for 10 days of Morgan driving and companionship. Our trip south was planned to go the fastest and shortest route to Cambria and as result we took I-5 all the way to Sacramento with unplanned stops along the way. The drive once south of Seattle become one of high temperatures and also at times some beautiful views which included picnics or tea breaks in some well planned State Parks and rest stops. On July 18th we arrived at George and Kathy Tollworthy's where we spent two nights cleaning the car and reminiscing over MOA III. George gave me a ride in his trike which some of us might remember racing at Portland International in recent years. (I learned by the school of hard knocks how to exit a trike properly and will probably carry the scar for life.) Pat had a ride and decided that I was never allowed to buy one.

July 20th dawned and once again the skies were cloudy but we had to proceed to Cambria. In company with the Tollworthys we met up with Phil and Elaine Fisher and proceeded southwest to Monterey at speeds in excess of 85 mph in rush hour traffic. It was an exciting and at times scary trip. In Monterey we pulled off the highway about 10:00 and parked in a shopping centre where we were shortly joined by about 30 Morgans all representing the Morgan Club of Northern California. Some of us went for breakfast while others had a parking lot party meeting new and old friends and sharing the experiences of driving the beast. After an hour people started to leave in groups and we all proceeded to Big Sur for lunch. After lunch, it was a random departure to drive down the coast. Again we drove with the Tollworthys in the lead but this time in the party was Dennis Glavis in his Plus 4 DHC SS which remained about 20 ft off my tail all the way down the twisty hilly coast road. (That is one hot plus 4 and Dennis later told me he could stay with any Plus 8 up to 85 mph.) We arrived in Cambria about 3:00 and spent the next three hours before the official events started cleaning our cars, drinking beer, tea coffee, etc and talking with old friends and new. (For those of you that haven't been to Cambria, the resort which is the headquarters for the event is situated on about 20 acres of land and there are Morgans scattered all over the place. There were approximately 60 cars in attendance and about 10 couples who couldn't bring their Morgans for various reasons.)

The official events started at 6:00 on Friday night with a no host bar and appetizers, which could prevent you from eating dinner, (although most of us went for dinner afterwards.) During this party you pick up your packages, regalia and take part in the dart contest, which is one of the events you must take part in to win the Perpetual trophy of the event. (Note all events placing go towards this trophy and past performance in the clubs also count.) It was a great evening.

Saturday dawned with a typical coastal haze and Pat and I went up to the main lodge breakfast where we joined follow Morgan owners that we had not met previously and felt like we were part of the group. After breakfast we went to the concourse show in downtown Cambria, where cars are placed in various classes far different from ours, and the judging commenced with two judges to each class and only Morgan owners judging. This part is taken very seriously with cars precisely parked and positioned. Four hours later with the judging completed and lunch over the rally commenced. The rally was a lot of fun and basically was just follow a written description of a map. It presented an opportunity to see a lot of countryside and many different towns. After the rally, a barbeque on a local beach was held that was very enjoyable with a big bonfire on the beach afterwards.

Sunday morning was one of relaxation, talking to friends, doing odd jobs to one's car and catching up on the most recent modifications. In the afternoon the Funkhana was held with the track or twists and turns basically laid out so that it was tight for a Plus 4 especially when you had to drive it backwards with boxing gloves on. There were crazy events for the passenger to do along the way such as Frisbee throwing, trying to put an air driven arrow through a hoop, throwing a football, and hula hooping. It provided a very lively and enjoyable afternoon. Evening arrived and with it the awards banquet, the moment we had all been waiting for. After the opening speeches by the Presidents of Northern and Southern Clubs, dinner arrived. During dinner, the awards were given out. Of the 50 cars that showed 28 received trophies. This seems high to us but in reality it is higher because there are three different levels and the winners of each class from the previous three years are not allowed to show in class but move up into higher levels and all Best of Show cars for at least the past eight years must show in the highest bracket, thus trophies are spread more evenly amongst the members. Pat and I received the trophy for the furthest in a Morgan, first place (continued on next page)

A Morgan Odyssey (continued)

in the Plus 8 group of the Funkhana (nothing to brag about only two Plus 8 tried it due to the tight curves) and Best Car in Show. There were many shouts to bring more people down next year as some remembered and asked about many of us who had attended in 1999. Phil and Elaine Fisher won the Perpetual Trophy.

We left for home on Monday morning driving up the coast the whole way. It was enjoyable and a lot cooler than the interior. All in all it was a great weekend and one that I encourage other members who haven't been to attend in the future. Of course many of the people we met will be at Crater Lake.



Ken Miles with George Tollworthy (Pat Miles photo)

*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

