

**DUES WERE DUE
DECEMBER 31!**



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Island Pod Christmas Dinner

Pat and Roland Gilbert

There were 25 happy Morganeers at the Chapters Restaurant at MacMorrans in Saanich, B.C., on Nov. 29. Because of the inclement weather (it snowed) there were no Morgans present, just a lot of tin tops. There was much talk of this year's events and many promises to attend more of them in the new year. Mainlanders Ron and Yvonne Theroux and Mike and Rosemary Powley were there in good form, as were Bill and Fay Sterne from Courtenay. Others attending were Ken and Lesley Douch from Sooke, Tony Hoar and Gaye Wise from Mill Bay, Jim Walters from Cobble Hill. The following attended from the Saanich Peninsula: Don and Jane Cowan, Gary and Lynne Dunkley, Ron and Norma Akehurst, Hal and Garnet Irwin, Melissa Sands and Rob Kiddell, and Roland and Pat Gilbert.

There were no long speeches, just a short welcome address, and no prizes or awards given out. Surprisingly, all were quite happy to just visit and catch up on the news of all the others, and what a cacophony it was! Leo and Trish Lee thought it so much fun they volunteered to repeat the event in the summer of '06 so that we would be able to see the beautiful ocean view in the daylight.

Best wishes from Kit and Joanne were passed on to all by Roland, as the girls were in New Zealand at the time.

We wish all of our fellow members a VERY MERRY CHRISTMAS, AND A HAPPY NEW YEAR!!

Northern Pod Christmas Dinner

Win Muehling

December 12 was the Northern Pod Christmas Party at the Muehling house. Guests started to arrive at 6:00 PM bearing all sorts of goodies. After indulging in some seasonal beverages and appetisers, we all dug into a delicious ham and all the trimmings prepared by Christine Muehling. Naturally, there was no shortage of desserts! Pat Miles came bearing song sheets with the traditional Morgan Christmas Carols, but lo there was so much merriment that we totally forgot to bring them out! A highlight of the evening was when President Craig surprised us with a phone call wishing us all a Merry Christmas. Present for the festivities were Win & Christine Muehling, Ron & Yvonne Theroux, James Theroux & Denise Warren, Rosemarie & Mike Powley, Pat & Ken Miles, John & Setsuko Rennie, Les & June Burkholder, Marilyn & Stu Rulka, Larry & Tina Sharpe, Judy & Bob McDiarmid, Gill & Douglas Seager, Liz & Steve Blake, Susan Sorko and friend Francis Crowley (Glenn was away on pilot business), and Steve Hutchens who regrettably came on his own with Celia having a touch of the flu (we were looking forward to another cello performance!).

Midlands Pod Christmas Dinner

Gill and Barbara Stegen

Midlands Pod Holiday Potluck Dinner Party was held Saturday, December 10th, at Ron Weiskind's Log Cabin Castle. The Party was a rousing success with over 45 Morganeers in attendance (Bill Button, Runions, Stegens, Motes, Weiskinds, Theroux, Hutchens, Miles, Martens, Tinneas, Powleys, Burkholders, McCabes, Jones, Seligmans, Lorretta Nelson, Brad Green, Dick Dice, Mike & Shawn Amos, Harmans, Morans, Stinsons, and Kretschmers). Turkey, ham and vegetables were prepared in the field by the Chef Supreme - Marishka Marten. The Midlanders all brought appetizers, side dishes and far too many desserts (for those of us on calorie count!). With lots of room to sit , everyone circulated and visited while enjoying Ron's collection of American art and implements. The highlight for the boys was a visit to Ron's car barns. In addition to numerous new tools, Ron has added a 1931 Model A Ford Roadster (with sychromesh transmission) and a very pretty restored 1958 Chevrolet BelAir. Finally, as the outgoing Midlander Representative, I am pleased to say "a good time was had by all."

2006 MOGNW Officers and Board

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Southern Rep	Heinz Stromquist	2618 SW Fairmont, Portland, OR 97201	503-224-9576	heinzal@pacifier.com

TREASURER'S 2005 REPORT BILL BUTTON

CATEGORY DESCRIPTION	ACTUAL	BUDGET	DIFFERENCE
BALANCE 1/1/05	\$8,956		
EXPENSE			
30 Year Banquet	\$2,505	\$3,500	-\$995
Awards	\$167	\$100	\$67
Mogazine	\$1,265	\$1,600	-\$335
Island Pod Father's Day	\$283	\$288	-\$5
Midlands Pod	\$540	\$553	-\$13
Northern Pod	\$442	\$514	-\$72
Southern Pod	\$531	\$495	\$36
President's Discretionary	\$350	\$400	-\$50
Regalia Expense	\$4,763	\$1,500	\$3,263
Tax (Oregon)	\$50	\$100	-\$50
Website	\$170	\$300	-\$130
Peter Morgan Memorial	\$0	\$180	-\$180
TOTAL EXPENSE	\$11,269	\$9,530	\$1,739
INCOME			
Advertising	\$260	\$400	-\$140
Dues	\$3,860	\$3,500	\$360
Regalia	\$5,518	\$2,000	\$3,518
TOTAL INCOME	\$9,638	\$5,900	\$3,738
GRAND TOTAL	-\$1,631	-\$3,630	\$1,999
BALANCE 12/31/05	\$7,325		

MEETINGS & EVENTS

Social meetings or events are held monthly in each of the four Pods: Island Pod (Victoria), Midlands Pod (Seattle), Northern Pod (Vancouver), and Southern Pod (Portland). A schedule is in each newsletter. Contact your Regional Rep (see the list above) for the latest information in your area.

ADVERTISING

Limited non-commercial advertising is free to MOGNW members. Commercial advertising is priced as below, with payment to MOGNW in advance in US\$. Advertisers should provide suitable digital or scanner-compatible copy.

Size of Ad	1 Insertion	3 Insertions	6 Insertions
Business card	\$5	\$12.50	\$25
Quarter page	\$10	\$25	\$50
Half page	\$20	\$50	\$100
Full page	\$40	\$100	\$200

THE PUBLICATION: NWMOGAZINE

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DUES

Dues are US\$24/CDN\$27 per calendar year (US\$30/CDN\$35 after December 31). Partial year memberships are US\$2/CDN\$2.25 per month for each month remaining in the calendar year including the current month. A membership form is available on www.mognw.com and frequently in this newsletter.

SUBMITTING MATERIAL FOR PUBLICATION

Material for publication can be sent to the Editor at either the email or postal address above. Deadlines are the 15th of February, April, June, August, October, and December.

Email submissions: Articles can be sent in an email or as attachments in .doc, .txt, or .rtf format. Photos and illustrations should be in .jpg or .bmp format.

Postal submissions: Typed text, photos and illustrations can be submitted for scanning or material can be mailed on CD or 3.5" disk in the above formats.

Submission constraints: *Please try not to send .pdf files or .doc files with photos inset as they require additional steps and/or result in lower quality.* The Editor reserves the right to edit material for style, content, relevance, spelling, grammar, length, and appropriateness for the NWMogazine. Material that is not time sensitive may be saved for publication at a later date.

Authors should use Canadian or U.S. spelling consistently and as appropriate. The reference for correct spelling will be www.luther.ca/~dave7cnv/cdnspelling/cdnspelling.html.

REGALIA

Club merchandise can be purchased using the Regalia Order Form published periodically in this newsletter or by contacting Dick Dice.

THE OTHER SEAT

Craig Runions, President

mognw@verizon.net

Party here. Party there. Parties everywhere this wonderful past holiday season! Northern Pod on Dec 3rd at Muehling's. Thank you, Win and Christine, and unnamed others I'm sure. Southern Pod on Dec 3rd at Pasta Bella Italian restaurant. Thank you, Heinz and Wanda. Midlanders on Dec 10th at Weiskind's. Thank you Ron and Jeanette, and Marishka Marten and Bill Button, too. I attended the Portland affair where in the course of the evening we called the Northern Pod at Muehlings on my cell phone and sang to them "We Wish You a Merry Christmas." Also, many Northerners drove south to attend the Midlander's affair the next weekend where we had far too many food and beverage choices. Oh, darn!

We do not have a Banquet this winter. A year ago, the Board decided to coordinate the winter banquet with the biannual change of the office of President. The Board also took into consideration the big blowout we had this past summer to celebrate our 30th anniversary. Indirectly, that was our "annual" event for 2005. So, we likely will have a winter banquet on February 3 or 10 of 2007(!). Note that I said 2007! That's 13 months from now, not next month. Venue is unknown at this time. The intervening non-banquet years will allow the Pods to emphasize and concentrate on local parties, like what happened last month. And yet, none of this is intended to distract or take away any Pod's initiative for local events every holiday season, if that is their wont.

Gil Stegen has tendered his position as Midlands Rep over to Michael Amos, who has graciously accepted the role. All other Officers and Reps have agreed to serve another year in their current position. Kit Raetsen now represents the new Island Pod on the Board. This is an incredible group of talented people and I for one am thankful for their past contributions. Note also Bill Button's final 2005 financial report. See those regalia numbers? Wow! Thank you, Dick Dice. And those numbers don't include over \$3,400 in 30th anniversary car badge sales that were part of the overall anniversary budget. Finally, check out our 2006 event calendar. There are initially over 50 entries! Things start heating up in May and don't cool off until October. The months of June, July, August and September are especially packed. Start blocking out your dates now and plan to attend a few events. There is something for everyone.

Happy New Year!!

2005 MOGNW Awards

Craig Runions

I am pleased to announce the recipients of MOGNW awards for 2005. I'm sure I speak for the whole MOGNW membership in also recognizing and appreciating the efforts of all our Officers and Reps for what they have done in the normal course of their duties this past year, and for the many others in unnamed behind-the-scenes roles too. "Jolly good. Hip, hip hooray!" I say. The following people deserve a special round of applause for their roles above and beyond the call during 2005. Thank you one and all.

President's Cup: Michael Amos - 30th anniversary chairman
Special Recognition: Sean Amos - 30th anniversary logo & badge design

2005 Honour Roll + Looking Ahead

Steve Hutchens

NWMogazine Grows in 2005: What an incredible year! Forty-three contributors made it possible for the NWMogazine to grow to 16 pages. We had excellent event reports, tour travelogues, thirteen tech-related articles and lots of other good stuff. All tech stuff is online at www.mognw.com/mogazine05.html.

This is a Tech Article Issue: There are ten tech articles in this issue (five pages!), and there's a pleasant surprise on p. 5: Cuthbert is back! His book, *A Yank at Malvern*, sits next to Sisson's *Morgan Driver's Bedside Reader* in my shop. I enjoy his creativity and style. Thanks, Cuthbert, for the contributions!

What's Ahead? We're certainly moving in the right direction. I'd like to continue to build the content to the point that you are anxious to receive the next issue! Apparently several members must feel the same way as I've received almost twenty articles in the last two months, most tech-related. Content builds newsletters and content comes from members. Thanks!



Certificates of Appreciation:

Win & Christine Muehling - Whistler Run organizers
Win & Christine Muehling - Vancouver ABFM party hosts
Jay Brandon - Portland ABFM party host
Ron Weiskind - Midlands Holiday party host
Harold Hanson - Concrete Run party host
Dave Collis - Concrete Run organizer
Heinz & Wanda Stromquist - Devils Punchbowl Run organizers
Bob & Claire Hauge - Devils Punchbowl Run party hosts
Marv Coulthard - Webmaster
Kit Raetsen - Victoria Father's Day Picnic host
Joanne Cockshutt - Victoria Father's Day Picnic host
Kay & Theresa Jones - Caboose Run hosts
Wayne & Linda Harris - Oregon Wine Tour hosts
Nelson Memorial Run - Bill Button

Honour Roll of 2005: We wouldn't have a NWMogazine without articles and photographs from members, and 2005 was an outstanding year. I extend a sincere "Thanks for a job well done" to the following list of contributors who helped make the NWMogazine possible. I really hope I didn't miss anyone!

Bob Adair	Sharon Green	Win Muehling
Mike Amos	Ken Griffin	Celia Obrecht
Rod Ashton	Wayne Harris	Mike Powley
Doug Barofsky	Douglas Hallawell ^R	Kit Raetsen
Steve Blake	Tim Harris ^R	Stephanie Ragan ^R
Les Burkholder	Kay Jones	Ross Rockett
Bill Button	Adine Kretschmer	Craig Runions
Joanne Cockshutt	Keith Kretschmer	Sue Schult
Dave Collis	Fred Langan ^R	Douglas Seager
Marv Coulthard	Beth Mattson	John Seeley ^R
Gordon Craig	Tony McLaughlin	Heinz Stromquist
Hugh Dickson	Moggie Mechanic	Ron Theroux
Pat Gilbert	Michael Miles	Yvonne Theroux
Roland Gilbert	Ken Miles	^R = Reprint
Bob Green	Pat Miles	



Chris Allen found his dream car at a British Field Meet in Seattle

Reprint from *Thoroughbred & Classic Cars*, June 2005, Page 36

The Canadian Dream

I'VE BEEN a lover of the Morgan Plus 8 since the mid-80s, partly fueled by the Morgan dealers that advertise in *Classic Cars*. Although they were always in right-hand-drive, it didn't matter because I wasn't ready to buy. They seemed to be hovering around the £20,000-30,000 mark, and with the trip to the UK and shipping, buying one was just out of the question. I still bought the local club badge, though, and displayed it on my old Monte Carlo, and later on a Triumph TR6 I bought in 1992.

The day came in 1994. My wife, Pam, and I took the hour-long drive to Seattle for her to do some shopping and for me to attend a British Field Meet. Once there, I made straight for the Morgans and the owners told me that there was a Plus 8 for sale in the used enclosure, and that it was cheap.

My knees shook, I made haste to the area and there in the sunshine she sat: a vision in dark blue. My mouth went dry. A young man, pen and paper in hand, was taking names of those people that were interested. I slowly walked around her for a minute or two; I thought the car was greeting me. I asked if I could open the bonnet. "Sure," he said, "would you be interested in the history?"

"Well, my father bought it in January 1972 after ordering it at the factory in 1970 in person. He talked to Mr. Peter Morgan who took the particulars."

"He asked what colour my father wanted and whether he wanted single or dual exhausts, writing this all down on the back of a used envelope. Father asked if he wanted a deposit, but Mr. Morgan replied, 'No, if you don't take it someone else will.'"



The Plus 8 has covered very few miles since 1972

I was interested but all the time wondering what to offer. "It only has 4,200 miles from new.. Dad didn't drive it much, an orthopaedic surgeon doesn't have a lot of time. And besides, he was 6 ft. 4 in. tall," he said.

His price on the windshield was \$34,500. That night we stayed over in a hotel so I could show Pam the car the next day. We found his house and as we approached, Pam said to me quietly, "Let's buy it."

I stammered out my offer. "No," he said, "I'll wait for a better price." Half a hour later we agreed on \$30,000.

The car is a thrill to drive. I think the documented 4,200 miles makes this the lowest-mileage 1972 Plus 8 in the world.

Chris Allen, Canada

A Yank At Malvern

Morgan Oasis Garage
Hoodsport, Washington
Friends,

I've made ground bars using the old bronze pads that fit under the mainspring. It pleases me to reuse real Morgan parts in a new way.

If these bronze pieces are used as ground or earthing bars they will prevent problems that seem to be rampant on our dear old Moggies. I speak of systems not working 'cuz there ain't no ground.

One car I remember particularly was a 4/4 whose owner brought me a new wiring harness from the factory. I marked each wire on both ends. When it was installed the ignition went on and the lights were tried. Nothing! No taillights, no brake lights, no headlamps, no signal lamps.

On nothing more than a hunch I added a ground to one headlamp. Viola! Light! Of course I HAD connected the harness' ground wire to this headlamp. This black wire disappeared into the harness and there were NO unconnected black wires. The same was true of the high beam indicator lamp. The blue-white wire was on the correct post on the dip-switch, then the wire disappeared into the harness. The correct wire was on the correct lamp behind the dash, but no blue light on the dash. I simply made up another wire from the switch to the lamp and then there was a blue high beam indicator lamp alight.

Cuthbert's Epistles to the Mognoscenti

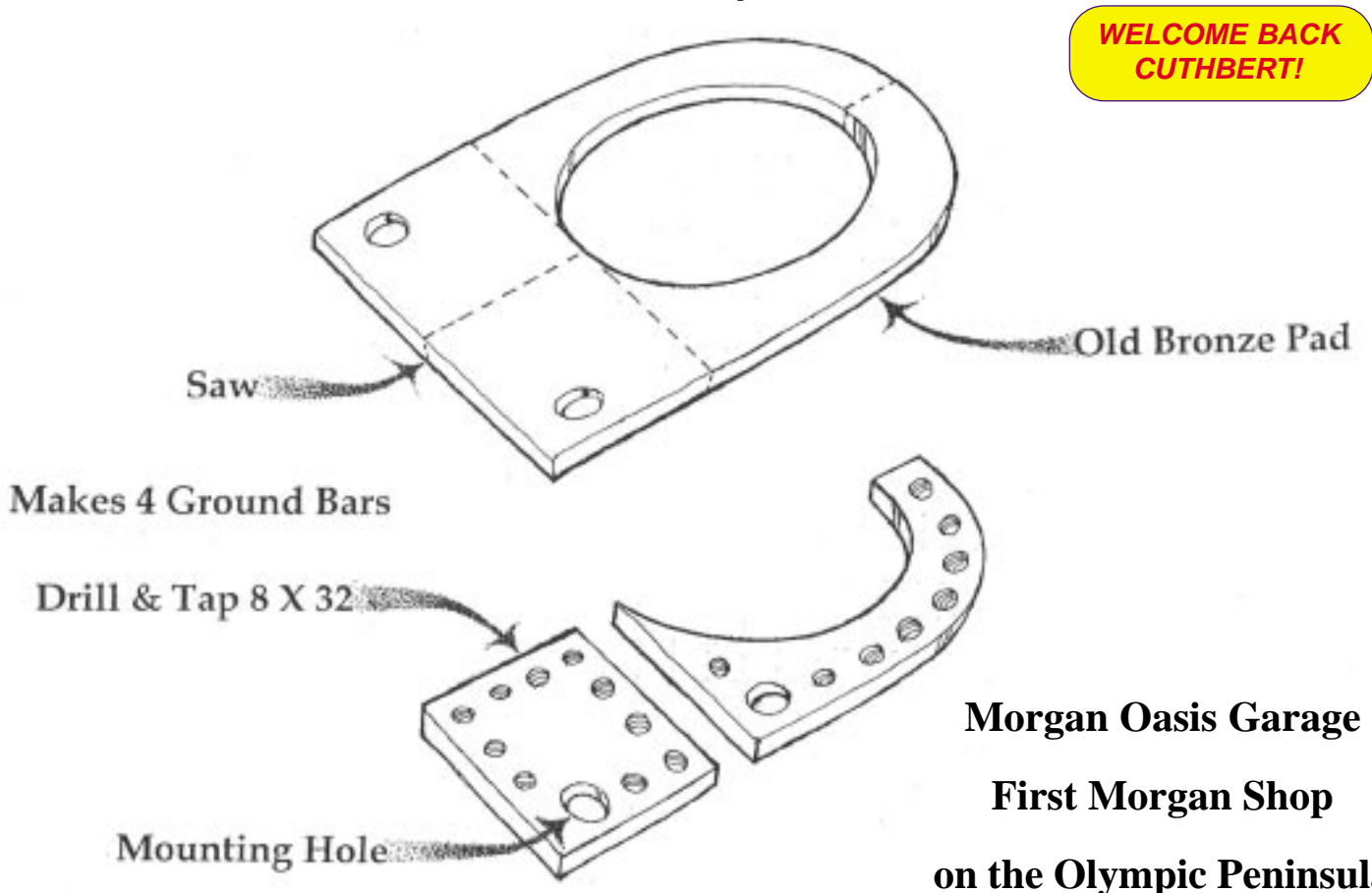
The lesson here is don't waste your money on a harness. With the same money you can get much better quality wire, and it won't disappear into never-never land. You will always know where it went 'cuz you sent it there.

Another element I don't trust are the flimsy ground connectors that come on works Mogs. Here is where the old bronze pads come into the story.

Saw little bars out of the old bronze pads, drill and tap them # 8/32. One goes on the rearmost crossmember and grounds the tail lamp, brake lamp, signal lamp, license lamp, and the fuel tank ground wire. Up front there is one on each side that grounds the head lamp, side lamp, signal lamp, and fog-driving lamps. There is one more behind the dash to ground all the instrument lamps and switches.

These bars are a much better method of grounding electrics. You must understand that without a ground no juice will flow and nothing will work. That's why I believe you better have a great ground, not something a bean counter thinks will do, but a ground that will bring you home on one of those dark and stormy nights.

It isn't necessary to use the old bronze pads as the earthing or ground bars. Any piece of brass or metal will do. I DO like the heft and solidity of those bronze pads, and you will have them to spare whenever you rebuild the front end. One more caution is to assure the bars are well connected to the chassis. Then if you use a dab of electrical grease your electrics will be truly bullet-proof.



Sparks - About Wiring

Scott Stubblefield on eMog (sent in by Bill Button)

Sparks are my subject. The following is for any car, although race cars have some other issues. Coming out of the computer business, I never understood the obsession with colored wire. A harness should almost fall into place. TVR used all black wires for years, but then the lady who made the harnesses was blind. True story. The junk sold in the stores as "auto primary" wire is unsuitable for use under the bonnet (or anywhere else).

I found you can get XL rated wire (cross-linked) in short lengths from KayJay. You can only get solid colors, but if you add short rings of heat-shrink at each end, you can sort of get two color wire (red ring on a white wire for the starter solenoid, etc.). The source: www.kayjayco.com/catPWireTXL.htm

Be careful, in that SAE gauge is smaller than AWG. ATO fuses are more reliable than 3AG. Most charts for current and wire size are listed as what is safe not to catch fire, not what is large enough to do the job well.

Two thoughts if you need to fuse lights: The load can not fail to a short, but the wires can. Relays are OK if you use good relays. They will SAY Bosch, not just look like Bosch. At \$2 each, not a bad deal. Not sure if the ignition switch can take the load of the headlights. Don't recommend it. If you want your lights to go off with the ignition, you are forced into a relay.

All motors should be fused, as a stalled motor will pull too much power and smoke as a result. Electric fuel pumps should ALWAYS have an impact switch and relay. An oil pressure switch is also considered good safety.

Pay attention to total circuit current and the ground path. I have seen too many loads, all with big enough wires, and sharing a 16 gauge ground. This lets the smoke out of the wire which is bad. I run 12 gauge to the headlights as I prefer white to yellow light.

Don't forget to ground the radiator and gas tank. Steel is a poor conductor. I recommend running a 6 gauge wire from the rear ground point to the front common point. I run an extra ground strap on the alternator, too. Mounting bolts are for mounting, not power. Same with the manifold. In a Plus 8, I would run a ground from the manifold to the common. Yes, I have actually seen ignition problems caused by this (on a Ford, not Rover).

If a connector is outside the body (all of them in a MOG), I use only weather-pac connectors. (WPs can be crimped with a cheap Radio Shack crimper, not the \$90 version). I crimp and solder everything. Use dielectric grease in all connectors or spray with T9. Star washers are bad except for low current, voltage accuracy use (like the temp sender). Do not use them for anything else. You need surface area for current.

I like screw terminal strips over blade or "fastons." Ten years in a failure analysis lab and I have a real attitude with wiring. Tie-wraps and the split loom do a very good job of protecting the wire and are easy to add/change/fix. I found Home Depot sells split loom for pennies where the auto-wire suppliers sells it for dollars. If I were doing my car from scratch, the fuse block and relays would be under the dash. Dryer.

Some people buy a generic wire kit. Unless you have a Chevy column and light switch, you will spend more time modifying it than doing it all from scratch. Do one circuit at a time and it is really pretty easy.

If you want the long version, or discuss your specific schematic, please email me. One of these days, I'll write the book.

More Scuttle Shake Remedies

Ron Akehurst

The article in the September NWMogazine about sliding pillar lubrication referred to front end shimmy problems potentially caused by inadequate lubrication. There are, however, a number of other causes of front end shimmy or "scuttleshake" that are worthy of mention.

Most Morgan owners, especially the owners of older models, have experienced the phenomenon (idiosyncrasy, annoyance, embarrassment) of scuttleshake. To some, it is as much a part of the car as louvres and sliding pillars, and is another unique and perversely endearing aspect of the Morgan driving experience. Scuttleshake is built into every Morgan, but can be minimized, if not entirely eliminated. It's something about a flexible chassis design with an old tractor engine bolted to it.

The scuttleshake problem with my 1963 Plus 4 kept getting worse. By the spring of 2005, almost every time I drove between 52 mph and 62 mph the shaking was continuous and severe enough that I had to tightly grip the steering and either accelerate or decelerate out of the sensitive speed range. This made for difficult and tricky driving in traffic on the highway.

My first step in dealing with this problem came as a result of noticing, by chance, a reference to the steering friction dampers in one of my old manuals. The manual said that longitudinal movement of these steel blades is expected and normal but side-to-side play can cause scuttleshake. The steering dampers consist of two-inch wide spring steel blades bracing the bottom of the suspension to the chassis. These blades are held in place on the upper flange of the frame rails by a couple of small angular steel spacers with oval-shaped holes that the mounting bolts pass through. After loosening the bolts, these spacers can be moved by hand or the tip of a screwdriver and the bolts retightened to eliminate any side-to-side play in this mount. To check for play before and after adjustment, just grab the blade firmly and wiggle it sideways. If there is slack, you will feel it and hear the tapping of the blade against the spacers. If there is noticeable wear on the sides of the blades adjacent to the spacers, it may be necessary to replace the blades and spacers. Original Morgan parts are recommended in this regard because of the considerable stress placed on these components.

My steering dampers both had an unacceptable amount of play, and this simple adjustment produced a dramatic improvement, eliminating probably 50% of my scuttleshake problem. I lived with this level of improvement for a while and it gradually occurred to me that there might be play in other parts of the front end that could be contributing to the problem. I checked all the steering linkage and tie rod ends, including lubrication, and everything was in good condition. I then started checking some of the bolts for tightness and was surprised to find a few were not fully tight, including the upper mount of each shock absorber. This could have been a result of all that shaking. After tightening all the bolts, I noticed more improvement, and estimated that 75% of my problem had now been fixed.

The final touch came when I replaced my old warped wire wheels with the 6 ounce balance weights, with new chrome and stainless Dayton wire wheels. I had ordered new wheels for a number of reasons, one of which was the warping problem which necessitated gentle cornering and frequent wheel rebalancing. After fitting the new wheels, I was delighted with the not-unexpected further incremental improvement of my scuttleshake problem. I estimate that at least 95% of the original problem no longer exists. The remaining scuttleshake is almost imperceptible, only a small vibration that occurs only around 62 mph.

Even if your wheels are in poor condition, a couple of hours with wrenches in hand will go a long way towards minimizing your scuttleshake problems.

Cooling: The +4 Fan

Bill Button

Should one use an electric or mechanical fan on a Plus 4? Here is my take on the electric fan in front of the radiator (the only place it will fit).

I have used an electric fan with success in the past. In slow traffic on a hot day the electric fan saves you. However, at 70 mph and climbing (gaining elevation) I think it blocks the air from passing through your radiator.

I am presently not using the electric fan but a mechanical one supplied by Morgan Spares. They have one of their design that really moves air, but at slow traffic speeds my +4 heats up. At fast speeds and climbing hills it works very well.

When I do get in stop-and-go traffic I turn the engine off when I can. If I were using my +4 regularly in commuter traffic I would reinstall the electric fan.

The electric fan draws about 20 amps - that is why I have an alternator. Also engine tune is extremely important to help the heat problem. It must be spot on.

Wood Rot Repair with Epoxy

Bill Button

Wood rot is the scourge of a Morgan. The body frame is made of ash and is prone to rot. It happens to the best of Morgans because of water. Keep it dry and it won't rot. The way a Morgan is built, however, it is very difficult to keep the water out. Even if a car is garaged, water can remain and do damage. Rot usually manifests in the rockers, sills, and door posts where water can seep in. The preferred repair is to remove and replace the damaged wood. This is expensive if you have a professional do it and isn't easy to do yourself. This tech article is about "alternative medicine."

There are various treatments to try to insulate from rot. I really do not think they work very well. A well ventilated, dry garage is a big help, but other than that I have no idea.

First, how does one find the rot? I found it when I noticed the door post moving back and forth when I closed the door. After stripping the upholstery and padding that covers the sill, it was obvious that the rocker and sill were badly rotted plus the bottom of the door posts. This happened in less than five years, as only five years ago I had this all exposed and it was sound. I hate to suggest it, but one needs to remove this covering and inspect the wood now and again. If you can catch the rot early, then the cure is very much easier and less expensive.

I used epoxy to fix the rot problem. Although epoxy certainly isn't inexpensive, it saves a lot of labor. The brand of product I used is "Rot Doctor" (learn more at www.rotdoctor.com). Their three products deliver via UPS.

CPES, their first product, is a thin epoxy designed to be injected into wood, allowing the capillary effect to distribute it throughout the timber. One drills holes into the wood and injects CPES with a big hypodermic-type needle that comes in the kit. It turns the rotten wood into a solid piece of epoxy. If the wood is so rotten that the CPES falls out, they have a two other products (Fill-It Epoxy Filler and Layup & Laminating Epoxy Resin) to fill voids in order to maintain structural integrity.

Next time you see my +4, open the door and take a look. I no longer have the upholstery covering the sill and rocker. Instead it is a solid piece of epoxy with wood pieces in it. If I were to do it again I would do a nicer job, but you'll get the idea.

Stub Axle Greaser: Alemite

Bill Button



I recently wrote an article for stub axle greasing using an electric "Perma" greaser. Over time several things bothered me about using a Perma:

1. Too many moving parts
2. Not knowing how much (or how little) grease is getting to the stub axle
3. Sort of out of my control

I found an "Alemite" grease gun. This grease gun meters out grease, under pressure, on every turn of the handle. That is, by turning the handle one dispenses as much or as little grease as you desire.



The Alemite grease gun has a "zerk" fitting that allows it to be filled using another grease gun without removing it from the Morgan. I will mount the Alemite grease gun on the underside of the bulkhead just above my feet for easy access while driving.

Of course the king pins must be drilled so that the grease comes out in the stub axle. This set up is one to accomplish when you determine new king pins and bushings are to be installed.

Parts Interchange List Project

Steve Hutchens

Several members have sent me contributions to the parts interchange list and the feedback seems to be that this is a worthy undertaking. I am still adding to the list and will publish what I have in the next NWMogazine. If you have been thinking you'd submit something, don't hesitate!

Brake Light Switch

Hugh Dickson

Three or four months after repairs and rewiring were completed after an engine fire in my Morgan (see details in a NWMagazine of about five years ago), my brake lights began malfunctioning. I phoned the local "walking encyclopedia" of British cars hereabouts, Dave Price of Octagon Motors, a chap I've been dealing with since I acquired my Morgan in 1963. Price has been in the business for (are you ready??) 51 YEARS. He knows almost everything there is to know about British cars.

Octagon, as you may suspect, is an MG outfit, headed by Colin Fitzgerald who puts on the Whistler All-British Run. I explained my situation over the phone to Dave, that five or six years ago, and he said "Oh, I'm sure we have one of those; they're pretty much the same on all British cars - it has a tapered thread, right?" I said I'd check. I unscrewed it a wee bit (not enough to spill any brake fluid) and yes, it has a tapered threaded screw-in part.

Over I went and bought the thing for \$14.25 on July 21, 2000. I have the receipt right here. He quoted part number A16-31A on the bill.

"So, Dave, I guess I'm gonna have to put a jug under the brake line to catch the fluid and then bleed the brakes because the brake fluid will run out when I take the old one out," I lamented.

"Oh, no," he replied, drawing on his years of expertise. "Just take the cap off the brake fluid reservoir and put a piece of saran wrap over the reservoir and down the sides and put a tight elastic band around it," Dave explained. "That way, no air can get in, so no fluid, or very little will drip out when you replace the switch. But do it quickly - as soon as you've got the old one out, get the new one in as quickly as possible, just in case there is a leak."

And that is what I did. It was a snap. Octagon Motor Group is at 1538 Venables Street, Vancouver, B.C. V5L 2G9. You can order from out-of-town toll free by calling 1-800-459-0251.

I just hope Dave Price is still there. He's legendary hereabouts. Last time I had reason to phone Octagon they said Dave was taking some time off; so I dunno if he may have retired or not. He's a real class guy, too. However, if he's not there I'm sure whomever answers the phone should be able to supply the same brake light switch I bought, although the price may be a tad higher than five years ago.

Book Review

More Morgan: A Pictorial History of the Morgan Sports Car by Gregory Houston Bowden

Publisher: Dodd, Mead & Co, 1977, 223 pages

ISBN 0-396-07418-9 (out of print)

Reviewed by Tim Johnson

This book has more photos than Bowden's *First and Last of the Real Sports Cars*. Bowden's access to Morgan Motor Company and Morgan family archives is obvious.

More Morgan contains information on some unusual and rare Morgans as well as photos. There are lots of three wheelers, company advertisements, some catalog cuts, and a chapter on Morgan clubs from around the world. This book is currently out of print. (Note: "Out of Print" books are often found at Amazon.com and on [eBay](http://eBay.com).)

Aftermarket Car Heater

Tim Johnson

My search for information on the heater in my Morgan began when the 12-volt fan motor quit working. The heater also needed to be repainted. My 1957 Morgan Plus 4 (chassis number 3946) was originally delivered to Fergus Imports, New York, from the factory. The chassis record Remarks section indicates "Grey Leather, Wire Wheels." There is no mention of a heater.

I pulled the entire heater out of the car, took it completely apart and could not find a single brand name, model number or any identifying markings. The only mark was a 1955 date stamp on the motor. After having removed the heater, I found that all of the parts can be serviced or replaced without having to pull the whole heater from the car. To service or change the fan motor, you will need to pull the heater core from the heater, so you can access the nuts that hold the fan motor in place.

I did extensive Internet searches and finally reached a man by telephone who was able to help me. When I described the heater box dimensions and design, he told me I had a Hup brand, Model 356 heater. He said the color of my heater was the original grey hammertone.



**Hup #356, now Maradyne #5000
(replacement motor #53005)**

Hup, he told me, had been sold a number of times, the name discontinued, and my heater was now very similar to a Maradyne, Model 5000. He said Maradyne kept the original design because it was so well done. I called Maradyne and they confirmed that their model 5000 is the old Hup 356 only now with square corners instead of round. They said the replacement fan motor part number was 53005 and they were even able to supply me with a local supplier who had three motors in stock.

I took all of the heater parts with me when I bought the fan motor. With the exception of having to drill out the two holes to mount the fan motor in the heater box, it was an identical replacement. The new motor has a slightly heavier mounting bolt, 1/16 inch diameter larger, but on the same center-to-center dimensions.

I repainted the heater box with an exact match on color, using Hammerite grey paint. I also repainted the fan blade, and took the heater core to have it pressure checked. The radiator shop did find a small leak near one of the supply tubes which they repaired and then painted the core.

I suspect that the switch which is mounted on the front door of the heater is not original. It is drilled slightly off center, something I doubt that would have been done during manufacturing. I left the switch in place because I like the way it works. It has a "full on" position with a light behind the knob to indicate it is on. A second position puts the switch in to a variable mode, allowing the fan to run at various speeds, with the light dimming or brightening with the speed of the motor.

Speedometer Cable Flick

Win Muehling

This might be useful information for other Morgan owners. I had a problem with a fluctuating speedometer needle in my 1966 Plus 4. Since I have a good friend, Dennis Quinlan, in Sidney, Australia, who used to own KTT Services, an instrument restoration shop specializing in Smith's instruments, I e-mailed him with a description of the problem. Here is his answer:

Re the speedo. It is what is called a Smiths nemag type. **[1st Cause]** It could have a small instrument angle drive (type BG2410/xx) attached at the back via a thumb screw. If it has, these have small plastic gears inside and in the four Rovers I had in 1960s I found that after some 90,000 miles the gears had worn in the area of mesh and some slipping and re-meshing occurred such that the pointer oscillated.

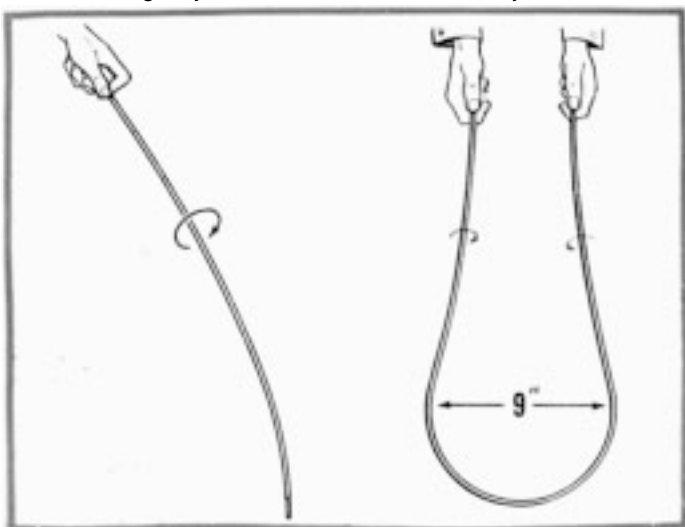
[2nd Cause] However, the speedo can also oscillate due to a problem developing in the odometer mechanism, which has small pushing pawls that turn the ratchet gears at the end of the odometer counter wheels. It can be that as the cable rotates and the pawl starts to push, a small load goes on the cable; it twists on itself for a fraction and recovers and this translates as a pointer flicker.

[3rd Cause] The final and probably likely cause is the inner cable itself with the cable having rust inside the inner layers of wire; instead of smoothly driving, the inner wire "flexes" in a twisting action and the cable then has a "flick." This again translates into an oscillating pointer.

I've attached a note from a Smiths catalogue, "Care of Your Instruments" which explains how to test any inner cable for this fault that will cause a flick on the pointer.

In fact, if you store speedo cables coiled up, even though new, in time this flick will be there and they are useless to use. I bought a heap at auction once, new mostly, and threw out over 60% in the end.

I removed my cable and, sure enough, that was the problem. I replaced it with a new one, and just to make sure that the problem would not reoccur, I also rerouted the cable so that it curved more gently. The needle is now as steady as can be.



CHECK FOR INNER FLEXIBLE SHAFT: Lay out shaft straight on flat clean table and roll. Any "kinks" or obvious signs of damage will be seen. Then take an end in each hand allowing shaft to hang in a loop of approximately 9" diameter. Rotate it slowly with the fingers. A satisfactory shaft will turn smoothly without "snatch."

Routine Maintenance

Moggie Mechanic

I hope that you all had a very Happy Christmas and are looking forward to lots of Morgan driving in the New Year. Now is the time to get yourself and your favorite toy prepared for the sunny days ahead. I suggest that you get a small notebook to keep with the Morgan and keep notes of when you did some of the routine maintenance. Time slips by quickly and it is better to have a written record than to rely on memory.

Battery: Check your battery. If your car sits a lot during the winter, buy a trickle charger to keep your battery fully charged so it will be ready when warmer weather arrives. This also helps battery life. If your terminals show signs of white furry stuff, clean them well with a toothbrush, wipe them down with a solution of baking soda and water, then rinsed thoroughly. Be careful not to get any of the cleanings on yourself as it can easily burn holes in clothes and goodness only knows what it would do to your skin. When everything is clean, cover the affected parts with a thin film of Vaseline and you should be fine.

Tires: Check your tire pressure regularly and refill them if they are low. I've found it helpful to roll the car a bit it doesn't sit all winter on the same part of the tire. It is good to check your tires all over, as tires on most Morgans develop side wall cracks due to aging rubber even while lots of tread is left. The cracks can be very dangerous and cracked tires should be replaced.

Interior: If you have a leather interior it is a good time to treat the leather with a good leather conditioner, letting it soak in before buffing off. This is especially important if you car is in the damp conditions of the west coast or in an unheated garage as it quickly gets mould or mildew on the leather which can lead to drying out and those terrible splits.

Radiator: Check the water level in the radiator and top up if it necessary. Perhaps one of the most neglected parts of the car is the radiator and cooling system, but in the hot weather it has to be working well. If it has been five years or more since you drained the radiator and replaced the antifreeze solution now as clean solution protects both the radiator and engine. If in doubt drain a small amount from the bottom drain tap and look at the colour and consistency as antifreeze deteriorates with time.

Air Filters: Check your air filters and renew or clean if they look dirty. At the least make sure that they are still there as they are great food for mice.

Oil: Check the oil level and condition of your engine oil. Wipe the dipstick on a clean cloth to see just how dirty it has become. Change your oil at least once a year to protect your engine even if haven't covered much mileage as oil deteriorates. If is a good idea to change the oil filter at the same time as the additional cost is small compared to the peace of mind. Note the oil changes in your book as it is very easy to forget.

Differential: Check the oil in your differential (the box between your two back wheels), the transmission oil (either with a dipstick in the gearbox cover or a hole in the side of the gearbox) and finally check the oil in your steering box. These three are a little more difficult than the engine oil but equally important for the longevity of the car. If you have any difficulty, I am sure that some of the more mechanically minded members of the club would be more than willing to give you detailed instructions on doing this or even a hand. Don't rely on a quick lube shop, as many of them have little idea of such antiquated things.

Drive: If you don't like driving in the cold and rain, wait for one of the lovely sunny West Coast days and take your Morgan out for a drive. Warm it up thoroughly before tucking it away again.

Happy Motoring M.M.

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Historic Incidents

Ron Theroux

A bit of my Morgan history - I just stumbled on this as I was about to delete it. It was taken in an old gravel pit in Point Roberts, now a park. The picture and an accompanying article from (Canadian Track & Traffic, May 1960) was given to me at the 45th Reunion of the Royal City Sports Car Club in July, 2003.



(scanned from an old newspaper - sorry about the quality)

I'm told there was an even better photo taken seconds after this one. It's described as "both bonnets springing skyward, the bumper pushing a wall of water and steam spewing from the engine." It looked like a giant bird attempting a take off from the pond. The picture after that would have shown us dead in the water waiting for a tractor to pull us out.

No, I would not do this again! But I'm also a bit older now (grin).

Frank Gruen commented in an email: "... sure brings back the memories of my final autocross. It was held in January, 1971, at the gravel pit on Carvolth Road in Langley for the RCSCC Triad (which I won first overall in an almost new Datsun 240Z).

Mike Powley, our MOGNW Historian, suggests that members who have photos and/or stories like this sitting around in scrap books should send them to the editor for the NWMogazine. We just might have a "Morgan Reminiscences" series of fascinating stories from the past!

Christmas Card Time: Eleven Months and Counting

Steve Hutchens

Did you receive any Christmas cards with a Morgan image or theme? I'm sure many of us did, and thought they were cool. I'm sure we all enjoy receiving cards like this and may have thought something like ... "I'll do that next year." Next year is now eleven months away!

Would anyone be interested in writing an article on making Morgan holiday cards? The article could include images of cards that members have used in the past (obviously with their permission).

The article could discuss various themes and perhaps lead step-by-step through the process of making a card. It could be either technical or general as the author might choose. It could suggest software for making cards and perhaps make a few suggestions to spur creativity. Or, alternatively, it could stay general with ideas to work from.

Interested? Let me know!

Making Travel Plans? Check the GoMOG Calendar

Steve Hutchens

A few months ago someone told me about the new calendar on eMog. Basically an international calendar of events, it brings events from clubs worldwide together. The header states:

Information gathered from Morgan websites worldwide and from event organisers. Please click the event for details and contact the organisers for latest information.

MOGNW members who have travel plans might enjoy being aware of this calendar as you put your planned holiday on your calendar. Visiting other groups of Morgan owners would add an interesting dimension to travel adventure. It would be fun with or without your Morgan.

The philosophy of the GoMog calendar is best stated by Ian Dewar, goMog webmaster:

I hope that the calendar will foster further intercourse and travel among Morgan owners worldwide so that in the fullness of time we all have the opportunity of meeting one another in the flesh rather than in cyber space.

The GoMog calendar has events from everywhere with Morgan clubs. There's even an online translator to translate the local language of the club to English for those like me who are linguistically challenged.

Visit www.gomog.com and click on "Events and Noggins" for the calendar. Events have links to the club's website. In some clubs list only major events and you can find more on their websites. Websites of Morgan clubs are linked directly from GoMog's home page - just click on "Morgan Clubs." I found it interesting just surfing through some of the listed events to see what kinds of events the clubs were sponsoring.

Morgan Ownership Search

Jochem Kentgens, Holland (received via email)

Good afternoon and compliments on your great website!! I have been a Morgan enthusiast all my life. My parents bought their first new Morgan in Holland 1972, a 4/4 two seater. They have owned Morgans ever since and I myself am the proud owner of a 1971 4/4 two-seater as well.

Maybe a strange request, but I wonder if you know anything about a car that was originally delivered to Deluxe Autos in New York in 1966, since that is the North[east] region. My father is the current owner and we have not been lucky so far in investigating the car's history. It concerns the following car:

1966 4/4 Series V Competition 2-Seater, chassis number B1295, original engine number K3067-B02.

The car has been in Holland since approximately 1995 when it was imported from the U.S. My father bought it in 2002. The car was originally green, now green with black wings.

We would very much like to know who the previous owners were and what the history of the car is. Is there a way to check the former club members lists to see whether this car was ever owned by a member of your club? [Craig checked - it wasn't.]

Any information is more than welcome! Please email me at jochem@cosmicnavigation.com [Anyone have anything?]

Thank you very much in advance, and a very happy 2006 with lots of Morgan pleasure!

Kind regards, Jochem Kentgens

Rogue River Run

Ken Miles

Make plans now to attend a fantastic weekend event jointly sponsored by MOGNW and NCMSCC (Northern California Morgan Sports Car Club)

DATES: Sept. 22 to 24, 2006

PLACE: Grants Pass, Oregon

HOTEL: Riverside Inn, Grants Pass

(800-334-4567/541-476-6873)

Number of rooms set aside: 38

Room price: \$101.20 including tax with two people per room; add \$11 per person if more than one couple.

Deluxe continental breakfast included.

Website: www.riverside-inn.com

COST: US\$65.00 per person (includes the Friday night party, Rogue River jet boat cruise, buffet dinner, and incidentals).

EVENTS & ACTIVITIES

Friday

Parking lot party after people arrive, food provided (BYOB).

Saturday

Morning and early afternoon: Free time to use as you please - tour Grants Pass or just visit with members of the other clubs).

Late afternoon and evening: Rogue River jet boat cruise, including buffet dinner (wine and beer provided).

Sunday

Scenic driving tour of beautiful SW Oregon in the morning and afternoon.

Dinner on your own, but reservations will be made to accommodate all members of the group.

Read more about an exciting weekend in Grants Pass:

www.rogueweb.com/visitors/

www.viamagazine.com/weekenders/grants_pass01.asp



Book Review

Morgan: First and Last of the Real Sports Cars
by Gregory Houston Bowden

Publisher: Dodd, Mead & Co, 1973, 191 pages

ISBN 0396-06732-8 (out of print)

Reviewed by Tim Johnson

This book covers history of the Morgan family and the Morgan Motor Company. It was written with the support of Peter Morgan and Bowden seems to have had full access to both family and business records and photos. The book contains a foreword written by Peter Morgan.

There is a lot of information on the three wheeler era and information on racing and trials. The book contains a lot of photographs and information from 1884 with the birth of HFS Morgan. It spans to the early 1970s and the production of the Plus 8.

I enjoyed the book because it weaves the company's racing and trials endeavors with the development of the different models and their linked ability to sell cars and be successful as a company. I got a real sense of how important a good showing in racing and trials competition was to the success of the Morgan factory. (Note: "Out of Print" books are often found at Amazon.com and on [eBay](http://eBay.com).)

Morgan Art

From the Web - Submitted by Craig Runions

A famous artist (unknown to me but who is said to have participated in the Tibetan Peace Garden in London, whatever that is) has painted a Aero 8 poster titled, "The creation of a cult." Sting and other famous people have paintings of this same artist in their private collections. The painting is oil on canvas, and huge at 57"H x 51"W (146cm x 130cm). Read a bit more about this art and download a .jpg at www.mog.org/art/cult/cult.html.



Centenary Adventure in UK

Ken Miles

Some of us are planning to go to the UK for this event. I have been able to obtain prices for shipping cars to the UK from Vancouver, BC based on three cars to a container. These prices are based on today's costs and can be expected to increase by 2009. The prices are as follows:

Price per 40 ft container return to UK Thames Port US\$9,000 or US\$3,000 per car. To this one must add the cost of insurance which can be calculated at approximately 2% to 3% of the value of your car each way. For example, if your car is worth US\$35,000 add US\$1,400 to US\$2,100 to the container cost for return shipping.

On top of this one might have to purchase a Carnet to make it easy to enter some countries in Europe which will cost approximately US\$400 in total, some of which money will be refundable.

Anyone interested in shipping their cars to the UK for this event and wanting to get in on these containers please email kengmiles@shaw.ca and tell me you are interested and the length of your planned stay in the UK or Europe so that I can coordinate with other people so that containers are full. Some of you have already told me you are interested and I would like you to reconfirm so that I haven't missed anybody.

Northern Pod Report

Win Muehling

2006 drew to a close with more partying than driving, with the wet weather and road salt not being too conducive for driving our cars.

Our November run was organised by Chris Allen and Pam Mahoney and took place on Sunday, November 6. We met at the Fantasy Gardens on No. 5 Road in Richmond at 9:15 and in spite of the weather looking rather iffy, we had seven Morgans show.

The Ratsoy Car Collection, our destination, required a minimum of 20 participants for a tour so we invited some non-club members. We easily exceeded the 20 with club members plus 14 invited guests. Not bad, given that this was the day of the Ladner to Bellingham Run which attracted several of our regulars. Pam collected our \$5 entry fee while we did some tire kicking. The fee went to Rosewood Manor, a local old age facility, as requested by the owner of the car collection.

After these formalities, Chris led us through the Richmond farmlands to an acreage with a large home and some very large sheds. We were welcome by the caretaker/curator/head-restorer of

the Collection and a while later we were joined by Jim Ratsoy himself. What a sight to behold, even though the cars were exclusively American. A building of 80 beautifully restored cars surrounded by an equally impressive collection of automobile memorabilia, juke boxes and player pianos, all in working condition and some actually doing their thing.

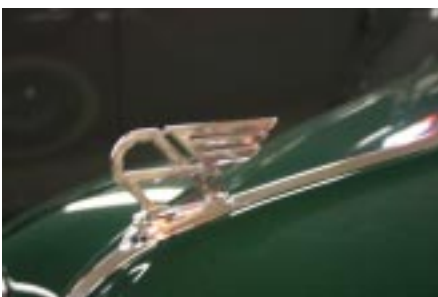
There was a broad cross section of cars from the 1930s to the 1960s. We wandered through the maze of cars for well over an hour, enjoying the coffee and cookies provided by our gracious host. A second building contained more cars, plus the workshop where a lot of the restoration work was being done.

Before long it was time depart and make the short journey to the Flying Beaver Bar & Grill on the South Arm of the Fraser River near the old airport. Lunch was great and the journey home was most pleasant as by then we had brilliant sunshine to complete the day.

Our last function of the year, and one of the best ones, was the now annual Boxing Day Run at Mike Powley's home in Ocean Park. Several cars met Mike at the Art Knapp Plantland and he led the short procession in his 4/4 to the party house. The weather once again wasn't fabulous, but nevertheless five Mogs showed up – Powley, Theroux, Lee Harmon from down south of the border, and the Miles in their drop head coupe, (just off their production line and absolutely gorgeous). In addition the Miles' 4/4 4-seater was driven by their daughter Katheryn who was chauffeuring the rest of the family.

In attendance sans Morgans were June Burkholder (Les being sick with the flu), Gill & Douglas Seager, Bob & Setsuko Rennie, Bob & Judy McDiarmid, Bob & Sharon Green, Pam Mahony & Chris Allen, Win & Christine Muehling & mother-in-law June. We enjoyed egg-nog, mulled wine, lots of good food and company and Mikes' interesting collection of Morgan and Jaguar paraphernalia. It was a great way to bring a year of Morganeering to a close!

(Our Christmas Dinner is detailed on page 1!)



3 Wheeler

Don Retson, Edmonton Journal, October 7, 2005
Vancouver Sun Electronic Edition, October 8

Three-wheeler Morgan a diamond in the rough - the rare vehicle is licensed as a motorcycle

Bob Cantin recently had his British-made Morgan three-wheeler shipped back from his former winter home in Arizona.

Bob Cantin's small mineral exploration company — Western Diamex — found the first diamonds in Alberta in the early 1990s.



Photo credit: Bruce Edwards, Edmonton Journal

But when it comes to diamonds in the rough, Cantin's gem of choice is a 1948 Morgan three-wheeler that his dad bought in 1950.

Last winter, Cantin had the eye-popping three-wheeler brought home to

Edmonton from his former winter home in Arizona. It was restored by his buddy, Lon Krueger of Sun Valley Classics in Phoenix, one of the best in the world when it comes to car restoration.

The first Morgan three-wheeler was built in 1909; the last in 1951. The three-wheelers are rare in Canada; the British Morgan Motor Co., which made them, is said to have built only 40 of the handmade vehicles each year. The small family business is still operating, turning out four-wheel sports cars.

Demand for the three-wheelers began tapering off in the 1930s as more good four-wheel cars became available at lower prices. But the biggest blow came in 1936 when the British government announced it was dropping the tax break it had offered car manufacturers for making cars under a certain weight.

The Morgan three-wheeler had various engines over the years. Cantin's three-wheeler was built with a British Ford four-cylinder engine.

The Morgan was renowned for its sturdiness and quick acceleration, if not for its smooth ride, according to Cantin, a local entrepreneur.

"It was just so neat to have a sports car that you didn't notice the roughness of it," says Cantin, who drove the car to high school in the 1950s as soon as he got his licence. "They're very accomplished race cars, especially at vintage sports car races. That car could kick anybody's butt off the [traffic] light up to 40 miles an hour (65 km/h).

"It performed like a motorcycle, and motorcycles were always very quick and hard to beat in those days."

The Morgan was and still is licensed as a motorcycle, although Cantin rarely drives it.

In the 1950s, it was a big hit with the girls at St. Joseph Catholic high school, especially after young Bob assured them the three-wheeler wasn't in danger of tipping over, as many people assumed.

"Oh, it was a chick magnet, of course," he chuckled, adding that the girls at St. Joe's would line up just for the privilege of riding in such a unique vehicle.

The guys were also intrigued, though some of them had a problem with the stir Bob would create just by pulling up to school in his dad's nifty vehicle.

Cantin recalls his trepidation one day when he heard the

principal call his name over the PA system and the words every school kid fears: "Come down to the office!" It seems several of the guys at school got together and picked up the vehicle, which weighs 936 pounds (421 kilograms). After carting it up the stairs, they deposited it up against the school door so nobody could get in or out.

The principal escorted Cantin to the scene. Without a word, Cantin jumped in, started the engine and manoeuvred the Morgan around and down the steps. Bump! Bump! Bump!

You don't see grills like this anymore.



Photo credit: Bruce Edwards, Edmonton Journal

"I got it back out on the street and the principal followed me out," Cantin recalled. "He said, 'Uhh, Cantin! Don't be bringing that thing to school anymore!'"

Cantin's father, Art, who was a well-known local Model T Ford racer, got the Morgan from a professional wrestler. It seems the wrestler, who saw the Morgan as a gimmick to promote his career, had major transmission problems driving from Edmonton to Calgary. He abandoned it in Red Deer.

Art Cantin, who was very fond of unusual vehicles, heard about the Morgan and arranged a

trade for a Triumph Tiger 100 motorcycle. The Morgan had 3,000 km on it

Now that the Morgan is beautifully restored (it still has only 11,700 km), Cantin is weighing his options. He's spoken with the Reynolds Museum in Wetaskiwin, Alta., located about 60 kilometres south of Edmonton, about putting it on display there, but he's exploring other options, too.

When time permits from his various business pursuits, Cantin is working on a book about Alberta's car-racing history. The book, he says, would shine a light on some of the many unsung heroes that have contributed to motorized sport in Alberta.

"We had a very rich talent pool to draw from," he said.

Remember Fender Skirts?

Frank Gruen

I came across this phrase in a book yesterday, "FENDER SKIRTS." A term I haven't heard in a long time, and thinking about "fender skirts" started me thinking about other words that quietly disappear from our language with hardly a notice.

Like "curb feelers" and "steering knobs." Since I'd been thinking of cars, my mind naturally went that direction first. Kids will probably have to find an elderly person over 50 to explain some of these terms.

Remember "Continental kits?" They were rear bumper extenders and spare tire covers that were supposed to make any car as cool as a Lincoln Continental.

When did we quit calling them "emergency brakes?" At some point "parking brake" became the proper term. But I miss the hint of drama that went with "emergency brake."

2006 MOGNW CALENDAR

Please send updates and corrections to sphutchens@hotmail.com

(Some dates are not yet available and others may change. Check the calendar in every NWMogazine for the latest!)

Jan 17	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Jan 21	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Jan 22	Sun	Northern Pod Robbie Burns Run	Mike Powley	604-542-0921	mpowley@telus.net
Feb 12	Sun	Northern Pod Hearts and Tarts Run	Steve & Liz Blake	604-943-6416	steveliz@telus.net
Feb 18	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Feb 21	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Mar 19	Sun	Northern Pod St. Patty's Day Spring Fling Run	Ron Theroux	604-590-1770	ronsmog@shaw.ca
Mar 18	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Mar 21	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Apr 9	Sun	Northern Pod Easter Run	Michael Geluch	604-929-9194	mgeluch@axion.net
Apr 15	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Apr 18	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
May 16	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
May 20	Sat	Van Dusen ABFM, Vancouver (location TBA)	Win Muehling	604-299-2425	wmuehling@telus.net
May 27-28	Sat-Sun	Mission Raceway Vintage Races, Mission, BC	Win Muehling	604-299-2425	wmuehling@telus.net
Jun 3-4	Sat-Sun	Caboose Run to the Iron Horse Ranch, Colville, WA	Kay Jones	206-546-2232	zconsulting@comcast.net
Jun 17	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Jun 18	Sun	Father's Day Picnic, Victoria	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Jun 20	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Jun 23-25	Fri-Sun	Devil's Punchbowl, Portland	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Jun 24	Sat	Highlands Games	Mike Powley	604-542-0921	mpowley@telus.net
Jun 26-30	Mon-Fri	Brits 'Round BC (Kamloops to Penticton)	Steve Hutchens	360-733-3568	www.oecc.ca
Jun 30-Jul 2	Fri-Sun	Rally in the Valley, Penticton, BC	Gerry Hastings	250-769-6505	www.obcc.ca/ritv.htm
Jul 1	Sat	Canada Day Show & Shine, Ganges Salt Spring Island	Marv Coulthard	250-537-5206	coulthard@saltspring.com
Jul 1-2	Sat-Sun	Pacific Northwest Historics, Pacific Raceway, Kent			www.northwesthistorics.com
Jul 15	Sat	Midlands Pod Hurricane Ridge Run	Bob Stinson	360-297-8590	bobstin@mindspring.com
Jul __	Fri-Sun	MOGWEST 2006, Cambria, CA	Katherine Bard	310-476-0034	dropheadfem@att.net
Jul __	Sun	Brits on the Beach, Ladysmith, BC	Tony Mantell	250-245-4592	www.oecc.ca
Jul __	Sun	Minter Gardens Concours			www.mintergardens.com
Jul 18	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Jul 22	Sat	Western Washington ABFM, Bellevue, WA	Arnie Taub	425-644-7874	www.abfm.com
Jul 22	Sat	MOGNW Party after the ABFM (location TBA)	Mike Amos	425-881-2054	meamos@gte.net
Aug __	Sat-Sun	Filberg Park All British Field Meet, Comox, BC	David Whitworth	250-338-0026	www.oecc.ca
Aug 19	Sat	Midlands Pod Social @ Maltby Cafe	Mike Amos	425-881-2054	meamos@gte.net
Aug 19	Sat	Southern Pod Wine Tour w/Sunday Option	Wayne Harris	504-472-1911	harris@onlinemac.com
Aug 20	Sun	Northern Pod Mid-Summer Run	Hugh Dickson	604-985-6665	hughfd@look.ca
Sep 2	Sat	Portland ABFM, Portland (MOGNW event afterward TBA)	Heinz Stromquist	503-224-9576	www.abfm-pdx.com
Sep __	Sun	All British Picnic, Hougou Park, Abbotsford, BC	Andrew Beasley	604-854-5489	FVBMC@hotmail.com
Sep 16	Sat	Whistler All British Run, North Vancouver, BC	Win Muehling	604-299-2425	wmuehling@telus.net
Sep 19	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Sep 22-25	Fri-Sun	Rogue River Run, Grants Pass, OR	Ken Miles	604-576-8036	kengmiles@shaw.ca
Sep __ - __	Sat-Sun	English Car Affair in the Park (ECAIP), Victoria, BC	Robert Atkins	250-544-1702	www.oecc.ca/sib
Sep 24	Sat	Ken Griffin Memorial Run	Marv Coulthard	250-537-5206	coulthard@saltspring.com
Oct 14	Sat	Bob Nelson Memorial Run	Kay Jones	206-546-2232	zconsulting@comcast.net
Oct 17	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Oct 21	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Oct 22	Sun	Northern Pod Halloween			
Nov 5	Sun	Ladner-Bellingham All British Run	Steve Hutchens	360-733-3568	www.oecc.ca/vcb
Nov 18	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.com
Nov 21	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Dec 2 or 9	Sat	Midlands Pod Holiday Party (location TBA)	Mike Amos	425-881-2054	meamos@gte.com
Dec 2 or 9	Sat	Northern Pod Holiday Party (location TBA)	Win Muehling	604-299-2425	wmuehling@telus.net
Dec 2 or 9	Sat	Southern Pod Holiday Party (location TBA)	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Dec 26	Mon	Northern Pod Boxing Day Run, Surrey, BC	Mike Powley	604-542-0921	mpowley@telus.net

2006 MOGNW MEMBERSHIP AND DUES FORM (NOTE NEW DUE DATES!)

Date _____ Spouse _____
 Name _____
 Address _____
 City _____
 State/Province _____ ZIP/Postal Code _____
 Home Phone _____ Work Phone _____
 Cell Phone _____ Email _____

Do you want your NWMogazine by Postal Mail ___ or Email* ___?
 *(Requires Adobe Reader 4.0 or later, free from Adobe.com)

Morgans Currently Owned:

1. Year _____	Model _____	Body Style _____
Colour _____	Engine Size _____	Chassis # _____
2. Year _____	Model _____	Body Style _____
Colour _____	Engine Size _____	Chassis # _____
3. Year _____	Model _____	Body Style _____
Colour _____	Engine Size _____	Chassis # _____

Do any of your Morgans have historical significance, special equipment, or interesting specifications?

2006 Annual Dues: US\$30/CDN\$35 January 1, 2006 or after.
 (NOTE NEW DATE)

Dues for New Members: US\$2/CDN\$2.25 per month for each month remaining in the calendar year including the current month (US\$22/CDN\$24.75 in February, US\$14/CDN\$16.25 in June, US\$6/CDN\$6.75 in October, etc.)

Remittance: US\$ _____ CDN\$ _____

U.S. Members: Please make check payable to MOGNW and mail your check and this form to William Button, MOGNW Treasurer, 9839 51st Ave SW, Seattle, WA 98136.

Canadian Members: Make cheque payable to Pat Miles, MOGNW Secretary and mail your cheque and this form to Pat Miles, MOGNW Secretary, 15410 Kildare Drive, Surrey, BC V3S 6B9

Questions: Email wmbutton@comcast.net or phone 206-935-3616



FIRST CLASS

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 Steve Hutchens, Editor
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**DUES WERE DUE
 DECEMBER 31!**