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If you haven't paid your dues, this is your last NWM Magazine!

anniversary model. The production is limited to 142 automobiles, two for each year of its production, which is the longest production run of any automobile. Morgan is making two cars for each year, i.e. two for 1936, two for 1937, etc. Each car will be styled in the decade it represents. At the time of this writing only 50 cars are still available.

The 4/4s will be built to full European specifications and be outfitted with 1798 cc engines with output of 125 bhp at 6100 rpm. The cars come equipped with disc wheel but wire wheels can be added as an option. Each car will be marked with the year it represents. Only four colour options are available in each of the decades. Black and British Racing Green are available for every year with two additional choices in each decade. For example, cars of the Thirties could be Sage Green or Ivory White. Cars of the Fifties could be Duck Egg Blue or Dove Grey. The UK price with VAT is £27,950.

More information can be found on Morgan's website www.morgan-motor.co.uk

The following link will take you to the special promotion. Just right click your mouse to move forward and back through the six pages. Details are provided for standard features and options. www.morgan-motor.co.uk/morgan%20spec%20%20prices.pdf

MSN article on Morgan and Charles Morgan interview: autos.msn.com/as/minishow/article.aspx?contentID=4023825&s=geneva2006



**2006 4-Seater
Morgan Motor Company
Press Announcement**

We are looking forward to unveiling the new 4-seater Morgan at the Geneva Auto Show in early March. Final specifications and prices will not be published until March 2006, however we can confirm that it will be available as both a 2.0 145 Bhp +4 and a 3.0 V6 223 Bhp Roadster.

For more information, please make sure that you have registered on our on-line database.

We will be sending full and final details during the launch in March.

Production of this new model will start shortly after the Geneva Auto Show, however please be aware that we are sold out until Autumn 2006 production

70th Anniversary 4/4 Edition

Steve Blake

Morgan Motors is celebrating the 70th anniversary of the 4/4 this year with a special



Photo: MSN Geneva Auto Show Coverage

anniversary model. The production is limited to 142 automobiles, two for each year of its production, which is the longest production run of any automobile. Morgan is making two cars for each year, i.e. two for 1936, two for 1937, etc. Each car will be styled in the decade it represents. At the time of this writing only 50 cars are still available.

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TREASURER'S REPORT (10 MONTHS) BILL BUTTON

CATEGORY DESCRIPTION	ACTUAL	BUDGET	DIFFERENCE
BALANCE 12/31/05	\$7,325		
EXPENSE			
Awards	\$0	\$400	\$400
Mogazine	\$132	\$1,600	\$1,468
Island Pod	\$0	\$485	\$485
Island Ferry	\$79	\$200	\$121
Midlands Pod	\$0	\$659	\$659
Northern Pod	\$0	\$598	\$598
Southern Pod	\$0	\$558	\$558
President's Discretionary	\$0	\$500	\$500
Regalia Expense	\$543	\$1,500	\$957
Victoria Father's Day	\$283	\$288	-\$5
Oregon Tax	\$0	\$50	\$50
Website	\$0	\$300	\$300
TOTAL EXPENSE	\$754	\$6,850	\$6,096
INCOME			
Advertising	\$0	\$250	\$400
Dues	\$3,641	\$3,600	-\$41
Regalia	\$206	\$2,000	\$1,794
TOTAL INCOME	\$3,847	\$5,850	\$2,003
GRAND TOTAL	\$3,093	-\$1,000	-\$4,093
BALANCE 3/1/06	\$10,418		

MEETINGS & EVENTS

Social meetings and events are held monthly in the Northern Pod (Vancouver/Victoria), Midlands Pod (Seattle/Bellevue), and Southern Pod (Portland/Vancouver) at times and locations listed in the MOGNW calendar. Contact your Regional Rep 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 if postmarked 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 mognw.com or 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 .tif, .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 to avoid .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, U.S., or U.K. 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

I constantly marvel at the wealth of knowledge, creativity, skills and opinions out there amongst our MOGNW members. And oh yes, there's one more thing. A willing and volunteering spirit, in mind and in body! Our members have a lot to offer. Just ask.

The things we nonprofessional enthusiasts know and are capable of doing is awesome. 3 wheels or 4? An old bucket of bolts basket case or brand new right off the production line? 2, 4, 6 or 8 cylinders? No problem. Sure, bring it on. Our members have a lot to offer. Just ask.

We have a Plus 8 Special being scratch built (from nothing) piece by piece from the ground up. We have a new Plus 4 Drophead on the road after a long and extensive restoration that in the beginning hardly filled the back end of a pickup truck. We have a new Plus 6 (sorry, in factory speak it's a Roadster with a capital R) in the club. Our members have a lot to offer. Just ask.

We have a propane Plus 8 converted to gasoline. We have a propane 4/4 now running on gasoline. We have a propane 4/4 converted to dual Webers and then converted to a single Weber. Overdrive conversions. 5-speed transmission conversions. Rear end axle conversions. Rear shock conversions. Leaf spring alterations. Our members have a lot to offer. Just ask.

Chances are someone has done it, knows someone who has, is willing to help or definitely has an opinion about it. Where to source the part. Outsource the repairs. Buy or borrow the necessary tools and do it yourself. Look at someone else's car to see how it is done. Did it work and why? Did it not work and why not? Our members have a lot to offer. Just ask.

Should I put air in my flat tire (\$0) or buy 4 new wheels and tires (\$2,000) and hope that it doesn't happen again? Polish out the scratch (\$0) or re-spray the whole car (\$4,000)? Live with the worn spot in the leather (\$0) or redo the interior (\$3,000)? Extreme examples? Yes. But keep in mind, there are lots of creative little fixes to little stuff. And there are even little fixes to some big problems. Our members have a lot to offer. Just ask.

Choices. Choices. Choices. On the other hand, maybe you don't have the luxury of choices. Lack of financial resources means you live with it as it is now (\$0). Lack of time resources means someone else has to do it (\$\$\$) or it doesn't get done. Lack of skill likewise. However, PLEASE DON'T LET IT BE DUE TO A LACK OF INTEREST! I remind you again of the invaluable resource of your fellow club member. Our members have a lot to offer. Just ask.

No need to reinvent the wheel. Whether you are faced with a 5-minute, a 5-day, 5-month or a 5-year problem, keep this in mind. Our members have a lot to offer. Just ask.



**Morgan Owners Group Northwest and
Morgan Sports Car Club of Northern California
Invites you to**

The Rogue River Run

September 22nd, 23rd, and 24th
In Grants Pass Oregon



Hotel: Riverside Inn, Grants Pass. Rooms: \$101.20 per night for two people (including tax and deluxe continental breakfast). Make your reservation by calling 1-800-334-4567 or 541-476-6873.

Event Registration: US\$65 per person for all events.

Events and Activities

Friday

Parking lot party/ social – food provided in your event fee but BYOB.

Saturday

Morning and early afternoon:

free time to use as you please. Tour the town of Grants Pass, sleep in, clean your car, or visit with other club members.

Late afternoon and evening: Rogue River jet boat cruise and buffet dinner with wine and beer included in registration fee.

Sunday

Scenic driving tour of beautiful SW Oregon with lunch stop at your cost. (You may have to cut this if you have to get to work on Monday.)

Sunday Evening

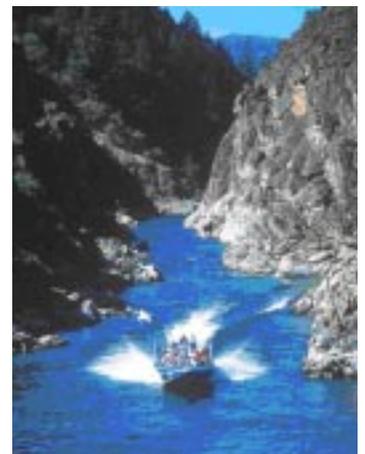
Dinner on your own. We will make reservations for all members of the group who wish. Let Ken know if you will be there.

Details: In order to secure a boat booking all together we must conform and pay at least 50 days prior to the event.

Send your event registration cheque for US\$65 per person to Ken Miles, 15410 Kildare Drive, Surrey, BC. V3S 6B9. Make your cheque payable to Ken.

Questions? Please contact Ken at 604-576-8036 or kengmiles@shaw.ca.

Your registration must be received no later than Aug 2.



Building a Dream

Pat Miles

In 1973 a young American purchased a very tired and worn 1960 Morgan DHC, the result of being driven in the harsh climate of New York City. Its colour had been changed from white to black but in many places the inevitable rust was showing through the bodywork, the wooden skeleton was rotted, and you could see the ground where at one time there were wooden sills.

He never registered the car but proceeded over the years to carefully disassemble every part to its smallest piece. This included things like completely dismantling the switch for the oilers. All pieces were carefully packaged and stored away for the expected rebuild.

When he had reduced the car to its smallest pieces he began a collection, a task which must have taken many years, of the new pieces he felt he needed. There were amongst the parts a new chassis, new stainless steel gas tank, renewed gauges and a complete new set of woodwork for the car's skeleton. With all this in hand he began to rebuild his dream. He had the chassis strengthened and began to have the woodwork rebuilt. It must have been a nightmare as wooden inner door frames turned out to be too small. The wooden framing for the back deck was too small for the metal skin and none of the new frame pieces seemed to fit. As he was having the work done professionally he decided in 2001 it was better to cut his losses, abandon his dream and sell what was left of the car to someone who could reassemble the puzzle.

It was when Ken and I saw the advert for a "1960 +4 DHC in parts" that we became interested and decided we should be able to get the car back together again. We were assured all the parts were with the car, although it was missing the weather gear and upholstery. It was described as "a rolling chassis," which to us meant it had wheels mounted on the chassis. Little did we realize this meant someone had put four casters under the chassis so it could be moved and the rest of the parts were partly attached to the chassis or just stacked on top.

All the smallest bits were in a large Rubbermaid container. Unpacking for the first time was a great experience and an eye opener. We found a pair of Lucas Flame Thrower driving lights but no headlights. There were stainless steel brake parts but no dashboard or instrument panel and the leather seats although badly worn had not been sent to the junk pile. Someone had started to assemble the car and the engine was mounted on the chassis. There were, what seemed like a million metal parts, including body parts that had been sandblasted and primed. The woodwork was piled together like a stack of logs.

Our first problem came when the car transporter could not get up the driveway into our U.S. storage location so the "car" was

dumped on the side of the road in Bellingham where the wheels — being casters — would not allow us to push it so we had to call for a tow truck. It was however very exciting to see "the car" for the first time and realize the bodywork was not in bad shape.

When the DHC eventually arrived at our home in Surrey, British Columbia we started by totally removing parts that had been added to the chassis, dismantling the whole engine, and sorting through the boxes. Everything was spread around the house in various places. We categorized the parts and made a list of what we could see was missing and then began the hunt for the missing or worn parts. Some were purchased locally and some had to come from the UK but eventually we had all that we thought we needed and started to clean, paint and reassemble.

Firstly we re-sandblasted all the metal parts and painted them in epoxy primer to stop any further decay. We started to rebuild the wooden chassis of the car on the frame. Although it looked as if the wood parts were correct we found most were only correct in size "within an inch or two". No shaping had been done to make the intricately curved back mate with the metal. The door frames seemed to have been made for a totally different model so we had to start from scratch with new straight wood. You would be amazed how difficult it is to find out what the interior wood frame should look like. If you find a similar car the wood is all covered in metal and upholstery and no one wants to strip it down for you to inspect and measure. Luckily we had help from California, Holland, and Steve Hutchens who had a DHC in pieces. Eventually the wooden frame came together and, miracles of miracles, the metal skin fitted neatly on top.

After spending all the time to assemble the wooden chassis, we proceeded to take it apart, soak it in Thompson's water seal, and then paint each piece a shiny black using industrial enamel unaffected by oil or gas. It looked great and it seemed a shame to cover it with metal.



As we worked on the chassis we were having an outside shop work on the engine as it had arrived in rather rusty condition both inside and outside. After lengthy discussions with numerous people we decided we were going to have the engine rebuilt to a higher performance so it would be great for touring but retain the reliability for which the TR3 engine is noted. The engine was boiled, re-sleeved, and new pistons were purchased. The crank was nitrated, the head was shaved, the ports were flowed, the combustion chambers were cc'd, a 3/4 race camshaft was purchased, the weight of the flywheel was reduced considerably, and finally the engine was balanced so it would run smoothly.

We carefully installed it into the newly painted frame / chassis,



which was by now beginning to look a little more like a car, and then continued with work on the body. Making the body fit so all the spaces were equal was tedious work - more art than science. We hung, spaced, then rehung the doors; mounted the bonnet; put spacers between the wood frame and the chassis - you name it, we did it - until eventually all fitted really well and we were ready to send the body parts to the painter for painting.



When the body parts were returned they looked wonderful. The human stress of putting beautifully painted body parts back onto the car, has to be done to be understood. There were no gentle taps to get the parts to fit, every move had to be done carefully so as not to scratch the finish but eventually everything was back in place. However, when we moved the car off the sawhorse we found the spaces around the doors were all out and we had to start the fitting process again.

Now began the task of rewiring the car and installing the electrical parts of the engine. It was decided to replace the distributor with a Mallory electronic performance ignition system to avoid the problems associated with points and condensers. The S.U. carburettors were entirely stripped and rebuilt with a rebuild kit from Burlen Fuel Systems with an increased needle size to allow for the increased engine capacity. Our DHC was actually beginning to look a little more like a mode of transportation than a pile of junk.



Our problems however were not over. The chrome strips for along the side of the car were split, badly worn, and irreplaceable so we had to find out how to get them remanufactured, and chromed. It was a task that took us to many repairers and chromers but eventually the problems were solved and like the

rest of the chrome they came back looking as good as new.



Next, it was the dashboard, a task we knew was going to cause us problems as the original part was not with the car and had to be totally built from scratch along with the instrument panel for the switches and some of the instrumentation. We borrowed an old dashboard from Steve Hutchens but as it was from a later model we had to modify the pattern to fit our DHC. With the patterns made we had difficulty finding wood and veneer to make the new part but eventually all fell into place and we had a shiny new dashboard and an instrument panel made by Bob McDiarmid.

We were ready to install the switches knobs and instruments. What a thrill when things eventually started to work. The headlights came on, the sidelights worked, so did the panel lights and directional signals. We had a little trouble with the gas gauge but luckily it was the inside of the sender that required repair (after removing the gas tank to get it out). The clock was another problem but this needed only patience to keep shaking it until it kept going for longer and longer times and now it keeps perfect time.



The windscreen we hoped to get installed and finished in a couple of days but the task seemed never ending. Finding the correct rubber for around the chrome proved to be more difficult than we expected. Eventually, after hours of work with a Dremel shaving small pieces of wood from the frame round the windscreen space, the glass, chrome, and rubber fell right into place and was screwed in. Fixing the wood trim that goes

round the windscreen of a DHC was like doing a big jigsaw. We must have had each of the four pieces of the frame in and out a thousand times before they fitted correctly. Each time there were very small adjustments, but eventually the four pieces fitted well and it was time to start on the upholstery.



This was a difficult job because although we had the seat cushions and back rest we did not have the remainder of the interior. Information about what the interior should look like was gleaned from the many digital photographs we had accumulated whilst we were rebuilding and numerous emails asking questions like "Are the bolsters by the door hard or soft?" "What do you think is underneath the covering?" We applied a few new tricks like the use of Styrofoam pipewrap for the elbow rests on the doors, styrene tubing to make draft excluders for the doors, and metal strapping for spring door stops.



Eventually the interior was in place and we were ready to take the car down to the mechanic to pressurize the lubrication system before starting the engine. (This was recommended and was something we had not done on previous rebuilds.) We eventually started the DHC and drove it round so we could get it mechanically inspected and to let the insurance company see the serial number before licensing. It sounded as if a tappet was loose but we thought it nothing to worry about so ran it for around 100 miles before taking it back to the mechanic for final tuning. The final tuning turned out to be a major engine overhaul as one of the tappet followers had a hole punched right through it. This required not only the installation of another tappet follower but also the regrinding of one node on the cam and hence the whole engine had to be removed. What more do you need but more practice in taking an engine in and out without scratching the paint? It all adds to the experience!!!

At this stage the car was still topless, as there was no sign of anything resembling a top in the "junk pile" we had purchased.

Luckily our old friend Steve again came to the rescue as he had a top to his DHC that was in pieces giving us the start of a pattern (although his DHC was about 6 months younger and had a curved windscreen). Bob McDiarmid was a whiz with his metal work and managed to copy the metal bows and bits whilst Ken worked hard on the wooden parts. Eventually we had a frame that fitted the car. The top would stay up in the half position and we also had a wooden bar to fit on top of the windscreen when we wanted to be fully enclosed. Making the top itself looked a little difficult and the material was expensive so we left it to a professional who did an excellent job using Steve's old top as a pattern and about a dozen pictures showing how we wanted it to fit on the car. The top fits great and there is very little rain leaking although we are going to put a metal strengthener into the front wooden part where it fits across the windscreen as the pull of the top tends to make the wood bend allowing some air seepage.



Only many little things remain to be done, like the fitting the new doorsill plates, putting on the carburettor air breather box and a final engine tune up after it is run in. Would we do it again? No question. Although at times it was frustrating and progress was slow the final reward of seeing the whole car together and working is well worth the effort. Knowing you have a car that is truly the best that it can be and reliable is worth its weight in gold and I cannot wait for its first long distance trip to California. I believe we have finally finished a dream that began over 25 years ago and we only wish Richard Paulson, whoever he is and where ever he may be could see his dream completed.



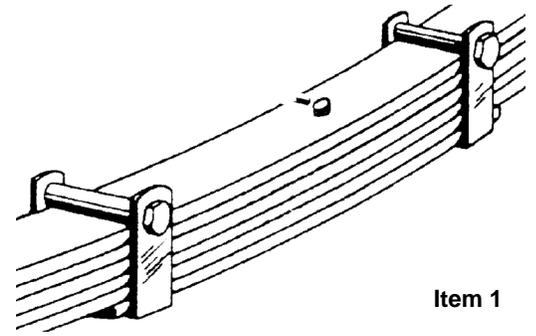
The Morgan Shop

Robert Couch



How to make the rear of your Morgan ride a bit softer

I found out years ago when I started to restore Morgans that they sure can ride a bit stiff, especially when fitting new suspension parts to a car. One of the areas that I looked at was the rear springs. I found that new springs from Morgan usually come painted together, that's right even paint between the leaves. The first set that I took apart and cleaned and then reassembled with grease between the leaves made a difference in the ride at the rear of the car. So I have been doing this for about 25 plus years now and when I put a new set in a car and don't clean and grease the springs I do notice a difference in the ride quality. I have never had any luck reconditioning the rear springs as they are so small that the reconditioning does not seem to last long. So if your springs are worn a new set should be purchased and installed. Forget about getting springs made here in the States, the smallest spring width made here is 1 1/2 and Morgan springs are 1 3/8. If you are going to use your old springs it might be a good time to replace the end eye bushings, u-bolts/lower plates, and center bolt. These items tend to take quite a beating. Morgan Spares Ltd. has all the parts in stock that might be needed for the job.



Item 1

First remove the through bolt and spacer tube on springs that have clips like this

(Item 1):

or use a

hammer and chisel to bend back the folder clip like this (Item 2):



Item 2

Mark the end of each spring with a center punch so that the leafs can be reassembled the right way around, there is a forward and backward to the leafs. Remove the center bolt. This bolt has a 5/16 BSF thread so don't throw the nut away. This is a weak point in the rear springs. This bolt is known to loosen and even break off and in combination with loose u-bolts the spring begin to move all over the place. If the bolt shaft or threads are in bad condition replace it with a new one. If the bolt and nut are okay then set them aside, clean-

ing them really well so that a liquid thread-locker can be used upon reassembly.

Each leaf can now be cleaned down to bare metal. I use a glass bead cabinet to do my springs (Item 3).

I use a black spray paint on the leafs, using just enough to cover the bare metal. Now the leaves are ready to brush some grease on. I use wheel bearing grease (Item 4).

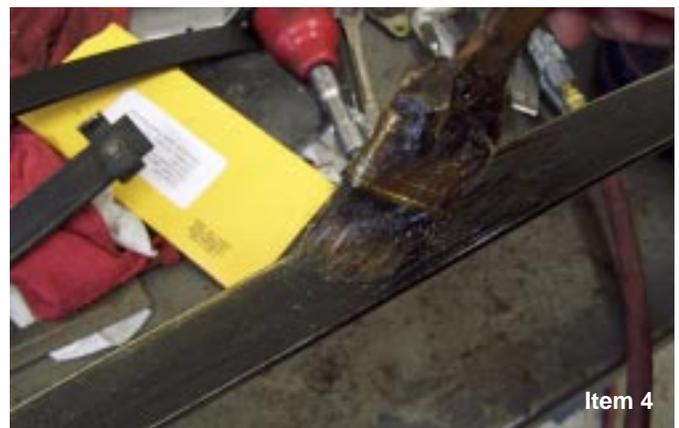
The springs can now be reassembled. The best way to retain the center bolt nut is to use an internal tooth star washer and liquid red thread locker. The folder type retainers can be squeezed in a vise and the ends hammered down flat.

I also wrap my springs with a good brand of electrical tape to keep out dirt though this does not need to be done (Item 5).

Reinstall the springs and enjoy a ride that's a little bit better.



Item 3



Item 4



Item 5

Brake Bleeding Jar

Cuthbert J. Twillie

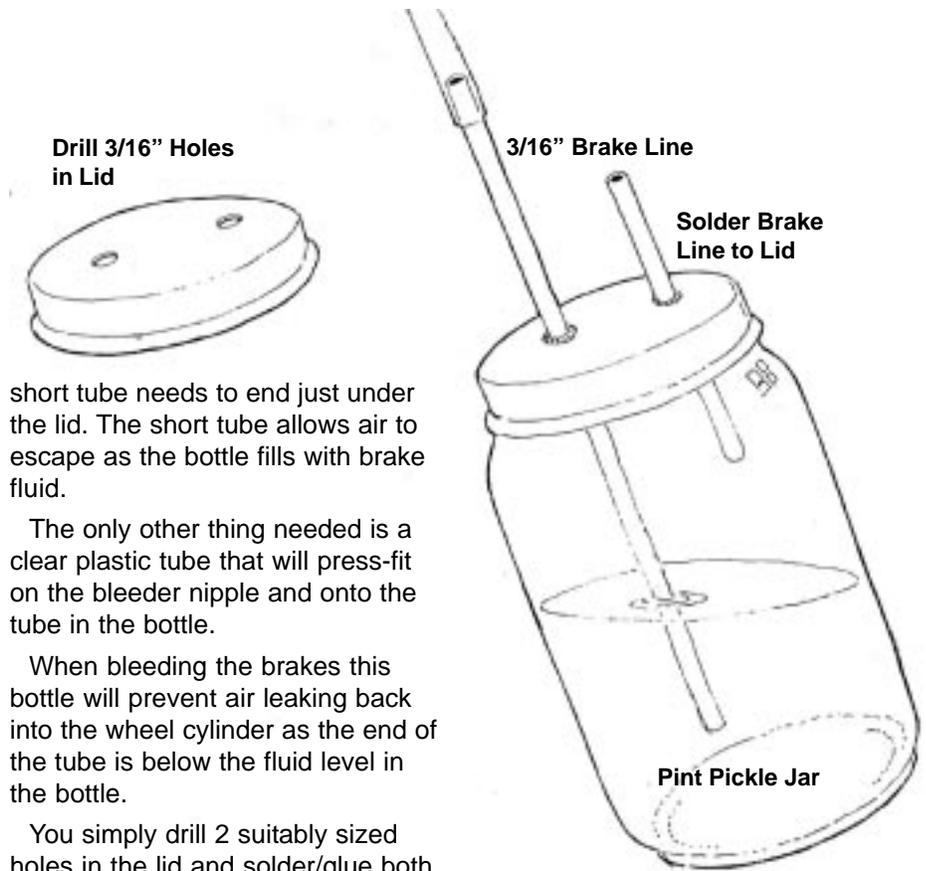
Friends,

Recently I heard some talk about bleeding brakes and I thought you might be interested in a jar made to ease this sometimes unpleasant task. The idea is to bleed the brake lines into a partially filled container so that air cannot leak back into the wheel cylinder. Making this bottle is a very simple task and it is even a little fun because it can be done in a half hour, and then it will be there every time you need to bleed the little bleeder fittings on the backing plates of the brakes.

A pint jar with a screw-on lid is the perfect candidate for this project. A relish jar or a pickle jar with a metal lid or even a plastic lid if you aren't going to solder the tubes into the cap. With a plastic cap these tubes can be glued to the cap, probably with "Gorilla" brand glue. Great stuff.

Since a Morgan uses 3/16" tube for brake lines, and there was some of this left over after running new lines, this is what was used. Two tubes are needed. One about 6 to 8 inches and another about 3 inches. Both tubes go through the lid. The long tube should end about a half inch from the bottom of the jar. The

Cuthbert's Epistles to the Mognoscenti



short tube needs to end just under the lid. The short tube allows air to escape as the bottle fills with brake fluid.

The only other thing needed is a clear plastic tube that will press-fit on the bleeder nipple and onto the tube in the bottle.

When bleeding the brakes this bottle will prevent air leaking back into the wheel cylinder as the end of the tube is below the fluid level in the bottle.

You simply drill 2 suitably sized holes in the lid and solder/glue both lengths of tube to the same lid. If the clear line is near the ideal length it will prevent the bottle from being

knocked over while you are grumbling and groveling behind the brake drums while bleeding the brakes.

**Morgan Oasis Garage, Hoodspert, Washington
First Morgan Shop on the Olympic Peninsula**

Robbie Burns Run

Ken Miles

Our 2006 events commenced Jan. 22 with the annual Robbie Burns Run led by Mike Powley. We met at Clan McDonald (a clan in Scotland) in North Delta for a coffee to warm and quench our thirsts and allow us time to catch up with each other since our Boxing Day Run. The Morgans of Collis, Muehling, Powley, Marshall, Miles, Theroux, and Hutchens were in attendance along with the tin top of Burkholder (Chevy HHR) and the soft top of Blake (Pontiac Solstice). After suitable chatter, we took off for the watering hole known as the Rusty Anchor in Ladner, a distance of about 30 miles.

The drive took us along Scott Road (note the association with Robbie Burns) until River Road where we turned south along Hwy 99. This hilly country provided an ample test for our steeds until we

reached the flat areas associated with Hwy 10. We wound around, east then south, eventually passing the Boundary Bay Airport on our way into Ladner. Crossing River Road one last time, we picked up Ferry Road and headed toward our destination where we would find liquid and solid refreshment.

Before we sat down, Mike introduced the Northern Pod's new Al Allinson "Last Supper Reward," in honour of Al Allinson who, no matter where we ate, was always served last irrespective of his position in the ordering sequence. Each navigator and driver threw two bits in the cup. The last one served, Win Muehling, was presented with seventeen two-bit pieces. Win, Northern Pod rep, presented Dave Collis with a certificate in appreciation for his international run to Concrete, Washington, in September 2005. After a suitable repast, we all departed content and happy.



Signal Light Maintenance Tip

Moggie Mechanic



A quick tip for replacing the bulb or glass in your signal light:

I have noticed that many of the club's Morgans are adorned front and back with signal lights that have either a red, white or orange dome-shaped glass lens. These frequently become very rusty inside the black rubber that is supposed to protect them and also there is need at times to replace the bulb.

The lens is fairly easy to remove, as you use a slotted screwdriver to pry back the rubber surround, remove the chrome circle and then remove the glass lens. What you find inside may lead you to need a new socket, which can be purchased from any of the usual Morgan suppliers.

Fred Sisson in his book "The Morgan Driver's Bedside Reader" also has an excellent method of making yourself a new fitting out of parts readily available at a "yuppie parts store" for around \$3.00.

The part of the task that I have found the most difficult is getting the lens and chrome surround back into the rubber mounting without the accidental scratching of the surrounding paintwork. There is a certain amount of pressure that is required to pry back the rubber to get the chrome ring seated correctly and a little too much pressure results in the rubber surrounds bending too much and the screwdriver scratching across the paint (oops!).

I have taken the front of an old cereal box and cut a hole in the centre so that it fits neatly over the light. (fig 1). I place this over the light fitting before starting any work (fig 2) and it has saved me numerous scratches.



The front light is quite close to the headlight so I have to bend the cardboard to get it under the headlight but it still protects the paint and makes working with the screwdriver much safer for my paintwork.



I have found that a little Dum Dum Strip Caulk (available from your parts store) placed at the back of the signal light where the wires enter the rubber protector seems to stop a lot of the water from getting into the rubber protector and makes your sockets last longer.

Spray the socket, inside and out with WD-40 before replacing. Also make sure that your lens is inside the inner rubber circle and then your chrome circle goes in the space between the two circles of rubber so that you have a good seal. If the rubber has gone very hard you may have to replace this piece of rubber but it also is readily available from British car suppliers.

MOGNW Fan Mail

Marv Coulthard

This month we got some young fan mail:
Hello

I, Simon and my sister Teresa collect lapel pins, also such from automotive. We want to ask if you have pins and you are able to send us one, if it's possible. For your efforts we can send our drawing of a funny car, if you like. I'm 12 years and Teresa 10 years old. A key chain is also very welcome.



Thank you very much for your help.

Many Greetings

*Simon + Teresa Geislinger
Rosenstrasse 78, 67454 Hassloch, Germany DIV*

I followed this up with an email to Dick Dice who obliged and sent 2 of our club pins. We got the following reply:

Hello Mr. Dice

Thank you very much for the very nice pins, they arrived today. That was very kind of you. Here is our drawing of a funny car. Many Greetings, Simon + Teresa

Special Upcoming Events

Event: Classic Auto Show at the Strawberry Festival

When: Sunday, June 25, 10 AM to 4 PM

Entry Fee: \$15; **Registration Deadline:** June 1

Vehicles: Open to all vehicles 1985 and older

Location: Main Street and 102nd Ave NE, Bellevue, WA

Website: www.bellevuestrawberryfestival.org (PDF registration)

Contact: Tim Johnson, 425-455-1629/tc.johnson@comcast.net

My goal this year is to get 100 cars - all makes and sizes. Judging will be done by public ballot. The intention of the show is to bring together a variety of vehicles for everyone to enjoy!

Event: Brits 'Round BC - Kamloops to Penticton

When: Sunday, June 25 to Friday, June 30

Registration Deadline: April 15 (a "soft" deadline)

Vehicles: Open to all British cars, no club membership required

Website: www.oecc.ca/brbc (complete information & registration)

Contact: Steve Hutchens, 360-733-3568/sp Hutchens@hotmail.com

Join British car enthusiasts for 672 miles of scenic touring in Beautiful British Columbia. A leisurely pace allows relaxed opportunities to soak in hot springs, savor scenery, enjoy shopping, and tour historic sites. Ends in Penticton for the start of Rally in the Valley. Make it a week of fantastic Morganearing!

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Panel Craft
Automobile Restoration
Steve Silet
6084 196 Street
Langley, BC
604-530-1433
www.panelcraft.ca

MORGAN WEST - SANTA MONICA, CA - AUTHORIZED MORGAN MOTOR CAR DEALER



New 2005 ROADSTER AMERICA Indigo Blue Woodsmoke Light Gray (*last one available!*)

New 2005 AERO 8 Rolls-Royce Blue Ice Pearl Metallic (*sale pending*)

'03 +8 35th Anniversary Edition, 3.9k miles, Connaught Green/Biscuit interior

'03 +8 35th Anniversary Edition, 462 miles!! Factory AC, Pozzi Blue exterior/Red leather interior.

'03 +8 2k miles, Connaught Green/Biscuit leather

'02 +8 Indigo Blue exterior, Dove Grey leather, 5.8k miles (*sale pending*)

'00 +8 BRG/Tan leather, 5,018 miles, wire wheels.

'98 +8 Fiat Avorio Chiaro/Tan Leather.

'89 +8 Connaught Green/Tan leather interior

'87 4/4 Silver Body/Black Wings, Black leather, 19k miles, painted 72 spoke wire wheels, badge bar.

'65 +4 Restored in the late 1990s, this car is in excellent condition.

'64 +4 Raspberry with Brown Leather, SCCA E Production Camp in '66.

'60 +4 4-SEATER Dark Red with black leather

with red piping. Every nut and bolt restoration just being completed.

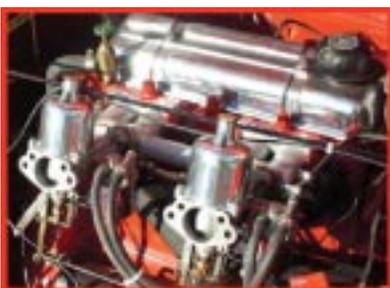
'59 +4 Roadster Red, Red Leather, Super Sport bucket seats. Engine Rebuilt.

OTHER MARQUES

'98 PORSCHE 993 CABRIOLET

'71 MOTOGUZZI 750 AMBASSADOR

'67 LOTUS ELAN SE ROADSTER



Hearts & Tarts 2006

(How I Almost Missed My Run)

Steve Blake

Liz and I prepared for this year's Hearts and Tarts worrying about the weather. After record-breaking rainy days, we were pleased to end up with a nice balmy West Coast winter day - Feb. 12 and no rain!

Why wasn't the leader in his Morgan, you might ask? It was a morning when I seriously thought of going back to bed and forgoing the drive. Good thing the drive started at 11:30 is all I can say. By the time I got out of bed, Steve Hutchens was probably already on the road from Bellingham. He did pull over to put up his top when a sprinkle of rain (only in the USA) misted up his glasses.

Back to my saga. I looked out into my garage and knew I should have taken the Morgan down off the hoist early because I suspected the battery was undernourished. I had to move three cars out of the garage in order to get the TVR off the bottom level of the hoist and thus being able to drop the Morgan. First, I had to put a new insurance decal on the TVR's license plate. Carefully using a razor blade to remove the old decal, I managed to slice open my finger. First grumbles as I went to wash out my slightly less than mortal wound and put on a Disney Band-Aid. With a throbbing finger, I finished replacing the decal, jumped into the TVR after bumping my head on the hoist. I turned the key. Dead. I hooked up the charger and after a short wait and several attempts was rewarded with a throaty growl from the TR-6 power plant. I parked the car outside and left it running as it would be my backup if the Morgan couldn't be started. I went to the hoist, flipped on the power and pulled the lever. Nothing. The switch had broken. I took apart the power box, buried deep inside the hydraulic fluid tank and raised the ramp using one of my uncut fingers on the switch. The ramp rose and collected the Morgan off the free rails and was then lowered to the ground. I took my hand, dripping hydraulic fluid, out of the box and washed again. At about this time I hear a loud hissing and bubbling over of water as the TVR idling in the driveway blew the top off the overflow container and boiled over. I had forgotten to pull on the electric radiator fan switch. I shut off the TVR and let it cool down. Antifreeze was all over the driveway.

Back to the Morgan. First job was to replace the signal switch, which had arrived from Malvern several months ago but I never got around to replacing. I crawled under the dash with trouble light in hand and pulled out the old switch. With

the new one connected I went to push it back through the hole in the dash and it wouldn't fit. It was just a little too big. When you are short of time, not even simple jobs are without their problems and become longer jobs. I filed the hole a little bigger and the switch was installed. I reconnected the battery and tried to fire up the Morgan, but it didn't do much more than a half turn of the crank. There was enough juice to test the signals and I discovered only the left signals worked. (Later I tried switching the wires around and it worked perfectly.) I hooked up the battery charger and waited for some juice to be transferred to the battery. The Morgan takes a little coaxing to start in cold and even with the carbs primed and fingers crossed it would not quite catch. The time was approaching 11:00 and we needed to go, so decision time came and I refilled the antifreeze in the TVR and left the Morgan behind. After a quick stop for gas, we were off.

The drive began at the old Fantasy Gardens on Steveston Highway where there is a wonderful collection of European-style buildings created by Bill Van der Zalm, former Premier of British Columbia. His downfall came amid allegations of accepting money from a realtor for "smoothing out" the sale of this property to Taiwanese investors. The property sees only spotty use now but is a great meeting place to start a drive.

Some of the group was already assembled when we arrived at Fantasy Gardens. Mike declared that 11:30 was a civilized time to start a drive. I knew his morning had gone in a different direction than mine as he had a pant leg tucked into his sock and was mumbling about Rosemarie not being able to find her hat, which was tucked into the back of their Morgan. As a slightly dishevelled Mike walked off to the Chevron to get a cup of coffee, he had a bounce in his step and still sported a grin on his face.

We were met by Steve Hutchens, Mike and Rosemarie Powley, Doug and Gill Seager, Ken and Pat Miles, and Bob and Judy McDiarmid all in their Morgans. Laurie and Verna Fraser arrived in a Porsche Boxster and we were in our TVR 2500M. Larry "lunch only" Sharpe rounded out the party at lunch.

Departing Fantasy Gardens, we past multiple churches, synagogues, temples, and houses of worship, and cranberry bogs. We drove the south side of the north arm of the Fraser River and the north side of the south arm. We drove #6 Road, #5 Road, #3 Road, the Westminster Highway and the Steveston Highway.

Somewhere along the way Bob

McDiarmid and Gill Seager became candidates for the slightly less than coveted Flashing Signal Award. Debate ensued about whether the driver or navigator should be so honoured. I contended that the navigator should receive the award because their only responsibility is to remind their driver to turn off the switch. A loud disagreement was voiced by the women, often the navigators, who countered that their only role was to watch the scenery and check from time to time to see if there are still Morgans front and back. Mike, ever the diplomat, settled it with the reminder that the pilot is ultimately in control and responsible. All agreed, let Gill off the hook, and gave the award to Bob.

At the Pumphouse Pub we enjoyed the suspense of the Al Allinson "Last Supper Reward" (see the Robbie Burns Run article) which was won by Rosemarie Powley who pocketed \$4. Liz finished off the event by distributing Purdy's chocolate hearts to everyone.



August Horch Museum

Steve Blake

Liz and I drove from the Christmas market in Nurenburg to the little town of Zwickau in what used to be the East German province of Saxony. Zwickau has a modern Volkswagen assembly plant but automobile history goes back much further.

Driving down a residential street, reminiscent of approaching the Morgan factory in Malvern Link, we came across the old Audi factory where the August Horch museum is located. The museum is very modern and has street scenes, an old gas station, and pleasing settings for all the cars. There is some English on the signs but not enough to allow one a thorough understanding of the exhibits. Examples of Horch, Audi, DKW, Wanderer, IFA, and Trabant can be found inside.



1936 DKW F5 Front Wheel Drive

Horch started building cars in Cologne in 1899, then moved to Reichenbach in 1902 and finally to Zwickau in 1904. After a disagreement with the Board of Directors, Horch quit his company and set up his fourth operation, also in Zwickau. Since his name was trademarked and being used, he named his new company after his name in Latin. Horch means "hark" or "listen" and the Latin translation is "Audi." Thus in 1910, the Audi name and factory began. This factory dates to 1910 and was the fourth location for August Horch to build his automobiles.

In 1932 the four companies of Horch, Audi, DKW, and Wan-

derer merged into one to be called the Auto Union (hence the four rings in the emblem). After the war, Audis were built in West Germany and the lowly Trabant was built in the Audi factory in Zwickau. Three million of them were built in this factory, with the last one produced on April 30, 1991.



1911 Horch 12/28 PS

One room has a movie showing the history of the Horch factory and another room has screenings of old movies featuring Horch automobiles. An interesting exhibit is a collection of machinery from the old factory. There are lathes, presses, an old workbench complete with tools, and a recreation of the men's change room complete with sinks for washing up and the lockers for the men's belongings. Another interesting exhibit shows the wooden frames used for shaping fenders and scale models of the wooden frames of some of the older cars.

The museum contained numerous cars of note including a prototype Horch 920 S limousine from 1950, a 1936 Horch 853 Sports Cabriolet, a 1936 Auto Union Grand Prix racer with 16 cylinder engine capable of 340 km per hour, the one millionth Trabant built, and the one millionth VW Passat built. I highly recommend this museum if one is touring in Germany.

For more on this excellent museum, visit these websites:

- > www.audiworld.com/news/04/082504/content.shtml (English)
- > autoweb.drive.com.au/cms/A_102565/newsarticle.html (Eng.)
- > www.horch-museum.de/ (the official site in German)



1936 Horch 853 Sport Cabriolet



1930 Horch 375 in the gas station

Horch Museum Photos Continued



1936 Auto Union replica Grand Prix racer



This is the one millionth Trabant



This exhibit shows how they make the fenders



The model of a frame for an early car

Midlands Pod Report

Michael Amos (meamos@get.net)

February 18th was a beautiful day in the Midlands as four Morgans and sixteen members attended the 2nd monthly social at the Redmond Claim Jumper Restaurant in the new year. This was up from eight in January so we are gaining momentum.

There was lots of chatter about cars and life in general and many lies about those not in attendance.

Help Needed: Bellevue ABFM Parking

The Bellevue ABFM is July 22nd and we are in need of some assistance. I may not be there and we need one person to come early and help park the Morgans by class.

Post-ABFM Party Host Needed

We are also in need of a host for the traditional party after the ABFM. If any Midlanders want to host a monthly event at their home or a short driving event ending somewhere for lunch just volunteer and we will change the schedule.

Next Social

Our next social March 18th at the Claim Jumper Restaurant, 7210 164th Avenue N.E., in Redmond (www.claimjumper.com to check out the menu and get a map). Come join in the fun!

The Editor's Rambles

Steve Hutchens, Editor

Progress sometimes seems slow, but then you look around and see that lots of things have happened. I echo President Craig's comments about our outstanding and resourceful members. Here are a few recent updates.

mognw.com

Webmaster Marv Coulthard has done a lot of work on our website. Click on "What's New" for updates - five so far in 2006!

NWMOgazine

Contributions to the NWMOgazine build the newsletter. We have more content than any of the other Morgan club newsletters I receive. If you'd like to write an article, go for it. If you find an article worth reprinting, send it in. Keep up the great work!

NWMOgazine Online

www.mognw.com/mogazine is now live. You'll find Archives (back issues since 1/98), Tech Articles (since 1/98), our evolving Parts Interchange page, and a Photo Gallery of photos.

Parts Interchange Project

Contributions to the list have come from several members and migration to the NWMOgazine Online has started.

MOGNW Business Meeting Minutes Pat Miles, Secretary

Meeting held at the home of Craig Runions, Shoreline, WA, on February 11, 2006. Members present: Craig Runions, Dick Dice, Ken Miles (proxied by Win Muehling), Pat Miles, Mike Amos, Bill Button, Heinz Stromquist, Kit Raetsen and Steve Hutchens. Guests, Kay Jones, Bob Hauge and Wayne Harris. Regrets: Win Muehling.

Adoption of the Agenda: The agenda was adopted with no changes. **Minutes:** The minutes of the October 29th meeting were approved as circulated.

Financial Report for the year, Bill Button treasurer: Bill circulated a report showing the beginning of the year balance for the club was \$8,956. The expenses were \$6,506. Income was \$4,875 to give a final year end balance of \$7,325. Bill explained that we had come under the budget by a total of \$1,999, mainly because of the cost of the 30th Anniversary party was under budget by \$995. Other main items under budget were the NWMogazine \$132, the website \$130 and the donation to the Peter Morgan memorial which was over subscribed. Moved to accept report, Ken Miles, seconded Steve Hutchens, Passed.

Financial Report to date, Bill Button: Bill's report showed an income of \$2,398 and expenses of \$675.32 for a final balance of \$9047.68 but he noted that this did not include the Canadian dues, which had not yet been paid into the MOGNW account. Pat Miles reported that she had a total of \$1,473.96 Cdn or \$1,265.25 US in Canadian dues. Motion to accept report by Ken Miles, seconded by Steve Hutchens. Passed.

Old Business

Meeting with the Northern CA Club, Ken Miles: Ken circulated a flier that has been produced in cooperation with the California club giving details of the meeting. The information was given to Steve Hutchens for inclusion in the next NWMogazine.

Amendments to the Bylaws to include the Island Pod, Craig Runions: Craig informed the meeting that the changes to the Bylaws which were necessary to include the Island Pod had been circulated by email after the last meeting and had been passed by an email vote. Article 1, Section 4 is changed to read "The corporation will be comprised of four regions. The Northern Region centered in Vancouver, British Columbia; the Island Region centered in Victoria, British Columbia; the Midlands Region centered in Seattle, Washington and the Southern Region centered in Portland, Oregon"

Reports.

Northern Pod Report, Ken Miles: Ken gave the report in Win's absence. Ken reported that the Northern Pod had a successful Christmas gathering, followed by the Boxing Day Run that ended with refreshments at Mike Powley's home. The new year started off with the Robbie Burns Run which was well attended and ended at the Rusty Anchor Pub. Future events are the Hearts and Tarts Run planned by Steve and Liz Blake for Feb 12 and a St. Patrick's Day Run on March 19 organized by Les Burkholder and Steve Hutchens.

Midland Pod Report, Mike Amos: Mike reported that they had a Christmas gathering at Ron Weiskind's home and monthly meeting at the Claim Jumper and were busy getting things organized for the New Year.

Southern Pod Report, Heinz Stromquist: Heinz reported that they had a successful Christmas gathering and were honoured to have the President, Craig Runions attend and give out some awards. They were continuing with their monthly meetings at the Portland Brewing but were thinking of changing venue as they were not as satisfied with it after it had changed ownership. Plans are underway for the Devil's Punchbowl Run, and the Wine Tour.

Island Pod Report, Kit Raetsen: Kit reported that the Island Pod had a successful Christmas gathering at a restaurant and it was well attended. They continue to have their regular monthly "Noggin and Natter" and had started including a drive into some of their activities. She was hoping to continue to encourage participation by members and get them to include drives and visits into their activities. Planning is underway for the Fathers' Day Picnic weekend. They are planning a Run and BBQ for June 17th and food for the picnic on the 18th.

NWMogazine Report, Steve Hutchens: Steve reported that he had been able to get a NWMogazine out bi-monthly and on time. He was really pleased with the articles that he was getting from club members. This means that he is able to put out a NWMogazine of 16 pages. He pointed out that the NWMogazine includes lots of great information when compared to the other club magazines that he receives. He has been working on getting the pictures clearer. He requested that if people sent him articles that they should not be in PDF format but could be a Word document and authors should send the pictures as TIF or JPG files separate from the article as he can deal with them better. Back issues of the NWMogazine are now on the website in PDF. The latest NWMogazine is password protected and members are sent the URL so that they can access it without the password. Back issues of the NWMogazine are not protected.

Website Report, Steve Hutchens: Steve reported that he is working with Marv on the website. They are trying to make it more appealing to the public. The engine sound has been removed and he is working on a section that will include all the technical articles that have been in the NWMogazine so that they can be easily accessed. He is also working on a parts list so that people who know of good sources of parts or parts from other cars that would fit a Morgan should let him know. He is also including in the website pictures from the articles in the NWMogazine and also pictures that were submitted for the NWMogazine that he was unable to include due to length. Craig asked Mike Powley, the historian, if he could help by getting copies of the NWMogazine before 1998 and changing them into PDF files for inclusion on the website.

Regalia Report, Dick Dice: Dick reported that he had inventory of \$4,196 at the October meeting and now has inventory of \$4,632. The amount of the inventory in clothing was \$2,961 but now is \$3,637, so he is ready for the buying season. He has 17 Raven Car badges valued at \$595 in stock but he had 29 a year ago. There was discussion about how long these would last and if we should order new ones. After much discussion it was proposed that Mike Amos be allowed to purchase 100 new Raven car badges from the supplier that supplied the 30th Anniversary badges at a cost of up to \$2,000 US to increase the inventory of badges. The remaining Raven Badges will be kept for club use. (plaques, gifts, etc). Proposed by Dick Dice, seconded by Ken Miles. Passed.

Historian Report, Mike Powley: Mike reported that he had submitted historical articles for the NWMogazine about things that happened 5, 10, 20 and 30 years ago to help celebrate the 30th Anniversary. Mike Amos noted that he had back copies of the NWMogazine in hard copy that he would try to scan and send to Mike for him to change into PDF format. Mike requested that anyone with pictures of themselves taken with their Morgan in earlier years send him the pictures for inclusion into the NWMogazine or the website.

New Business

Nominating Committee for 2007 Officers, Craig Runions: Craig is to set up a nominating committee consisting of Ron Theroux, Wayne Harris and himself to bring suggestions for officers for the 2007 year to the next meeting.

Winter Banquet 2007: After a long discussion and many motions it was decided that we will have a "Winter Banquet", Annual Meeting at La Connor, in March of 2007. Mike Powley volunteered to chair a committee to organize the affair and will report back later either by email or to the next meeting. It was suggested that a St. Patrick's theme be used.

Membership Dues Follow-Up, Craig Runions: Craig asked that the pod reps look at the list of those that have renewed their membership for 2006 and contact those who have not renewed and encourage them to renew. Bill Button said that if this did not get more of them to renew he would phone them in March and this usually acts as a final reminder. It was decided that members who had not renewed for 2006 would be kept on the roster but that a date would be inserted into the roster so that it was obvious that they were not current members for 2006 but should be encouraged to rejoin. It was decided to include non-renewals for 2006 with the March issue of the NWMogazine but Steve was asked to include a banner of some sort in the next issue stating that this was the last copy that they would receive if they did not renew their membership.

2006 Calendar Details, Craig Runions: Craig informed the executive that he had submitted some of the events that were being planned by MOGNW to Lorne Goldman for inclusion in the International calendar of Morgan events on GOMOG. These were the ABFGMs and the planned tours. From the GOMOG site there would be a link to our Website and calendar so that interested participants would know whom to contact.

Banking for the Northern Pods: Craig introduced this topic with information as to what had been happening in regards to the Canadian Pods getting their own bank account for MOGNW funds in Canadian dollars. This would allow the club to pay expenses for the Canadian Pods in Canadian dollars and not have to keep on changing dues paid in Canadian dollars into US dollars and then back again for paying Canadian expenses. Craig Runions and Bill Button had requested that Pat Miles find out if this could be done and she reported that the Northern Pod could be given a bank account by the CIBC.

There was a lot of discussion as to why this was required and the executive (board) was informed that we loose about 4% on financial transactions due to the difference in the buy and sell exchange rate. It was agreed that it had proved successful for the Canadian members to be able to pay their dues in Canadian funds and was a service that they appreciated. If a Canadian bank account was set up, the Canadian Pods would know exactly how much money they would have for their expenses for the year and it would not depend on currency fluctuations, and expenses incurred in Canadian funds could be paid out in Canadian funds so that members did not loose on the exchange transactions and neither did the club. The amount that the Canadian pods would be allowed to spend would be that decided by the executive in the budget submitted by the treasurer. Motion was proposed by Win Muehling and presented in his absence by Ken Miles. The board approve the opening of a separate bank account for the two Canadian pods in the name of MOGNW, with there being two of three signing authorities on all cheques from this account. Canadian dues will be deposited in this account and the Canadian Pods would forward all funds to the treasurer except the money allocated to the Canadian Pods in the MOGNW annual budget. Seconded by Steve Hutchens. Thorough discussion was followed by a vote of 5 for the motion and 3 against. Craig is to look into how this motion is affected by the bylaws.

Adjournment: Meeting adjourned at 2:00 p.m.

Next Meeting: Craig had earlier mentioned that there would be a fall board meeting in October. A firm date was not set.

2006 MOGNW CALENDAR

Please send updates and corrections to sphutchens@hotmail.com

Mar 15	Wed	Island Pod Noggin & Natter	Kit Raetsen	250-544-2026	kitjo@shaw.ca
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@mgspportland.com
Apr 9	Sun	Northern Pod Easter Run	Michael Geluch	604-929-9194	mgeluch@axion.net
Apr 9	Sun	British Car Restoration & Swap Meet, Saanichton, BC	Robert Atkins	250-544-1702	www.oecc.ca/SIB
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@mgspportland.com
Apr 21	Fri	Island Pod Crow and Gate Pub Run	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Apr 22	Sat	Tulip Rallye, Cascade Mall, Burlington (I-5, Exit 230)	Kenneth Bottini	425-883-9615	www.mgcnwc.com/tulip.htm
May 16	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgspportland.com
May 20	Sat	Van Dusen ABFM, Vancouver (event afterward TBA)	Win Muehling	604-299-2425	wmuehling@telus.net
May 20	Sat	Post-ABFM Party, Win Muehling's home, Burnaby	Win Muehling	604-299-2425	wmuehling@telus.net
May 27	Sat	Island Pod, Cowichan Bay	Kit Raetsen	250-544-2026	kitjo@shaw.ca
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 17	Sat	Island Pod Father's Day Run and Party, Victoria	Kit Raetsen	250-544-2026	kitjo@shaw.ca
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@mgspportland.com
Jun 23-25	Fri-Sun	Devil's Punchbowl, Portland	Heinz Stromquist	503-224-9576	henrys@mgspportland.com
Jun 24	Sat	Highlands Games	Mike Powley	604-542-0921	mpowley@telus.net
Jun 25	Sun	Bellevue Strawberry Festival Classic Car Show	Tim Johnson	425-455-1629	tc.johnson@comcast.net
Jun 25-30	Sun-Fri	Brits 'Round BC (Kamloops to Penticton, 672 scenic miles)	Steve Hutchens	360-733-3568	www.oecc.ca/brbc
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 14	Fri	Island Pod Botanical Beach Picnic, BBQ at Reddington's	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Jul 14-16	Fri-Sun	MOGWEST 2006, Cambria, CA	Katherine Bard	310-476-0034	dropheadfem@att.net
Jul 8	Sat	Midlands Pod Hurricane Ridge Run	Keith Kretschmer	360-683-5018	kkretsc@aol.com
Jul 16	Sun	Brits on the Beach, Ladysmith, BC	Tony Mantell	250-245-4592	www.oecc.ca
Jul 16	Sun	Minter Gardens Concours			www.mintergardens.com
Jul 18	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgspportland.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 12-13	Sat-Sun	Filberg Park All British Field Meet, Comox, BC	David Whitworth	250-338-0026	www.oecc.ca
Aug 19	Sat	Island Pod Saturna Island Tour	Kit Raetsen	250-544-2026	kitjo@shaw.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 9	Sat	Island Pod Lake Cowichan Run	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Sep 10	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 16-17	Sat-Sun	English Car Affair in the Park (ECAIP), Victoria, BC	Robert Atkins	250-544-1702	www.oecc.ca/sib
Sep 19	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgspportland.com
Sep 22-24	Fri-Sun	Rogue River Run, Grants Pass, OR	Ken Miles	604-576-8036	kengmiles@shaw.ca
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@mgspportland.com
Oct 21	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Oct 22	Sun	Northern Pod Halloween Run	Win Muehling	604-299-2425	wmuehling@telus.net
Oct 25	Wed	Island Pod Noggin & Natter	Kit Raetsen	250-544-2026	kitjo@shaw.ca
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.net
Nov 21	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgspportland.com
Dec 2 or 9	Sat	Midlands Pod Holiday Party (location TBA)	Mike Amos	425-881-2054	meamos@gte.net
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@mgspportland.com
Dec 26	Mon	Northern Pod Boxing Day Run, Surrey, BC	Mike Powley	604-542-0921	mpowley@telus.net

WARM REGALIA FOR SPRING ENJOYMENT

Blue Denim Shirt

Long sleeves go with cool spring days, and if you've never had one of these perennial favorites now is the time. Embroidered Morgan wings for tasteful identification.

Sizes: S, M, L, XL, XXL

\$25 Postpaid

Sweatshirt

Sweatshirts are perfect for spring here in the Northwest. The embroidered Morgan wings tell everyone about your favorite car in a subtle way.

Color: Grey

Sizes: S, M, L, XL, XXL

\$20 Postpaid

Other Items Available

Morgan Wings Polo Shirt: \$23

Raven Badge Polo Shirt: \$25

Morgan Beauty Polo Shirt: \$19

Morgan Beauty "T" Shirt: \$10

MOGNW Cap: \$10

Lid Latch (a cord with two clips to secure your cap when the top is down): \$2

Ladies V-neck "T" Shirt: \$22

Ladies Tank Top: \$18

Raven Car Badge: \$35

MOGNW Lapel Pin: \$2

Fleece Jacket

Stay warm on spring Morgan tours. Nicely styled to go with most casual attire. Morgan wings on the left front.

The 13 ounce filament polyester fabric has an anti-pill finish to retain its looks. The neck is twill-trimmed. Elastic cuffs and waistband help keep warmth in. Velcro close slash pockets keep your stuff where it belongs. This jacket, new to our line, is becoming a MOGNW favorite.

Unisex sizes: M, L, XL

Colors: Dark Green, Navy (Note: Midnight Heather, shown, is not available)

\$35 Postpaid



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