



Works Site Sold: Malvern, January, 2006. The legendary Morgan Factory on Pickersleigh Road, home to the Company since 1913, has been sold to a large UK land developer. The property has been leased back from the new owners and there are no immediate plans to move the manufacturing operation.



Additional Pickersleigh Road news from The Rough Rider: The Pickersleigh Road property of MMC, the "Works" location since the early 1920s and featured in print, film, video, and in collections of snaps by owners around the world, has been sold but leased back to the MMC. High property values and financial considerations factored into this move. The nearby, original factory location was demolished to make way for an elder folks complex. The park bench memorial/tribute to PM and the MMC was not approved by the local council.

Chairman Resigns: Malvern, June 5, 2006. The MMC has advised that Alan Garnett, Chairman of the MMC Board of Directors, tendered his resignation from the Company to pursue other business interests. Mr. Garnett, 65, served as a director for two years before assuming the post of Chairman after the death of Peter Morgan in 2003. There are no immediate plans to fill the vacant position. Mr. Douglas Watkinson, who has acted as the Chief Operating Officer for the last 16 months, has also left the Company employ.

Exclusive Aero 8 Club Formed: Geneva, June 7, 2006. Charles Morgan, Eric Sturdza and Jacques Laffite have announced the formation of Club Morgan Aero 8, a new Morgan club exclusive to Aero 8 owners. Membership fees have been set at £200 for initiation and £200 for annual dues. The club's first event will be held at lovely Chateau de la Messardiere, Saint-Tropez, France, the last weekend of September 2006. Interested Aero 8 owners may email Christine Sturdza, c.sturdza@bbbsa.ch.



CABOOSE RUN: The editor's Plus 4 crossing Washington Pass on Hwy. 20 (elevation 5,477 feet) on the way home from a great weekend. See Page 4 for more! (Theroux photo)

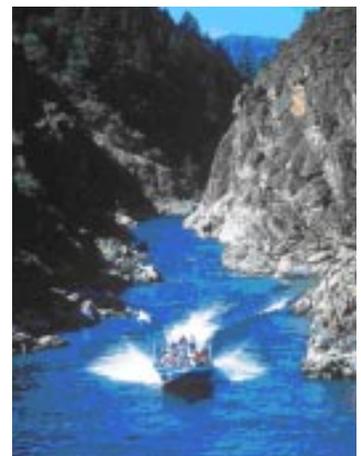
September Rogue River Run

Ken Miles

In conjunction with the Morgan Sports Car Club of Northern California, MOGNW is planning an event at Grants Pass, OR, on Sept. 22, 23 and 24. The event includes a jet boat ride up the Roque River to a barbecue.

Plans are underway for a two-day drive to Grants Pass from Seattle where the Northern and Island Pods will meet the Midlands Pod. The Southern Pod will join us in the Portland area for a great beginning to a weekend of Morgan fun and excitement.

Make your reservations at the Riverside Inn (1-800-334-4567; \$101.20/night per couple). Contact me (604-576-8036) by Aug. 2 to let me know you are coming. Send a cheque for US\$65/CDN\$72 per person. If you can't make the whole event, drive down on Friday and leave Sunday morning as the major events will be held on Friday evening and Saturday. See the May/June NWMogazine for more information.



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 REPORT - APR 30, 2006 BILL BUTTON

CATEGORY DESCRIPTION	ACTUAL	BUDGET	DIFFERENCE
BALANCE 12/31/05	\$7,327		
EXPENSE			
Awards	\$0	\$400	\$400
Canadian Bank Account	\$25	\$0	-\$25
Mogazine	\$627	\$1,600	\$973
Island Pod	\$0	\$485	\$485
Island Ferry	\$79	\$200	\$121
Midlands Pod	\$0	\$659	\$659
Northern Pod	\$476	\$598	\$122
Southern Pod	\$0	\$558	\$558
President's Discretionary	\$82	\$500	\$418
Regalia Expense	\$1,280	\$1,500	\$220
Oregon Tax	\$50	\$50	\$0
Website	\$173	\$300	\$127
TOTAL EXPENSE	\$2,765	\$6,850	\$4,085
INCOME			
Advertising	\$126	\$250	\$125
Dues	\$4,178	\$3,600	-\$578
Regalia	\$1,597	\$2,000	\$403
TOTAL INCOME	\$5,901	\$5,850	-\$51
GRAND TOTAL	\$3,135	-\$1,000	-\$4,135
BALANCE 4/30/06	\$10,462		

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

You have all heard the real estate hue and cry. "Location. Location. Location." Well, here in MOGNW territory, I would substitute another word. "People. People. People." I quote from an early June eMog Internet posting...

Re: deep friendship and downright people-enjoyment. John Worrall, who joined us in Normandy with his wife Jean for an evening, was thrilled, saying the gathering conveyed the deep friendship and downright people-enjoyment that the "old days" had.

Yup, that's the feeling, that's the spirit, that's the philosophy. I'm here to tell you that it's alive and well right here in our own backyard. Well, OK, our backyard is pretty big - the Pacific northwest and western Canada. It was present on the Caboose Run to northeastern Washington state on the June 3-4 weekend, in Victoria at the Father's Day Picnic on the June 17-18 weekend and at Devils Punchbowl on the Oregon coast on the June 24-25 weekend.

Twenty-nine people had an incredible drive to Kay Jones' Caboose - mountains, gorges, rivers, freeways, ferries, wheat fields and pine forests. Hairpin turns 200 feet apart and straight roads running on for 16 miles! We enjoyed a spectacular grilled meal and plentiful beverages Saturday night. Half of us camped out in tents at the Caboose and promptly put down another huge meal (groan) Sunday morning.

Many of us drove easily 350 miles and more one way(!) for one night of friendship, fun, food and (Morgan) family. From Vancouver Island. Camano Island. Mainland BC. Southern Idaho. The Olympic Peninsula And of course western Washington.

We all shared three basic things in common, Morgans (not all drove a Morgan), friends (not all had met everyone in the beginning) and nature's wonder (we have all met Mother Nature at some time or another!). It was only for a day, with no electricity, no running water (except the trout stream), no plumbed toilet facilities.

Other than the ABFMs, can there be an on-going club event that surpasses this year's 11th consecutive Punchbowl? Perhaps, but if so, it doesn't come to my mind right now. All with the same organizer, Heinz Stromquist, and with some good help from his friends. There's a song about that, right? Many other unnamed events fit into this mould, too. Maybe not at the club-wide level, but certainly at the local level.

Many MOGNWers gathered in late June at Devils Punchbowl on the Oregon Coast, again sharing the beauty of nature, cars and friends. Judy and I left on Thursday and returned on Monday. 780 miles for us. Well over a 1,000 miles for the Canadians. And hot. Oh boy, was it hot!! Spectacular ocean scenery. Low tides. Great roads. Hot, too. Did I mention that it was hot? 100^o+ in Oregon and 90^o+ in Washington.

What a diverse group we were. 4 Canadian cars, 4 Washington cars and 5 Oregon cars. In addition to 10 Morgans, there was the Bentley, a BMW roadster and a sweet pristine '65 Volvo 122S wagon. An early style RHD Mini was with us for Friday's drive through the Willamette Valley and the Coastal Mtn Range foothills. A new V6 Roadster, a '53 Flat Rad and everything in between. +8s, +4s, 4/4s.

And yet, at the risk of repeating myself, it was the people who made the event truly memorable. New faces. Old friends. Some you might only see once a year, so even more worthwhile. I'm sure this was also true at the Beacon Hill Father's Day Picnic in Victoria in June, too. I did not attend, but all I heard at Devils Punchbowl from those who were there was what a fantastic weekend it was. 24 Morgans (maybe 26?). Again and again, it was the members, the people, that were most mentioned. The organizers, the hosts, the attendees.

Events like these are special, no matter where and when they occur. And they don't always require extensive travel time and expense. There's no question that successful events breed more successful events in the future, no matter how you judge it. They can be simple or elaborate. An evening or a weekend. A drive-by drop-in on the way to somewhere else. Spontaneous happening or well-planned event. Reservations required or just show up.

The fact that Devils Punchbowl, the Caboose Run and the Father's Day Picnic in Victoria (just to name a few) are so well attended is not due solely to their venue. It's also due to the past efforts and the legacy set forth by the organizer(s) and the sharing of fun times by the participants. Both at the event and after the fact. "I remember that rainy day in..." "I remember that neat road over..." "I remember that party at..."

Welcome a New Member

Add Ginny King to the 2006 MOGNW Roster!
Ginny, we hope to see you at an event soon. Bellevue maybe?

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Port Townsend, WA. 98368
Home (360) 385-2026
Cell (360) 774-1439
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1963 4/4 (Beige/chocolate)
Chassis # B864



The new Raven badges have arrived. Wow!! You might need to replace your front springs or shocks if you mount this piece of heavy metal on the front end. The design is identical to the original badge but made by the firm that did our quality 30th Anniversary badge. They are available to club members for US\$35 each including postage from Dick Dice, Regalia, or get one at our regalia table at the Bellevue ABFM on 7/22.

Back to John Worrall's quote at the beginning of this piece. "Downright people enjoyment." It's that simple, folks. I know our membership shares that philosophy. Remember, there are some who do not own a Morgan. Yet they too ascribe to that special Morgan feeling. So how would you describe the Morgan philosophy / feeling? How do you share the Morgan philosophy / feeling? Where do you fit in?

Over the Hill to the Dale ... an irreverent look at Caboose Run 2006

Jim Dietz (photos by Steve Hutchens)

Look, I figure one way or another, everyone in the Morgan Club has been there ... so I won't go into the prayers, incantations, car preparations from the necessary topping up oil and water levels to the fatalistic coating of every exterior transparent surface with Rain-X, and every interior transparent surface with



Scenic is much too small a word - it is an incredible setting.

Fog-X. Or dealing with "that look" from one's navigator (wife), brushing aside such pessimistic remarks like "Jimmy, they are forecasting heavy rain" or "Jimmy, you do know what happens with every Morgan Club driving event?" or "Jimmy, no one will notice if we just take the Audi." All answered by a blithe wave of the hand and the response "Piffle!" Nor will I delve in detail into critical packing decisions--"How many umbrellas should we take?" or "Yes, we've got everything we need for camping, but there's no room for the dog" (I have a four-seater) or "Top up or top down?" I'll pass by the last-minute map navigation discussions dealing with the pros and cons of various highway and pass elevations and types of vehicles likely to be found jockeying for the same patches of asphalt as our fragile little four-seater. I won't describe the nearly sleepless night before of



Spectacular roads and scenery!

tossing and turning, imagining all that could go wrong on a car that hasn't had a tune-up in 10 or 12 years (I can't remember, but what the hell, it is a 4/4!). I won't describe the last minute feelings of hope, fear, anticipation and despair, leaving the relative comfort and safety of one's driveway for the questionable adventure of a long Morgan Journey to the farthest corner of Washington State. I won't, because this little road trip description will only be read by Morgan owners and you people already know all about it ... don't you?

So, to the Caboose Run. We were bullied into it by Kay Jones. Well, that's not quite fair, as I was ready to give it a try, bored stiff with work and ready for a ride on the wild side. At least what passes for the wild side in the Morgan Club. This was the 6th year of the event and as my wife so perfectly put it, "I can't believe anyone with any sense did it once, let alone SIX times!" For once, her feelings matched mine exactly. But year in and year out, Kay and Teresa drew the line in the sand; each year someone would write a glowing description of the fun to be had trekking to the far reaches of our lovely, green, wet state. So why not?



We all fit on the ferry - two more Morgans might have fit..

Day One. I'll lightly pass over the Friday trip over Steven's Pass on our way to ever lovely Soap Lake. We missed the caravan led by Bill Button; evidently they got a highly uncivilized early start, so they could catch lunch in the faux Deutsch Alps town of Leavenworth. The high point of our trip over Stevens was a stop at the Smoke House BBQ in Start Up. I've passed this place hundreds of times on the way to the slopes and this was the first time I've ever hit it at somewhere close to lunch time. It was well worth the stop with a quiet garden in back (decorated with remnants of old building projects). The hearty

smoked beef sandwich gurgled in my stomach the rest of the afternoon.

The weather alternated between sunshine and the darkest of clouds, signalling a thunderstorm could be just around the corner. It actually held off until the eastern side of the mountains when the sky simply opened up. The RainX didn't stop the rain, but it kept visibility adequate, with our cute but pathetically inadequate windshield wipers slowly moving the rain drops around, even as our laps got wetter and wetter from various well-known leak points. I've yet to figure out how water drips on my left foot, which is tucked snugly between the clutch and the brake ... where does that water come from?

With only one navigation mistake that took us through the center of Wentachee, we managed to arrive at Soap Lake by late afternoon. How to describe Soap Lake. It's a quiet little Eastern Washington town. Very quiet. Like a town found somewhere in a Twilight Zone episode or a town that got the first delivery of the pods (in "Invasion of the Body Snatchers"). It was Friday afternoon and there was no one on the street anywhere as we drove in. There were one or two cars at the famed health-giving lake and one brave couple in their Fiat sports car actually setting up a tent in the deserted lakeside campground (thus guaranteeing a return of a drenching downpour). As it turned out, despite the make of their little car, they, too, were part of our Morgan group.

The group took over the Inn at Soap Lake, as evidenced by a line-up of those ever-cute little cars parked in front of the Inn. Now this place was a find! Comfortable, cozy, fairly reasonable rates. The cottages had sunny patios, full kitchens and living rooms with cable TV (although like so many other TVs in many hotels, virtually none of the 109 channels had anything worth watching-I know, I went through all of them twice.)



The ferry was enjoyed by all, including two dogs.

With reservations at "Don's," dinner with the group was assured and the different Morgan couples arrived over the course of the evening to fill a good-sized table. Don's was another find-positively packed with locals (apparently pod people still like steaks and reasonably priced wine). Between the wine, common interests and the relief of reaching Soap Lake alive, the conversations flowed freely.

Caboose 2006 Participants:

Bill & Geri Button
Robert Couch
Richard & Karen Dennis
Jim & Patti Dietz
Lee & Judy Harmon
Tom & Marilyn Henderson
Steve Hutchens & Celia Obrecht
Kay & Theresa Jones
Loretta Nelson
Lloyd & Treacy Reddington
Rex & Carrie Rice
Craig Runions
Robert & Barbara Stinson
Ron & Yvonne Theroux
Bill & Cassandra Ward
Ron & Jeannette Weiskind

Day Two. With Craig Runion's timely arrival after a hearty breakfast in a local cafe, we all grabbed our rally instructions (deceptively simple yet diabolically tricky) and began a long, pleasant top-down drive through eastern Washington. The line of cars stretched out further and further as we tried to keep up with the blistering pace set by Mr. Runion (although he steadfastly denied having a lead foot).

Two river crossings by small car ferries provided extra variety to a trip that went from the hot flatlands up into the low pine-covered mountains of northeastern Washington. No breakdowns on the almost deserted roads travelled. What can I say besides a really pretty drive on a great day?

Through a lucky break and a grievous error in Morgan rally rules, we arrived at the turn-off to Kay's Caboose Paradise Retreat way ahead of the rest of the group (except that pesky Fiat!). Turning off the gravel road onto the somewhat rougher dirt road, we drove under the wrought-iron gate that marked the entrance to Kay's Iron Horse Ranch and about a quarter of a mile further-but no signs

whatsoever announcing "caboose run" - we found ourselves on what appeared to be an overgrown unused track leading down an increasingly steep hill.

You must remember that neither myself or stalwart, if doubtful, navigator, had ever been here before, and in fact had doubts that we were even in the right place-no other Morgans in sight and directional signage frightfully lacking in this (dare I say it) neck of the woods. I, like so many of you readers, are quite



A Bentley, a Corvette, a Ferrari, & a Fiat joined nine Morgans.

aware of the fragility of our automobiles, their questionable suspension and close proximity of oil pan to ground. Personally, whenever I am confronted with deeply rutted country roads in whatever car I happen to be driving, my mind swings back to a scene in the 1964 film, "It's a Mad, Mad World," where Phil Silver is forced to drive his '46 Chevy down an incredibly hot, steep, rocky road and neatly scrapes off his oil pan in the process, leaving a dark trail of oil behind his car. Fortunately for him, his car sinks in a river crossing attempt well before the Chevy engine permanently seizes up. Need I say that this scene flashed in million kilowatt lights just at this moment of

decision and at the same time, my navigator's gray-blue eyes locked on mine with some version of those dreaded words ... "Are you sure about this, Jimmy? ... I mean, do you really think this is the right road? Can the Morgan actually make it down this road?" Left unspoken, "Can the Morgan actually make it back UP this road?"

Throwing such doubts aside, along with common sense, safety, intelligence, etc., in the tradition of "Damn the torpedoes and full speed ahead!" (More like "Damn this terrible road and first gear and ride the brakes the whole way down!"), we tipped over into the abyss, so to speak.



Kay's enthusiasm for the caboose shows inside and out.

After more time and more teeth-loosening bounces, we entered a beautiful glade where Kay's caboose stood in all its glory, as did Kay, Teresa and their friends from Idaho who helped make this event possible. All doubts about the wisdom of participating quickly vanished with the third Heineken. Others quickly began to arrive, none the worse for the journey (even the Corvette and the low-slung Italian red car). Bill Button's rare Saloon Morgan made it fine because of its special high chassis. After the traditional line-up of cars in front of caboose for photo ops, people set about making themselves at home while dinner was being prepared. Those hardy souls who came to camp set up their tents, divided equally between those who wanted to be near the elegant one-holer (for possible night trips) and those who camped as far away as possible. This may be some sort of comment on the efficiency of their respective bladders-I don't know-but I do know that after all the beer and wine that was drunk around the campfire that evening, around 5 a.m. in the softly falling rain, the one-holer seemed a very long ways away indeed.

Dinner was superb beyond superlatives. Flank steak and teriyaki chicken cooked over an open fire with all the side dishes one could ask for, served by a vary agreeable crew and nothing to wash up. We felt pampered. All this accompanied by a pleasant and chatty group of people getting to know each other better as the sun dropped and the woods darkened and the glow of the fire cast shadows on the side of the caboose, along with the atmospheric tiki torches that dotted the property. The three dogs (to protect the guilty, we won't disclose their owners), who had raced around like toddlers released from day care, were finally settled down dozing around the fire.

By the time after-dinner drinks had been served and the wine had more or less run out, the Morganeers with digs in town drove out of the encampment while there was still a fleeting bit of light to see what passed for the road. Soon thereafter, the rest of us retired to our tents after a long, challenging and fun day.

Day Three. As mentioned, we arose to off-and-on rain Sunday morning, but the Jones crew had breakfast going, with hot coffee from a very special Coleman stove brewing system that I,



Few parks have a setting so beautiful and relaxing.

for one, had never seen before. To go along with the coffee, there was bacon, sausage and pancakes, the kind of breakfast that tastes the best when you're out in the woods-rain or no rain.

A few "town" cars straggled back to enjoy the last hour or two at the ranch. With brief appearances of the sun, tents were packed up, tops and side curtains adjusted, with thoughts of heading out while the weather seemed reasonable. Final discussions were held over maps, weighing the pros and cons of the best route to get home-south, middle or northern. We all waved a fond farewell to the caboose and its proud owners, and contrary to the sum of our fears, everyone made it back up the hill with no more than the usual drips of oil from the Morgan drive trains.

Many of us buddied up and we were fortunate to follow Craig Runion's lead going nearly due south to pick up Highway 2. Aside from the usual rain and cold-my navigator was fetchingly attired in her sleeping bag-definitely NOT what Playboy had lead me to expect in their 1965 issue that featured a sports car rally, but oh well-things proceeded as expected until Craig made things more interesting by swerving onto the shoulder with a very flat left rear tire. We were lucky that it had briefly stopped raining and he was able, with a very little help from the author, to change the offending tire in record time before hands were

frozen.

Craig pulled off the ride in Leavenworth to visit family and we did the last bit over Stevens Pass feeling a little lonely, espe-



We bid the Iron Horse Ranch adou with great memories and many thanks for a fantastic weekend in a beautiful setting!

cially near the top when I began to hear a mysterious pocketa-pocketa-pocketa pinging. This does the spirit no good at all, especially in the heaviest rainfall of the whole trip, which continued up one side of the pass and down the other side.

Was it worth it? Well, I haven't found out if there is anything seriously out of sorts with my trusty old Cortina engine, but I think I can say definitely! A very long drive, to be sure, but I love driving the Morgan and every once in awhile, it felt like it was really getting out there and trotting along. We were smart enough to bring along foam seat wedges that minimized the stiff back that so often accompanies such trips.

Of course, we must say special thanks to Kay and Teresa for their hospitality and efforts to make such a warm welcome and a terrific time at the end of the road ... sometime maybe they'll get to drive their own Morgan to this event!

And finally, let me not forget to report the rally results. As previously mentioned, it was simple, yet tricky, and the judges had their work cut out for them as they tallied the results and made judgment calls. After a great deal of sharp pencil work, they announced the results and I, for one, say "Job well done."

And Kay, I love the Morgan watch and believe it or not, it's still ticking after the drenching drive back to Seattle.

Time/Speed/Distance

TSD Rallies Remembered Craig Runions

I hearken back to my old TSD rallying days. The late '60s and early '70s. Before the '73 oil embargo. A gallon of gas was.....! Before restrictive emissions. Before big bumpers. How much did it cost to stay overnight in a Motel 6? Right, you guessed it. Then they changed their name to Motel 8! A well-equipped rally car, most often your daily driver, was \$3,000. Back roads really were back roads. No traffic. Hardly any freeways, at least around here.

National Bureau of Standards WWV short wave radio time signal. Halda Tripmasters, Twinmasters and Speedpilots, Curta pepper grinders and Stevens circular slide rules. Reid's Rally Tables. Heuer RoBo electro-mechanical computer. Heuer Master Time, Autavia and Monte Carlo chronograph / stopwatches. Paper and pencil. The hand held electronic calculator didn't even exist.

Anyway, back to rallying and my point. Follow the instructions! Change speed. Wait 45 seconds. Turn left. Whatever. The phantom car, which we were trying to stay on top of if you understand the analogy, always ran the rally route perfectly. It executed each instruction with perfection! No time delays. It was never affected by real life encounters on the road.

Instantaneous speed changes. Change speed from 25 to 40. Bang. Right now! No slowing down for curves. Traffic? What traffic? Stop signs, signals, off-course excursions did not matter. We stopped, we waited, but not the phantom car! So

we most often were trying to catch up to its theoretical position to get back on time (get back on top of the phantom car, if you will), and yet not get ahead of it either.

The goal in TSD rallying is to be on time all the time. Random check points along the route measure your time difference relative to the phantom car and you are penalized 1 point per second, early or late. Points are not cumulative. Each section, or leg, is distinct with a start and an end. You start anew on the next section, carrying all your prior early or late penalty points, of course. Low score wins.

I no longer do TSD rallies, but I'm still challenged with those TSD relationships as I drive my Morgan, especially out in the rare open country on back roads. Time, speed and distance are engrained in my head. The math formulas are straight forward. $D = S \times T$ (Distance = Speed (or Rate) x Time, or $D = R \times T$, or DRT, also pronounced and easily remembered as DIRT, or Distance Is Rate x Time). Also, $S = D / T$ and $T = D / S$.

But try this. Think of Speed in terms of Minutes per Mile. It's a whole different frame of reference. Convert miles per hour to minutes per mile ($MPM = 60 / MPH$), and now you can multiply (easier) instead of

dividing (harder) to calculate time. In this case, $T = D \times S$, when S is expressed as minutes per mile. Go a mile or a half mile or two miles or whatever at the designated speed, check your time using an interval stopwatch, multiply distance by minutes per mile and compare real time with calculated time to determine if you are early or late.

So put a few of these numbers on your hard drive (commit them to memory, if you will) and play the game as you motor on down the road.

Next issue: Still more on vintage rallies!

TIME / SPEED / DISTANCE				
miles/hr	min/mile*	miles/hr	min/mile*	
5	12.00	50	1.20	
8	7.50	55	1.09	
10	6.00	60	1.00	
12	5.00	65	0.92	
15	4.00	70	0.86	
18	3.33	75	0.80	
20	3.00	80	0.75	
24	2.50	85	0.71	
25	2.40	90	0.67	
30	2.00	100	0.60	
36	1.67			* To convert decimal
40	1.50			minutes into seconds,
45	1.33			multiply by 60, such as
48	1.25			.20 mins = 12 secs and
				.33 mins = 20 secs, etc.

The Northern Pod Report

Win Muehling

The last few months have been quite hectic at the Muehling household and although the Morgan saw rather limited use, we still managed to partake in several Morgan events. I must apologise for a rather short report, typed at the last minute.

Saturday, May 20, was probably one of the highlights of the year with the annual "All British Field Meet" at beautiful Van Dusen Gardens. Over 500 British cars were present and once again we had an excellent representation but, alas, no three-wheelers. We had participants from all our Pods and a contingent from Alberta. The weather started out rather iffy, but by the afternoon we enjoyed beautiful sunshine. As usual, a number of awards were handed out. Over 30 Mogs were present, just too many to list here, but the Miles' beautiful drophead coupe should probably be mentioned as an outstanding debuting restoration.



Following a great day at Van Dusen, about 50 club members gathered at the Muehling residence in Burnaby for the traditional Barbeque. Since it had rained earlier in the day, we decided to be well prepared this year, with a large tarp over our driveway - just in case. And, would you believe, it worked, for not a drop of rain! The steaks were once again cooked to perfection by our volunteers, and there were plenty of trimmings (thanks to my



wife) as well as Gelato ice cream for desert. Judging by the number of "empties" found the next day, everyone must have had a great time! These barbecues are always a lot of fun and a great opportunity to meet and get to know your fellow club members, even if you don't attend the meet itself.

Sunday, May 28, found us at the Mission Historic Races. Unlike other years, we met on the south side of the Fraser, but



at one of our favourite meeting spots - McDonald's on 200th Avenue near Highway 1. It was a rather wet morning and only 4 Mogs (Muehling, Tomlinson, Miles, Powley) plus a guest TR3 showed up, and all without passengers. Brian Tomlinson led the way through the deserted country roads via Abbotsford to Mission Raceway. Amazing how much quicker the cars went without passengers - must have something to do with a better power to weight ratio, no doubt! One definite advantage of an earlier than usual start was the lack of traffic. At the track we were joined by Stu Rulka in his Plus 8. By the time we arrived, the track had started to dry off but it still proved to be a bit slick, making for some exciting racing. Arriving earlier allowed for more time to enjoy the racing and it proved to be an entertaining day. It was especially good to see our own Laurie Fraser competing in his Alfa, having missed an earlier race due to mechanical problems. Verna, who was the pit boss, generously treated us to nibbles under the Frasers' canopy. The Blakes' were also spotted at the track, but on this occasion with another marque. At noon, we had the usual parade lap, but unfortunately, the pace car was tightly adhering to the rules, and the lap was rather sedate. Thanks to Mike Tomlinson for organizing this run!

The weekend of June 17/18 took us to Vancouver Island for the annual All British Picnic at Beacon Hill Park in Victoria. It was nice to see former member Woody Thompson, presently Morganless but sporting a Smart convertible. Woody and Carmen hosted a number of these barbecues and we well remembered for their outstanding events. Wee the Island Pod's report for an account of the Father's Day activities.



Father's Day Picnic Report

Kit Raetsen (photos by Yvonne Theroux)

Once again, Morgans from the western edge of the continent descended on the Island for the annual Father's Day weekend activities.

First stop on Saturday was a visit to Heritage Acres. This living museum, run by the Saanich Historical Artifacts Society is home to a variety of old cars, trucks and tractors, some even predating the assembled Morgans. Society members had old steam engines running, and the woods echoed with the piercing sound of steam whistles. The Vancouver Island Model Engineers share the property and offered rides on their scale model trains. Numerous buildings are spread throughout the woods, including a restored schoolhouse, blacksmith shop and saw mill. Ron Theroux impressed us with his ability to identify many of the obscure pieces of antique machinery on display.



No Father's Day seems complete without a trip to a local winery, and this year's tasting was at Starling Lane Winery on Old West Saanich Road. It too is built on a historical site: a piece of land purchased in 1859 by Victoria's infamous "Hanging" Judge Begbie. An ancient four-storey water tower presides over the old farm like a sentinel, and the original old barn still stands in the courtyard. A much newer, but very elegant greenhouse attracted the attention of the gardeners in the group, while the oenophiles sampled the award-winning (silver and gold medallists at the All Canadian Wine Competition) Ortega, Marechal Foch and Blackberry port.

Suitably fortified, the group then assembled for dinner at another vineyard - the home of Garnet and Hal Irwin. Their front lawn, surrounded by grapevines was a spectacular setting for the display of 19 Morgans and for the evening barbeque. Again on the menu this year was barbecued salmon (thanks Lloyd!)



and roast pig, cooked to perfection by the seasoned pig-grillers Ken and Lesley Douch. Add to that great salads and desserts courtesy of the cooks in the club (thanks Pat for organizing) and clearly no one went home hungry. We do hope that Hal and Garnet will make good use of the new firepit in the centre of their lawn.

On Sunday morning an early start was needed to secure space in Beacon Hill Park. Jane, Pam & Chris reserved Morgan room, and engineered a most creative & colourful parking scheme. A new record this year, we think: 26 Morgans at Beacon Hill Park!





More food, as if we could possibly be hungry, appeared courtesy of Treacy Reddington. We savoured our sandwiches, admired Bob and Barb Stinson's 2005 Roadster, continued the conversations from the previous day, and in no time the picnic was over, and time to make our various ways home.



Again, thanks to all who helped make the weekend such a success.

P.S. This year's picnic, the 22nd Annual British Car and Motorcycle Picnic came dangerously close to being either held in a parking lot or cancelled altogether. However, strenuous lobbying by Jim Walters, Ron Wilson and other British car aficionados resulted in a change of heart by city council. Jim assures us that the battle will NOT need to be fought again next year, and so the event will take place on the grass from now on, as all real picnics should. Many thanks to those who wrote letters.

Bellevue ABFM July 22



The Bellevue ABFM is Saturday, July 22. It promises to be a great event with the post-ABFM event will be at the beautiful home of Ron and Jeannette Weiskind in Arlington. Plan to be there! (Mark Hagestad photo from Bellevue 2005)

The Island Pod Report

Kit Raetsen

We got off to a bit of a slow start on the Island, the weather not being the greatest for Morgan adventures, but things have certainly picked up speed. We had our first run on May 13 to Cowichan Bay .

After meeting at the Malahat Inn for a quick coffee, Lloyd and Treacy Reddington led us on a beautiful drive to the unique and historic village of Cowichan Bay. The village is a fascinating blend of piers, wharves, floating homes, fishing and recreational boats. It's also the home of The Wooden Boat Society, who display hands on exhibits, at the Cowichan Bay Maritime Centre. We were met here by Rob Fox who had arranged a tour of this wonderful facility. Courses in boat building are offered, with an emphasis on traditional methods and we inspected several boats in varying degrees of completion at the centre. From the Maritime Centre we strolled through the village to a wonderful lunch at the ocean front Grand Resort and Marina. Having spotted "The Udder Guy's Ice Cream Company on the way, we knew that room had to left to indulge in one of their handcrafted, old fashioned "real" ice cream cones. A stop at "Hilary's Fine Cheeses" was also a must before heading home.

On behalf of John and Hazel Allen, Roland Gilbert, Ken & Lesley Douch, Jane and Don Cowan and Joanne Cockshutt and I , our thanks to the Reddingtons for organizing and arranging a wonderful day.

The weekend of June 9,10 & 11, Frank DeCarlo, Ken & Lesley Douch, Lloyd and Treacy Reddington, Joanne and I joined the Campbell River Old English Car Club for their run to Tofino. We all gathered at Coombs for lunch on Friday afternoon and started our run to Tofino from there. After a fantastic run to Tofino, everyone checked into the TinWis Resort overlooking the majestic MacKenzie Beach - what a beautiful location.

While Friday evening and Saturday were free times, there was no shortage of things to do, whale watching, kayaking, tours to hot springs just to mention a few.

Personally, we chose to have a leisurely breakfast at the Common Loaf Bakery, and explore the shops of Tofino while waiting for the morning fog to lift and then spent the afternoon on the beach. In the evening we all gathered in the conference centre at the resort for a wonderful buffet dinner and great conversation with new friends. On Sunday morning, after a short hike on the Wild Pacific Trail in Ucluelet, we set off on a soggy ride home.



Morgans on the Tofino Run on June 11

Devil's Punchbowl

Craig Runions with photos by Bill Button

What a diverse group we were:

- Four Canadian cars
- Four Washington cars
- Five Oregon cars

. In addition to ten Morgans, there was the Bentley, a BMW roadster and a sweet pristine '65 Volvo 122S wagon. An early style RHD Mini was with us for Friday's drive through the Willamette Valley and the Coastal Mountain Range foothills. Morgans included a new V6 Roadster, a '53 Flat Rad and everything in between ... +8s, +4s, and 4/4s!

The pictures were taken at the Bella Cafe in Yamhill, Oregon, where we enjoyed lunch and wine tasting in the courtyard.



Wayne Harris Plus 4, Bill Button's Bentley, and Mile Miles Mini in front of the restaurant - the rest of the cars were around the corner



Dee and Malcom Buffum enjoyed lunch and their pristine '65 Volvo 122S stationwagon (Editor: I'd like to talk vintage Volvos with them!)



Lunch in Yamhill, Oregon - looks so inviting

VanDusen Adventure

Gerry & Tanya Seligman

My wife Tanya and I had a bit of a Morgan adventure as we drove up to Vancouver BC for the ABFM held at the Van Duesen Gardens. We were taking all the back roads from our cabin on Hood Canal, Washington and were totally enjoying ourselves (no rain or traffic) until we crossed the border at Blaine and got into the worst traffic jam imaginable while attempting to go through the Fraser River tunnel. It wasn't a particularly warm day but I now know that these old Morgan's radiators don't do so well in stop and go traffic. Well, the temperature gauge slowly went up as did our anxiety level. We were sort of stuck between a rock and a hard place as we couldn't get out of line and the tunnel was approaching. Well, with heart in mouth we got into the tunnel and, thank heaven (I suddenly became religious) got out of the tunnel and onto the first exit ramp before the car literally blew its gasket. Fortunately we were able to push it off the road into a parking lot of a fruit stand and out of the way of traffic. We were in Richmond BC and learned that this was not a good place to leave our little baby unprotected overnight. So we called upon CAA to have it towed to Michael & Marianne Povey's where we were spending the weekend. We greatly delayed the lovely dinner they had prepared but we had a wonderful time in the end and all parties (car & owners) were

in one place.

We never got the car to the ABFM of course, but what better place to get advice on what to do about a broken radiator. Amongst the group there, they suggested I speak to Ken Miles and in a flash we had a plan of action.

After the show the CAA once again towed the car, this time to the driveway of Ken & Pat Miles. On Sunday, with great effort, they wrestled the old radiator out (no easy task) with the plan of delivering it to a shop on Tuesday to get it repaired. Bill & Geri Button went out of their way to pick us up for our ride back to Seattle. What a lovely ride it was, in the elegant back seat of their Bentley.

The following Friday, I took the Quick Shuttle bus to Surrey and Ken picked me up and we drove to his place to pick up the Morgan. The radiator was fixed and Pat took lovely pictures so I could see how nice it looked as they had put it back in its proper place and it was therefore no longer visible. There was more drama as the car did not start initially probably due to moisture as it had recently been drenched by rain. I drove home and made the last ferry off Whidbey Island.

So, many, many thanks to the Morgan club for all their help and advice in getting our baby back to its nest and a very special thanks to Ken & Pat Miles for all their expertise and their willingness to share it and to help us out of a jam. Thank you very much!

Off-Center Rear Wheels - Plus 8

Judd Marten

From day one, when I got my Plus 8 from Bill Fink, I thought "the rear wheels sit too far forward, how can that be?" Tried to ignore it, without success. Then, after some years of driving around and bashing through overpasses in California, at the state's average speed of 85 mph, the car needed to have the kick-up in the frame fixed.

So, I met with Robert Couch, and asked him to do his fix, plus the rear spring teardown and lubrication which he wrote about in a recent NWMogazine. As per usual (as Robert pointed out) this problem was of my own doing: I had the Spax shocks set too low.

As Robert and I were looking at the car, he said, "While I'm in

there, I'll move the rear axle back about a half inch. It won't be perfect, but it will be a lot closer to center, and of course the car will sit lower with the frame fixed and some lowering blocks. It'll look right. Can you believe the factory lets these cars out the door with the rear end shoved that far forward?"

How is this corrected? By redrilling the spring perches. The prop shaft is long enough to accept the extra half inch. Any more than a half inch, to get it exactly centered, requires a new prop shaft.

Long and short, so to speak--the car now rides much smoother, sits lower, the back wheels look like they are in the right place, and the car has the right "stance," to me at least. When I look at any car, old or new, the stance has to be right. You know, the way the Porsche Speedsters used to look?

Highly recommended fix.

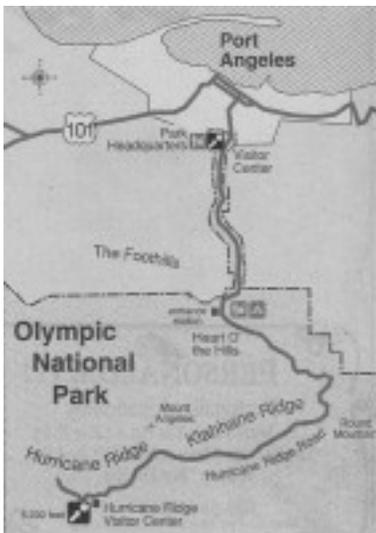
For Sale: 1960 Plus 4 2-Seater

Chassis up restoration in 2000 with engine overhaul. Since 2000, new rear leaf springs, Delco alternator, electronic ignition, non-Lucas starter, gemmer steering, disc brakes front, aluminium drums and Porterfield linings rear, new windshield and Sterne design wind wings, new tires and Dayton wires. Couch maintained and engine enhanced with "warm" cam proving about 122-125 hp. 3.33 rear end combined with Moss box makes easy cruising. Veteran of two trips to New Zealand (2004 & 2006) and Morgans Over America 2005. Color: MG A dove gray with Aston Martin blue wings. Price: \$32,750 for this well kept beauty. Bob Stinson 360-297-8590.



Hurricane Ridge Run Update

Keith Kretschmer



The drive is seventeen miles of ever changing scenery to the heart of the Olympic Mountains. The views are more spectacular on the way down, so don't give up on the way up!

Getting there from the north:

Take I-5 South to 104 West (Edmonds/Kingston Ferry). The thirty minute ferry ride often includes Orca pods playing. Continue on to Hwy. 104 through historic and worth a stop, Port Gamble, then across the

Hood Canal Bridge, 104 merges into Hwy. 101 to Port Angeles.

Before downtown Port Angeles you will see signs for the ridge drive, turn left at the stop light (Race Street) and up the hill to the ranger station park headquarters. It is worth a stop either going up or down. They have a great 20 minute film they will screen on request.

Getting there from the south:

From Olympia you can pick up Hwy. 101 North which travels along the Hood Canal.

From Tacoma you can cross the Tacoma Narrows Bridge (Hwy.) 16 north to Hwy. 3 north to the Hood Canal Bridge (Hwy.)

104 West) and on to 101 to Port Angeles.

From Bainbridge Island take Hwy. 305 North to Hwy. 3 to the Hood Canal Bridge.

KRETSCHMER B B Q

On your return from the ridge you will retrace your route through Sequim on 101 to mile marker 274 (markers are on the right or south side of the road). Shortly after the marker you will see signs for Diamond Point Airport on Diamond Point Road.

Turn left (north) and go four miles past the end of the runway. The third left, after the runway, is North Street. (1st left is West, 2nd left is Lupine and the 3rd left is North). Turn left onto North Street and proceed to 323, which is up a steep hill on the left of the dead end sign. If you get to the gated community you have passed 323, turn around. 323 is the second driveway (not paved). Park up the hill in the marked area and walk up. There is limited parking at the top and you could find yourself backing down.

There is an elevator from the first level to the upper levels for those who don't want to do stairs.

323 North Street (Eagles Ledge) has spectacular views of the Straits of Juan de Fuca and Mt. Baker. If it is very clear you can see beyond the San Juan Islands to the mountains near Vancouver. All the shipping from Seattle must pass our house and it often includes Naval ships and submarines.



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MORGAN WEST - SANTA MONICA, CA - NAMED DEALER OF THE YEAR!



- New 2006 AERO 8** Series III, Blue Sprint Nacre/Ostrich embossed grey
- New 2005 AERO 8** Series II, Scarab Green metallic (dark green), black Ambla upholstery! Hard top.
- New 2005 ROADSTER AMERICA** Fountain Blue Metallic (RR silver blue), Oslo Blue w/ light grey *Sale Pending!*
- New 2005 ROADSTER AMERICA** Maserati Rosso Bologna Pearl Metallic exterior; Biscuit leather piped in red
- New 2005 ROADSTER AMERICA** Obsidian Metallic Black/Scarlet Red leather piped in charcoal; Charcoal, photo build album, every factory option.
- New 2005 ROADSTER AMERICA** MBenz Brilliant Silver Metallic with Capri Blue Metallic Wings. *Sale Pending!*

- New 2005 ROADSTER AMERICA** Tungsten Grey metallic/burnt pumpkin Yarwood leather; fog lights, stereo CD.
- 2005 AERO 8** Ferrari Pozzi Blue/croc' embossed Shetland Poppy red, 800 miles, as new!
- 2005 AERO 8** Special Order Morgan Silver Shark exterior/Red leather interior piped in black, Factory side exhaust, 5.1K miles.
- 2003 +8** 35th Anniversary Edition, Aston Martin Middlesex Green body/Connaught Green wings/Green mohair weather equipment and leather interior, 6.1K miles; *Sale Pending!*
- 2003 +8** BRG/Tan w/green piping, 1.2K miles, green mohair weather equipment, stainless wire wheels, fog lights, luggage rack, stereo CD.
- 2003 +8** 35th Anniversary Edition, Silver Body/Dark Grey Metallic wings; Mulberry Red leather, Koni adjustable.
- 2002 +8** Connaught Green, Tan leather, dark green mohair weather equipment, stainless wire wheels, 1.4K miles.

- 2002 +8** 3.8k miles, BMW Imola Red/Black Leather.
- 1998 +8** Fiat Avorio Chiaro/Tan Leather.
- 1987 4/4** Silver Body/Black Wings, Black leather, 19k one owner miles.
- 1964 +4** Raspberry with Brown Leather, All alloy low profile SS body, 167 dyno'ed HP. *Sale Pending!*
- 1964 +4** Raspberry with Brown Leather, All alloy low profile SS body, 167 dyno'ed HP. *Sale Pending!*
- 1959 +4 Roadster** Red with beautiful red leather.
- OTHER MARQUES**
- 1971** Motoguzzi 750 Ambassador



(310) 998-3311-www.morganwest.net-Dennis Glavis, Managing Director-dennis@morganwest.net

Harold S. Medén Remembered



Harold S. Medén began as a city-loving man, born in Brooklyn, his first love, Manhattan, San Francisco was oh so charming, but it was the rugged beauty of the Pacific Northwest that won his heart. He was home for good. Hal died Wednesday, May 24th, 2006 at the age of 78. He grew up in Somerset County, a beautiful area of central New Jersey, in a family of four brothers, two sisters and his beloved mother, Albertina.

He joined the Army in 1946 and discovered his talent for writing and editing while working for the award-winning Fort Dix newspaper. In 1949 he was a technical writer and photographer at Chase Aircraft, followed by reporter/photographer positions at the Somerset Star and Trentonian newspapers.

His love of acting then drew him to New York City where he graduated from the highly-regarded Neighborhood Playhouse School of the Theater. He appeared in summer stock with Terry Moore and won a role in "The Lark" starring Julie Harris.

In 1961 Hal's experience in marketing research, public relations, and business management led to his founding of Franznick-Medén Inc., a highly successful N.Y.C. ad agency. In 1966 he moved his family to San Francisco and with business partner, Edward Clark, searched for a manufacturing company with growth potential and the right price.

Ultimately, that move led to a public relations position at Heath-Tecna, a Seattle area aerospace firm. Heath Tecna moved to Bellevue and was renamed Criton Technologies and Hal's responsibilities were expanded to include mergers and acquisitions. He was later promoted to Vice President of Corporate Development and carried that title through the Criton merger with Esterline Technologies, an aerospace and defense manufacturing company. Hal retired from Esterline in 1994.

Classic cars, vintage sports cars and photography were enduring passions. He participated in Rolls Royce Club, Classic Car Club and Morgan Club events, often sporting one of his prized driving hats. Hal was also involved in the National Multiple Sclerosis Society including serving as a member of the Greater Washington Chapter Board of Directors. Hal, a multi-faceted man, brought a high degree of excellence and integrity to all his endeavors.

He was devoted to his family and is survived by his wife, Joan, his two children, Scott Medén and Lauren Heath and their mother, Gwynn. He felt fortunate to have Patty, his daughter-in-law, and Dan, his son-in-law, in his life. He was so proud of his three grandchildren, Alec Medén, Erin Heath and Michael Heath. He is also survived by his niece, Lois Outcalt of Stuart, Florida.

Remembrances may be made to the Multiple Sclerosis National Society, Greater Washington Chapter.

Grandpa Coulthard

Marv & Sue Coulthard

The Coulthard Family lost our Great Grampa. Dad was 96 and still doing fine. Just the body failing a little. Dad was the last of his generation in our family. The last time I was to visit him in the home, about 3 weeks before he passed on he asked "Did you bring the

Morgan" Alas I had not. It was a rainy weekend.

It was some years ago now, when I first bought Morgan. I had often talked to dad about wanting one and he said "Well just keep looking, the right one will show up someday." I bought Morgan in May and kept it a secret from him until Fathers day. I phoned and said "I am on the Ferry and we are going to a picnic in Beacon Hill Park for Fathers day.. There is an all Brits car show there." He came out of the house and was surprised.

He slid into the passenger seat with ease and fixed his favourite baseball cap on his head. We had a great day together and since then he has attended several Fathers day Picnics in Beacon Hill Park. I met many new friends in a club Called Morgan Owners Group Northwest, and soon joined.

Dad would often drag my stepmom along to see all the Brits cars at the ABFM in Vancouver as well. He enjoyed the mechanical aspects of the great variation of cars, being a mechanical engineer, among many of his degrees. He loved riding in the Morgan, it was always a special treat for him when he was in the extended care home. It was fun, and it was an excuse to get out the door.

We held the regular church services on May 13th. in Chilliwack. Sunday June 4th we put a closure on the last member of this Generation of the Coulthard Family. It was dad's wish to have his ashes scattered on the beach in front of the house that has been our family's summer home since 1964. Sunday morning I was up early and I took dad for his last ride in the Morgan along with his favourite baseball cap. I cried all the way down Beddis road and back. The baseball cap is now in the trophy cabinet in the Morgan Garage.

The whole family was here for the weekend. Dad loved roses so at 2 pm our neighbours, the Fords who knew my dad well, joined us and we said a few words and scattered rose petals and Dads ashes on the beach in front of the house here on Salspring Island. Dad made some of the best wine I have ever tasted We saved some of the ashes and placed them in a wine bottle and planted an Oak tree over it near the beach in front of the house. All is well and dad is resting in peace. May God be with him.

I will be attending the Brits Picnic in Beacon Hill Park this year. But I will miss my dad. There are so many memories of my Dad, this is but one of them.

For Sale: 1954 Plus 4 4-Seater

Interim-cowl model, #3041; only 19 made, possibly only two or three survive (John Tipler, *Morgan, the Cars and the Factory*, 1993, p. 24, ISBN 1852237503). Odometer: 2858 miles. Engine: Triumph TR2 updated to TR3 specs (1991cc). Dual Impco propane carburettors (original SU carbs included). Propane tank in place of original tank location with filler fitting in original location on rear panel. Ignition: XR 700 Fireball optically triggered 12 volt sport coil. Transmission: original Moss. Rear end: 4.11. Steering: RHD Burman Douglas. Steering wheel is wood wound with lacquered string. Brakes: 4 wheel drums with all new cylinders, brake shoes, brake lines and master cylinder. Tyres: B.F. Goodrich Silvertown 5.25 x 16. New body: stripped to bare metal and repainted bright

yellow March 2002. Upholstery: all new black vinyl in 2003. New Grille: custom made by Morgan factory 2003. Rear bumper: complete with overriders and brackets, included but not installed. Tonneau cover: new with three zippers; installed, fits very well. Top: original (not serviceable); fits at back but has shrunk so does not reach the windshield - it would make a decent pattern for a new top. Top bows: need painting but serviceable. Wind winglets: one on each side of windshield. Wind deflector on top of windshield, works very well. Side curtains: original four in good condition. Comes with manual and original paper work. Purchased 2001. Ontario license ALPD288. Due to back and leg problems, total miles driven since July 2004 is 262 but has been started and warmed up every month. Price: US\$35,000 (firm), FOB Kingsville, Ontario. Dave Elcomb, 111 Queen St., Kingsville, Ontario N9Y 2A1; Phone and fax 1-519-733-5914, daelcomb@mnsi.net.

2006 MOGNW CALENDAR

Please send updates and corrections to sphutchens@hotmail.com (recent changes and additions in dark green)

Jul 14-16	Fri-Sun	MOGWEST 2006, Cambria, CA	Katherine Bard	310-476-0034	dropheadfem@att.net
Jul 15	Sat	Island Pod Botanical Beach Picnic, BBQ at Reddington's	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Jul 15	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 Post-ABFM Party, 825 148th St NE, Arlington	Ron Weiskind	360-652-4704	jeanettejolley@netzero.com
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	Leo Lee	250-708-0595	leomlee@leolee.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 19	Sat	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 Run to Lake Cowichan	Pat & Roland Gilbert	250-652-2159	mymog@islandnet.com
Sep 10	Sun	All British Picnic, Hougen Park, Abbotsford, BC	Andrew Beasley	604-854-5489	FVBMC@hotmail.com
Sep 16	Sat	European Car Show, Calgary	Don Mackay		dandb700@shaw.ca
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 23	Sat	Whistler All British Run, North Vancouver, BC (new date)	Win Muehling	604-299-2425	wmuehling@telus.net
Sep 24	Sun	Ken Griffin Memorial Run	Marv Coulthard	250-537-5206	coulthard@saltspring.com
Oct 1	Sun	Northern Pod Run to Concrete	Dave Collis	604-465-9403	davecollis@shaw.ca
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



More Morgan history, submitted by Craig Runions: This photo was published in a July 1960 Road & Track interview with Peter Morgan. These are the Morgans of the 1952 RAC Rally winning 3-car team: #136 - J. Goodall, #137 - P. Morgan and #138 - W. Steel. Peter Morgan himself raced KUY 387 at Le Mans in 1952. Ten years later, Goodall's navigator, Terry Hall, became the first owner of my car when Peter pulled chassis #5092 off the production line in 1962 and KUY 387's body was mounted and registered to Terry as 138 GAB. That's Hall next to Goodall in HUY 982 and there's Jane next to Peter in KUY 387. See also my article on www.mognw.com. (Editor: The article from Road & Track will appear in a future NWMogazine.)

2006 MOGNW MEMBERSHIP AND DUES FORM

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

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;

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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