

IT'S DUES TIME!
US\$24/CDN\$27 thru 12/31;
US\$30/CDN\$36 from 1/1



Hamma Hamma or Bust

Kay Jones

On Saturday, Oct. 20, ten Morgans (without any support vehicles) converged on the town of Belfair under a fog blanket to start the annual Bob Nelson Run up Hood Canal to Sequim. The 135 mile run included a side trip of about 15 miles up to the Hamma Hamma Campground for a pit stop.

This was the second try to reach this lofty destination in the annals of club driving events.



Some years ago the same destination was part of a similar tour set up by the rallye team of Button & Runions, the latter who set this year's course. We never made it to Hamma Hamma in the previous run because a key bridge was being replaced and passage was impossible, although Bob Nelson thought about trying to traverse the construction site. The aforementioned rallye masters made a variety of lame excuses.

To add further to questioning their route planning skills, we were then subjected to having to drive to the top of Mt. Walker

Continued on page 4



It's Christmas Party Time!

Celebrate the holidays with MOGNW Pods ... Information provided by the four Pod Reps

Join your fellow Morganeers at one of more of the traditional Christmas celebrations as 2006 draws to a close! Weather permitting, you might even drive your Morgan! Parties listed chronologically:

Island Pod: Saturday, November 25, at Kit Raetsen & Joanne Cockshutt's, 7852 West Saanich Road, Saanichton. The Pod provides the turkey and ham; guests provide appies, side dishes, salads, deserts, and their favourite beverages. Everyone is welcome! Contact Kit or Joanne if you wonder what to bring. Please RSVP by Nov 5: kitjo@shaw.ca or 250-544-2026.

Midlands Pod: Saturday, December 2, at Craig & Judy Runions, 17759 13th Ave NW, Shoreline. Arrive 4:30-5:00. The Pod provides the turkey and ham; guests bring the hor's doves, side dishes, salads, deserts, and their favorite beverages. Please RSVP: mognw@verizon.net or 206-542-7137.

Northern Pod: Saturday, December 9, at Bob & Judy McDiarmid's, 5017 214A, Langley; Please RSVP: rjmcdiarmid@telus.net or 604-539-4636.

Southern Pod: TBA - contact Heinz Stromquist, henrys@mbsportland.com or 503-224-9576 for more information.



Lee Harman's Morgan at the Midland's 2006 party!



2006 MOGNW Officers and Board

President	Craig Runions	17759 13th Ave NW, Shoreline, WA 98177	206-542-7137	mognw@verizon.net
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Southern Rep	Heinz Stromquist	2618 SW Fairmont, Portland, OR 97201	503-224-9576	heinzal@pacifier.com

TREASURER'S REPORT - OCT 31, 2006 BILL BUTTON

CATEGORY DESCRIPTION	ACTUAL	BUDGET	DIFFERENCE
BALANCE 12/31/05	\$7,327		
EXPENSE			
Awards	\$0	\$400	\$400
Mogazine	\$977	\$1,600	\$623
Island Pod	\$404	\$485	\$81
Island Ferry	\$79	\$200	\$121
Midlands Pod	\$207	\$659	\$452
Northern Pod	\$476	\$598	\$122
Southern Pod	\$465	\$558	\$93
President's Discretionary	\$82	\$500	\$418
Regalia Expense (includes \$3,000 of new badges)	\$4,339	\$1,500	-\$2,839
Oregon Tax	\$50	\$50	\$0
Website	\$173	\$300	\$127
Foreign Exchange Factor	-\$12	\$0	\$12
TOTAL EXPENSE	\$7,239	\$6,850	-\$389
INCOME			
Advertising	\$226	\$250	-\$24
Dues	\$4,244	\$3,600	\$644
Regalia	\$2,579	\$2,000	\$579
TOTAL INCOME	\$7,049	\$5,850	\$1,199
GRAND TOTAL (NET)	-\$190	-\$1,000	\$810
BALANCE 8/31/06	\$7,137		

MEETINGS & EVENTS

Social meetings and events are held monthly in the Island Pod (Victoria), Midlands Pod (Seattle), Northern Pod (Vancouver), and Southern Pod (Portland) 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

>US\$24/CDN\$27 per calendar year (US\$30/CDN\$36 after 12/31)
 >Partial year: US\$2/CDN\$2.25 per month for each month remaining in the calendar year, including the current month.
 >A membership form is at mognw.com or often in the NWMogazine.

SUBMITTING MATERIAL FOR PUBLICATION: GUIDELINES

Address: Send content to the Editor at either the email or postal address above.

Deadlines: The 15th of Feb., Apr., Jun., Aug., Oct., and Dec.

Digital Submissions: Submissions can be in an email as text or as attachments in .doc, .txt, or .rtf formats. Photos and illustrations can be in .tif, .jpg, .gif, or .bmp formats, separate from the text.

Paper Submissions: Paper content of typed text, photos, or illustrations should be suitable for scanning. Digital content can also be mailed on CD or 3.5" disk in the above formats.

Please Avoid: Please try to avoid .doc files with photos in the article as they require additional steps for the NWMogazine. Please do not send .pdf files unless there is no alternative as they require additional steps and may result in lower quality.

Reservations: The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for the NWMogazine. Material that is not time sensitive may be saved for publication at a later date.

Spelling: Please use Canadian, U.S., or U.K. spelling consistently and as appropriate. The reference for all three can be found at: <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

What an incredible year 2006 has been! Sadly, the 9-month driving season for this member has come to an end. Chassis #5092 is basically parked for the winter. Judy and I were fortunate and privileged to partake of many MOGNW events this year, both short (down the block) and long (down the interstate).

The Vancouver ABFM in May and the Nelson Memorial Run in October were the bookends of roughly 4,200 happy Morgan (s)miles for this mogger. In between, I (we) managed to sandwich the Caboose Run, the Wine Tour, Hurricane Ridge, Devils Punchbowl, Rogue River, Concrete Airport, and many other short sojourns about town.

A water pump pulley was the only 'on-the-road' repair/replacement. Performed the repair in a motel parking lot in Grants Pass. Other club members contributed to that repair. I also managed to get a failing water pump (bearing) home from another Oregon trip and replace it in the comfort of my garage. Otherwise, no oil added. No water added. No brake fluid added. No ignition issues. Removed, cleaned and gapped the spark plugs twice. Changed the oil and filter at 2,800 miles. If the truth be known, I did add some air to two tires! Oh, almost forgot the flat tire in eastern Washington.

Please don't get the impression that driving a Morgan is all that this club is about. Or that it's always a piece of cake. Or that it's a contest. Quite the contrary. It's just that some of us find it hard to hold back our enthusiasm. We enjoy sharing our adventures and knowledge. We understand that not all members can participate at this level. For heaven's sake, not all members even own a Morgan! And yet we gladly welcome with open arms all people with the Morgan passion.



Welcome Our New Members!

Geoff & Wendy Hollister
of Sequim, WA,
1958 4/4 2-Seater

Peter Rossiter & Sharon Bushel
of Gibsons, BC, 1960 +4

Karen Jensen of Naramata,
BC, looking to buy a Morgan

David & Pauline Stephen of
Coquitlam, BC, 1967 4/4

Amy Waldrip of Poulsbo, WA,
1963 +4 2-seater

Michael Geluch Obituary

Michael Eugene Geluch, born in Vancouver, Nov. 24, 1943, died Friday, Nov. 3, 2006 after exchanging "I love you's" with his wife, Carole Walkinshaw. Michael is remembered by family members and friends as a kind, gentle and naturally social man whose gift was finding the extraordinary in everyone. He was known for his integrity, loyalty, and dependability. Michael attended Our Lady of Perpetual Help and Vancouver College, traveling in Europe and the Bahamas following graduation. He studied hotel management at Ryerson Polytechnical and Cornell University and worked in the hospitality and golf course industries for thirty years. For the past five years he managed the hospitality suite for ESPN at the Sony Open in Hawaii. He was passionate about many things: First Nations art, the Italian Renaissance, and sports cars - Michael nurtured many a Morgan 4/4 and Plus 8 back to health. He was a community-minded man who served on the executive of both the Canadian and American Club Managers Association. He was a board member of VON in Toronto and Ballet BC for seven years. Recently he and his wife established the First Fund for Gold through Pacific Sports BC to support Olympic athletes. A funeral mass was held Nov. 9 at St. Pius X Church in North Vancouver. In lieu of flowers, donations may be made to the First Fund for Gold (Pacific Sport, 100-4636 Elk Lake Drive, Victoria, BC V8Z 5M1), Ballet BC (Ballet BC, 6th floor, 677 Davie Street, Vancouver BC, V6B 2G6), or the Prostate Centre at VGH (Prostate Centre, 2660 Oak St, Vancouver, BC V6H 3Z6). (Vancouver Sun, 11/6/2006)



October 31, 2006

Dear Northwest Morgan Owners,

Thank You, MOGNW Members

It is with a tear in my eye that I find myself writing this letter. As most of you know it was because of a brain tumor that I have had to close my business, The Morgan Shop. But this letter is not about me; it is about all of you.

Sidney and I moved to Sequim in 1997 and I immediately felt welcomed as one of your own. I felt right at home with you because of this. It was a big move for Sidney and I to pull up our roots and move 3,300 miles away to a strange land, but thanks to you all it was not among a strange people.

Your friendship and love towards Sidney and I proved to us again the wonder of Morgan owners. I write this to give a great big thank you to every one of you who entrusted me to work on your car; and to all you others who made us feel at home. I also want to say that as long as I am here my expertise and knowledge will always be available to you all to help in any way. It's still in me to see that you have the most fun out of your little Moggies. Thanks also to every one of you who have helped Sidney and I through this very difficult time. We are forever grateful.

Sincerely,
Robert and Sidney Couch

Hamma Hamma Continued from page 1

near Quilcene which is by far the roughest road ever foisted on the membership. The Rough Rider Award was duly given to the perpetrators that year.

It was wonderful to see Loretta and the black 4-seater on this aptly named run to remember Bob and observe the fall colors. Colors were displayed, not only by our array of Morgans, but



Nelson Memorial Participants

On the drive, all with Morgans:

Jim & Patti Dietz

Lee Harman & guest

Tom Henderson & guest

Kay & Theresa Jones

James & Rose Moran

Win & Christine Muehling

Loretta Nelson & guest

Craig Runions

Brian & Randy Pollock

Robert & Barbara Stinson

At Couch's:

Pierre & Sylvia Brun

Robert & Sidney Couch

Georr & Wendy Hollister

(with Morgan)

Gary VanHook

also by the sunshine and shadows, the clear blue skies, water, mountains, evergreens and most importantly the deciduous trees. No two were the same. Wow!!

This year's run ended at Robert and Sidney Couch's home/Morgan restoration garage/lavender farm for a picnic lunch. Unfortunately for the club membership, Robert an-



nounced that he was terminating his restoration business for health reasons. He displayed his final restoration project which can only be described as a perfect 100 point +4.

We will surely miss having this resource in our region.



TRAD RETURN TO US DELAYED
United States, October 2006

The MMC request to the US Government (NHTSA) for an exemption to allow the importation of Morgan trads without airbags may not be enough to allow the return of these models. Sales of traditional Morgans in the US ceased in 2005 when the supplies of the previous MMC airbag system, designed for the classic Morgan models were exhausted. Rather than develop a new system, the Company requested the present exemption. Recent news suggests that this exemption will need to be supplemented by a newly compliant powerplant. These two factors make the return of the traditional Morgan to the US shores indefinite.

TRAD SALES SURGE!
Malvern, October 7, 2008

The Company reported that classic style Morgan model sales have robustly rebounded this year with orders for 730 cars so far despite the loss of the lucrative North American market for these models. This has created a waiting list for trad models into next Spring 2007 Trad prices will be increased 2% in April 2007.

MORGAN PAINT SUPPLIER NOW GLASURIT
Malvern, September, 2006

The Works has moved from their traditional paint supplier, ICI, to Glasurit, a very highly respected name in the auto paint field. The new system will provide a computerized record keeping and a spray card on each car, an easy-to-use touch-up bottle with each car (rather than the old plastic gallon cans with dried paint on the sides, a better finish and the painting of the alloy panels on BOTH sides. (MOGNW Editor note: imagine ... BOTH sides!)

AERO III
Malvern, September, 2006

Reports indicate that the newest version of the Aero 8 (3rd), unveiled at the Geneva Automobile Show on March 2, 2006, has not been taken up as well as was hoped. The newest Aero sports a new front end, combining the two wings into a single piece and changes the can of headlights. The modifications reflected the sales of Version II, designed for the US.

BRICKBAT TO MMC

A brickbat to the MMC which announced it will charge £5 to visit the factory, ending an almost 100 year tradition.

NEW PRODUCT CORNER

The MMC now offers a stainless steel luggage rack suitable for traditional model cars with overriders. The rack has a bracket to carrying sidescreens. (£203.83/US\$388.27/C\$438.99)

FOR MORE MOGWIRE AND MMC ITEMS VISIT

www.mogwire.com/ and/or www.morgan-motor.co.uk



The infamous washout/bridge rebuild on our first trip up the Hamma Hamma about five years ago. The road was perfect two weeks prior to this when Button and Runions did the course work.



Mike Powley's secret life as a Musketeer

A Tale of Chivalry

Dave Wellington aka Francois de la Roche Posay

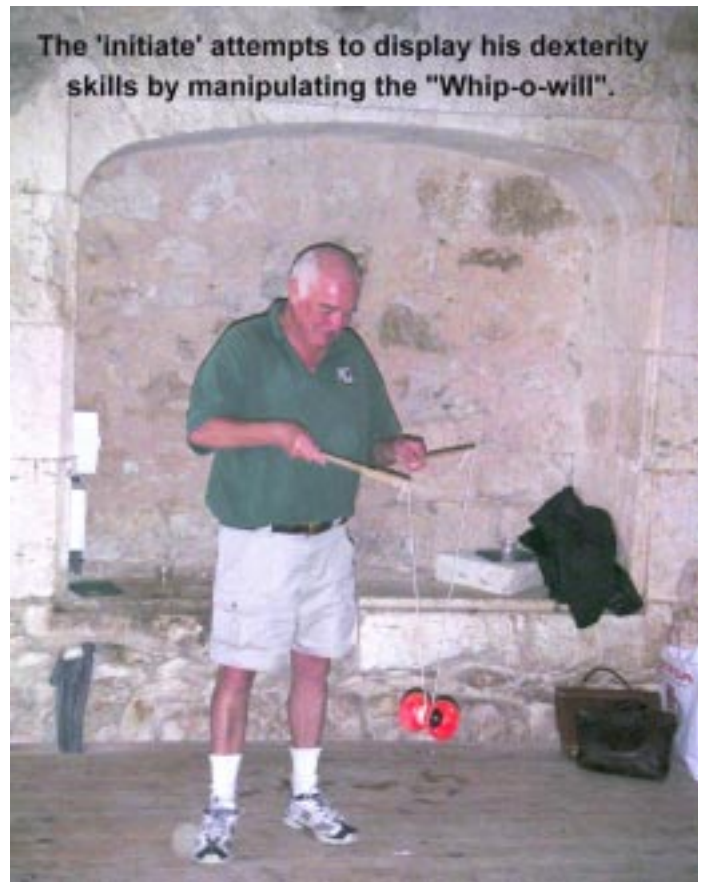
Mike Powley, as all MOGNW members know, is a man of many talents and a wearer of many hats. Not one to be shy, Mike has always taken an active role in our club's activities and has often referred to himself as the potentate of MOGNW, or "THE POT" for short! Other titles to which he lays claim include being our Club Historian and the perennial Master of Ceremonies of ABFMs on both sides of the border. In journalistic circles he has assumed the title of "Motoring Mouth," though he may not admit it.

Now I'm proud to report that our illustrious Mike Powley has donned yet another hat (one with a plume!) and taken a new title, that of Mousquetaire extraordinaire! It all happened this past September at the 20th Anniversary of the Mousquetaire Morgan Club.

A bit of history may be in order here. In 1986 four Morgan owners from southern France (two from Toulouse, one from Corsica, and one from Biarritz) were sipping armagnac and complaining about the Morgan Club of France which was controlled by Parisian Morganists. After a few more drinks a brilliant idea struck the disgruntled foursome. They decided to form a new club of Morgan owners from southern France and named it after Alexandre Dumas' beloved novel "The Three Musketeers."

The founders assumed the roles of the four principal characters in the story *D'Artagnan, Athos, Porthos and Aramis*. And voila, the Mousquetaire Morgan Club was born. Membership is by invitation only and annual meetings have been held for the past 20 years at various venues in France, Italy and Portugal. The club boasts 28 Musketeers and their ladies. Most members are French but England, Belgium, Italy, Portugal, U.S., and now Canada, are also represented.

Many MOGNW members will recall when three of the original founders drove their 4/4 Morgans around the world (the famous Tour du Monde) in 1994. Without support vehicles the three Morgans began their heroic adventure in the Gascony region of southwestern France and traveled east across Russia, Mongolia and China. One car and driver (Porthos) stopped at Beijing but the other two (Athos and D'Artagnan) continued to Japan, across the U.S. and completed their incredible journey at the Works in Malvern, two months and 20,000 miles later! While their Morgans were being shipped across the Pacific from Yokohama to the Port of Tacoma, D'Artagnan and Athos were our guests at a welcoming party hosted by MOGNW in Bellevue. I'm sure Powley, the Club Historian, could dig up a photo of the Frenchmen on bended knee in their Mousquetaire garb being



"knighted for heroic deeds" by none other than "The Pot" himself!

Let us now fast forward to this September. The 20th Anniversary was held at the Bastard Hotel in Lectoure, an ancient walled village near Toulouse. Twenty Morgans and a couple of rental cars participated in the three-day event which was jam packed with exciting activities. To name a few, there were visits



to historic chateaus, a casino, an Armagnac distillery, an excavated Roman settlement, D'Artagnan's childhood home and delightful country drives through the scenic region of Gascony. Traditionally at Mousquetaire events fine cuisine is a high priority and this meeting was no exception. Accompanied by fine wines, every meal was a marvelous culinary experience.

How did Mike actually become a Mousquetaire, you may ask? Well, I should explain that I was accepted into the Mousquetaire ranks at a meeting in 1999 near Roquefort, France. My initiation involved being blindfolded, submerging my head in water, then flour, and finally being shoved into a pool. (If you want the gory details, go to your Miscellany archives, January 2000 issue, page 20!). I suspect that Mike imagined he was headed for a similar fate, but the Club had other plans. Mike was asked to demonstrate his dexterity skills by manipulating a 1950s Acme toy called a Whip-o-Will. The object is to keep the bobbin balanced on the string but, of course, it flew off in an uncontrolled direction and crashed into a tray of champagne filled glasses.

Having failed the first test, Mike knew that worse things would follow. At noon on our final day we drove to the town of Condom (derived from the Condatomagus, an ancient market place in Gallic France). Here all 44 of us boarded a floating restaurant for a charming river cruise and delicious lunch. At the conclusion of the meal Rosemarie was seated at the ship's stern in full view of the club members and their wives. Mike then made his grand appearance rather skimpily clad. Since chivalry is a prized attribute among Mousquetaires, Mike was required to profess his undying love and devotion to his Lady Rosemarie. You'll have to ask Mike for the details but, suffice it to say, the town's name was a contributing factor! As we raised our glasses in a congratulatory toast, everyone agreed that Mike passed his final test in admirable fashion.

The Grand Gala Dinner was an elaborate affair held in a spacious restored abbey in Condom. With twenty uniformed Mousquetaires looking on, Mike was presented with his cloak and plumed hat and then officially proclaimed a "Mousquetaire." I'll have to hand it to the French - they definitely know how to "eat, drink, and be merry." The camaraderie and *joie de vivre* of this little band of Morganists is amazing to behold and Mike and I feel honored to be included.

So this is the end of my tale. The next time you see Powley he'll have an extra swagger to his step. Please remember to bow a little lower to "The Pot" and treat him with the respect which he so justly deserves, for he now wears the mantle of a Musketeer.

"Un pour tous, tous pour un!"



Island Pod Picnic: Port Renfrew

Lesley Douch

July 15, 2006

A small, but select group led by Joanne Cockshutt and Kit Raetsen (+4), Roland Gilbert on his own (+4), Leo and Trish Lee (4/4) and Ken and Lesley Douch (4/4) met at the Evergreen Centre in Sooke around noon (where Ken was approached by the driver of a VW van, who turned out to be a RN captain and the proud owner of a Fiat twin-cam +4 Morgan at present in the Isle of Man). We carried on to Botanical Beach through Shirley, where we picked up Bill and Jeri Button and Loretta Nelson in Bill's Bentley (being greeted also by Lloyd Reddington (+8), who then returned home to catch up on chores - he did a lovely job of mowing the grass).

Travelling more or less together as far as China Beach, we stopped there to remove Leo's loose number plate, and then on to the parking lot at Botanical Beach - the road has been improved, but is still extremely interesting in places. The drive was energetic, but not very fast because of the bumps. The parking area being quite full, it was decided that Plan B would be a better bet: the beach at the Pacheedaht Camp Ground. There we were able to park the cars together on the sandy

beach while we enjoyed a very pleasant picnic, managing to find a place out of some of the wind and enjoying the birds and beautiful scenery. There was a small dead shark on the beach, but nowhere near the amount of sea life that is normally visible in the pools at Botanical Beach. On the way back to the Reddingtons' estate for BBQ dinner, some of us took a short walk on the beach at Jordan River (where Ken found one of his front indicator lights had been left somewhere on the bumpy road). Although Port Renfrew is in the rain forest, it was actually a lovely day, and it did not rain at all this trip.

The fillet of beef BBQ was wonderful, with lots of hors d'oeuvres, veggies and superb desserts all made by Treacy (though this, together with catching up with work at home after their recent absence, meant she did not participate in the outing - apart from supplying Bill, Jeri and Loretta with an enormous and very tasty-looking picnic). The extensive liquid refreshment table was much appreciated. Jane Cowan (4/4) was able to join us in the evening for the BBQ, but could not make it to the picnic. Treacy was presented with an early birthday cake: a slice of gateau complete with emergency candle. As Treacy is Captain of a Dragon Boat Team in Victoria, she requested that donations to that cause would be welcome instead of an entry fee for this event - an excellent idea. Many thanks to all the organizers!

Lake Cowichan Run

Pat & Roland Gilbert

September 9, 2006

With the four morganans of Charlie Baker, Leo and Trish Lee, Jane and Don Cowan, and Kit and Joanne, the Gilberts led the group in their tin top via various back roads to the Spring Beach Park on the shore of Lake Cowichan. This is a B.C. Forest Service park that has many old growth trees with many new trees growing amongst them. The large trees appear to be sitting in a green maze of light. Very beautiful.

The picnic lunch was enjoyed near the water along with various liquid draughts. Jane and Don, and Kit and Joanne told

us of their mutual experiences on a certain Queen Charlotte adventure with whales, etc., which was most interesting.

Unfortunately we had lost most of our sunshine in the last half hour of our journey, but we drove back into it on our way home and enjoyed it the rest of the day.

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Great Morgan Video Links ... Morgans in Action!

Leo Lee

Alex Schapp sent me these great Morgan video links. They are worth a look!
From Holland: <http://video.google.nl/videoplay?docid=-312780072436460079&q=internetschaap>
From Africa: <http://video.google.nl/videoplay?docid=5613440609158220141&q=internetschaap>



Hunter's gorgeous, prize-winning Super Sport approaching turn 2 at the MOG 36 autocross at Summit Point Raceway.

Who Else Used Sliding Pillars?

Steve Hutchens

I've laboured under the impression that Morgan was the only car that used sliding pillars. Not so. Surfing a bit, I found that Lancia, and perhaps others, also used the design.

A sliding pillar suspension is one in which a wheel is positioned laterally and longitudinally by a circular piece which slides vertically along a simple rod (the pillar). Most sliding pillar designs use a concentric spring around the pillar, resembling a non-damped strut or coilover. This suspension type was designed for the three-wheeled Morgan cars, and was patented by H.F.S. Morgan in 1910. The Lancia Lambda used a pair of sliding pillars as the first independent suspension in 1922. Use of this design continued through the 1960s on certain automobiles, and was finally abandoned by Morgan in 2000's Aero 8.

Source: www.answers.com/topic/sliding-pillar

Island Pod Run: Crow & Gate

Lesley Douch

1 August 27th, 2006

Kit Raetsen & Joanne Cockshutt (+4), Trish and Leo Lee (4/4), Garnet and Hal Irwin (+4) and Lesley and Ken Douch (in their newly-acquired +8) met in Mill Bay for a run to the Crow & Gate pub, intending to pick up Sue and Marv Coulthard and family from the Salt Spring ferry on the way. Unfortunately, we spotted



Marv at the gas station, where a very young pick-up driver had decided to leave the pump in reverse - straight into the Morgan. Ken, of course, had his toolbox with him and they removed the bumper, with smashed lights, and checked out the rest of the damage. Luckily the car was drivable and the Coulthards all finally made it to the C&G, after speaking with the police.



The rest of the group arrived somewhat earlier at the pub, following the lovely scenic route nearest the ocean. Helen and Al Allinson (+8) were waiting for us, having arrived a minute or two earlier. Pub grub and beer, etc., were served and enjoyed by all in the very pleasant surroundings. As the day was, as usual this summer, absolutely gorgeous, we followed lunch with walks around the property looking at this supposed replica of a pub in England (close to Ken's birthplace, so he's checking it out!). The Allinson +8 also obviously enjoyed itself and balked at leaving, so had to be push-started by some of the group. It was a lovely outing for Morgans, with perfect weather.

Grants Pass Run

Pat Miles

MOGNW was ably represented by Ken and Pat Miles and Craig and Judy Runions. It was gorgeous weather, but the boat trip we were looking forward to was cancelled due to low river levels.

We had a parking lot party every night, lots of good food, and great drives during the day.

Craig did in another water pump so we have pictures of Ken and Craig stripping the car and starting the repairs.

The Morgans on the Grants Pass Run stop at the Butte Creek Mill in Eagle Point, OR



Repairs on the road - all part of the experience



Looks like the start of a party at the Riverside Inn

THE TOY BOX
has room for your stuff



1963 Morgan

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- * Boats & Trailers by size
- * Small projects may be OK
- * Newer heated building
 - * Easy Access
 - * Northgate Area

Brad Green

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Salem, OR 97305

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Cell: 818-388-2478

Vintage_cars_tech@yahoo.com

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



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

- '07 **AERO 8** All new Series III unveiled at the Geneva Auto Show // **ORDER YOURS TODAY!**
- '05 **AERO 8** Ferrari Pozzi Blue/croc' embossed Shetland Poppy red 800 miles, as new! // **New Lower Price!**
- '05 **AERO 8** Special Order Silver Shark exterior, factory side exhaust, 5.1K miles! // **NEW LOWER PRICE!**
- '03 **+8** 35th Anniversary Edition, Silver/Dark Grey Metallic wings; Koni Just won Best in Class at MogWest 24!
- '02 **+8** 3.8k miles, BMW Imola Red/Black Leather
- '98 **+8** Fiat Avorio Chiaro/Tan Leather, one owner car sold new in 2000.
- '87 **4/4** Silver Body/Black Wings, 19k one owner miles, new butter soft red leather seats w/black piping, stainless steel/chrome wire wheels double eared knock offs, new Vredstein radial tires
- '66 **4/4** chassis B1190, one owner car is rare example of the narrow bodied Series V newly rebuilt Weber 2 bbl. carb, new brake master cylinder and all brake hydraulics, all fluids changed, great driver.



- '52 **+4** **FLATRAD ROADSTER** Ming Blue
- OTHER MARQUES**
- '71 MGB GT | '70 JAGUAR XKE | '71 MOTOGUZZI | '68 MB 230 SL | '67 AUSTIN HEALEY 3000

- '65 **+4** BRG/Black wings completely rebuilt SuperSport Spec, 72 spoke chrome steel wire wheels, new black leather
- '64 **+4** Raspberry with Brown Leather, All alloy low profile SS body, 167 dyno'ed HP **SALE PENDING!**
- '59 **+4** **ROADSTER** Red on beautiful red leather

Morgan
WEST
Authorized Morgan Motor Car Dealer

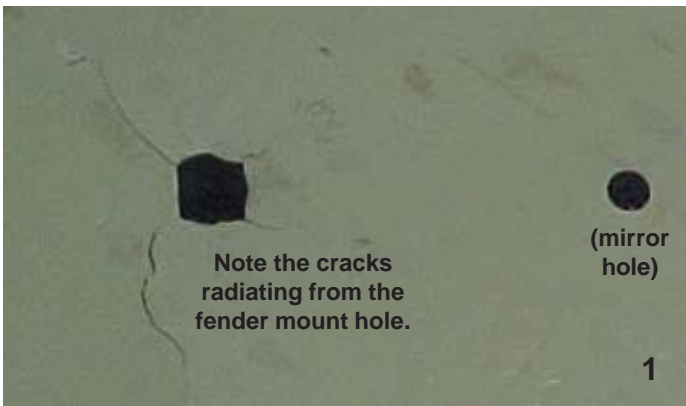
Fender Cracking

Moggie Mechanic

Modifications to the Morgan Fender to Stop Cracking

I've been talking about a lot of simple things recently, but here is something for the more mechanically inclined. If you're not a "do it yourselfer" just take this article to a shop and get it done.

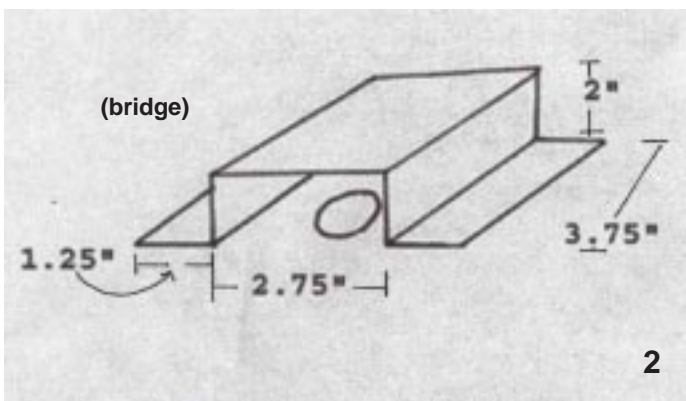
The design of the Morgan has a problem where the fender support attaches to the sidelights on the front fenders. After years of use, tiny cracks start to radiate out from beneath the sidelights in a star pattern (see figure 1). This can eventually lead to complete failure and the support becoming detached.



Many times this is repaired by simply repairing the cracks and welding a plate on the bottom side of the fender. Unfortunately, after a few years the cracks may reappear and you have to repair it again. Recently I saw a novel way of repairing the fender and am assured that after many miles it will still hold up. This is the way the modification was explained to me.

Step 1: Repair the cracks by welding and fill the hole with welding material.

Step 2: Weld a reinforcement plate (4" x 4" piece of 3/32" or 1/8" steel) to the underside of the fender. It should completely cover the hole and repaired cracks (see figure 3).



Step 3: Weld a bridge structure (see figure 2) to the reinforcement so that the hole is under the bridge and more or less centred. The bridge is applied as in figures 3 and 4 and is located perpendicular to the side of the car (see figure 3).

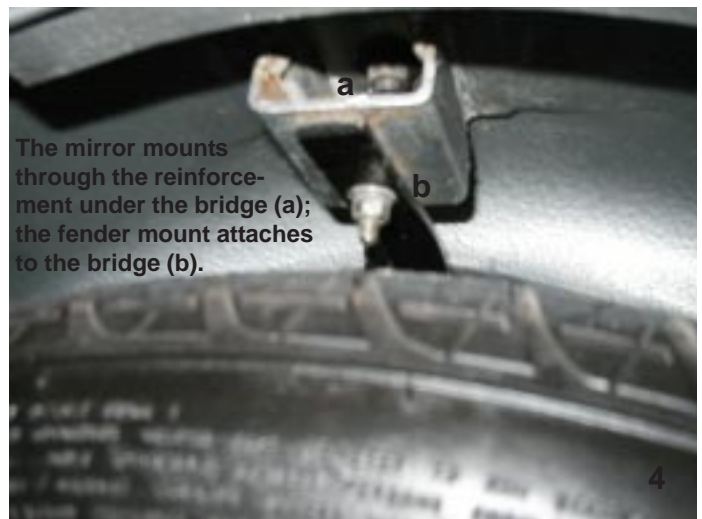
Step 4: Identify the correct location for the light and drill a hole through the repaired fender and the reinforcement plate (not through the bridge).



Step 5: Remove the fender support brace (the curved piece of flat steel that supports the fender), cut about two inches out of its height, and reweld it together so that when put back on the car it sits just under the new bridge structure. Adjust the length of the fender support so that the top of the fender is level when viewed from the front. If you cut off a little too much, add a few washers to adjust the top of the fender so that it is correct.

Step 6: Drill a hole in the bridge the same size as the hole in the fender support bracket.

Step 7: Bolt the fender support brace to the bridge (all you have to have is nimble fingers and a ratchet wrench). The light bolts through the hole in the top of the fender ("a" in figure 4) and is held on with the nut shaped device that was used



originally. The stem of the light no longer supports the fender as it did previously. The fender support is bolted to the lower level of the bridge with a grade 8 bolt.

The fender is now supported by the bridge and the fender reinforcement and the stress on the fender is well distributed over a much larger area (see figure 4). With the stress so widely distributed, the fender should not crack in the future. Unfortunately this process cannot be done without damaging the paint on the fender so is best done whilst you are repainting the fenders.

Thanks to Ken Miles and Steve Sillett of PanelCraft for help with this article.

Happy Motoring, MM

Concrete Run

Dave Collis

All the beautiful weather we've had this summer, and I wake up at 3:00 in the morning on Sunday, October 8th listening to the RAIN!! Why today of all days?

Regardless, it wasn't actually raining when I set off, top down, to gather with the other Morgans in Abbotsford to start the run to Concrete. Showing up in Morgans were Ruth and myself, Les Burkholder with Ron Thoreaux riding shotgun, Bob and Judy McDairmid, Win and Christine Muehling, with June Burkholder and Yvonne thoreaux in a tin top, and Powleys in almost a Morgan--his green Jag.

A quick run to the border with basically no wait and on down Hwy 9 to Sedro Wooly. 25 mins. along Hwy 20 and we arrived at Concrete Airport. Shortly after, the U.S. contingent arrived with Morgans of Runions, Kay Jones, Loretta Nelson, Gerry Seligman, the new V6 roadster of Stinsons and of course, Harold's beautiful 4/4.



Harold receives a certificate from Craig

me to fly for a while, which was a little hard due to the bumpy air over the hills. After the rides, it was time for us to leave, so Concrete Run #3 was over. A very big thanks to Harold for putting up with us for the day. He really goes out of his way to make us welcome.

Making an appearance in tin tops were, McCabes, Wellingtons, Bill Mote, Tim Johnson, Art Colby and friend Rae, and Terry Campbell and Martha. Harold Hanson, our gracious host, opened his hangars so all could wander at will around his outstanding collection of restored light aircraft. Lunch was served and Craig presented Harold with a certificate of appreciation from MOGNW for hosting the Concrete Run. Later, numbers were drawn from a hat and four lucky people were given airplane rides: Tanya Seligman and Dave Wellington went in a Lake amphibian and did some touch and goes on Baker Lake. Loretta Nelson and Rae Cruikshank were airborne in a 1943 PT19, a WW2 open cockpit 2-seat trainer. All four came back with great big grins on their faces. I was lucky enough to sneak a ride in the PT19 at the end of the day, and Mike allowed



Dave Collis



Loretta Nelson



Dave Wellington

October Northern Pod Report

Win Muehling

Mark December 9 on your calendar, as it is the Northern Pod's annual Christmas Party being hosted this year by Judy & Bob McDiarmid in their Langley home. Please let Bob and Judy know as soon as possible if you are able to attend (604-539-4636 or rjmcidiarmid@telus.net). No excuse not to attend if your Mog is out of commission and a great way to meet some of your fellow club members if you have been unable to attend our monthly runs!

We were once again blessed with excellent weather for the 14th Annual Vancouver to Whistler All British Run organised by Colin Fitzgerald of Octagon Motors. Unfortunately, as a club we had our smallest turn out in years due to the fact that some of our regulars decided to go on vacations during the month of September while other members had cars in sick-bay. For those who participated, it was a great day with glorious sunshine and plenty of cars to admire.

Sheryl and Irvin Bryant-Harlos (1970 4/4), Dave and Ruth Collis (1963 4/4), and Douglas and Gillian Seager (1960 Plus 4) joined Christine and I (1986 Plus 8) for the drive to Whistler from the North Shore Auto Mall, with a lunch stop at the Brew pub in Squamish (good food and speedy service and, unlike last year's luncheon stop, no hot soup spilled in my lap by the waiter!). Pam Mahony and Chris Allen cancelled at the last minute as Chris threw out his back the night before. We did run into John Rennie (sans 4/4) having a peek at the cars, but unable to make the run. Ric MacDonald was seen in his 4/4 but had opted not to join us. Steve and Liz Blake were out in full force with no less than two cars (Morgan plus MG) since they had overseas visitors as passengers and were also unable to join us, but we did encounter them again in Whistler.

In spite of the extensive road construction, no delays were experienced and we made good time. With the widening of the highway, one is actually able to enjoy more of the scenery due to the removal of a lot of trees and rock outcroppings. Definitely an improvement once it is complete, and much safer.

We joined a hundred or so other British classics at Blackcomb Square in Whistler in the beautiful sunshine. Running into old friends, we barely had time to look at the cars. It wasn't long before we also spotted Vancouver Island Pod member Drew Irwin from Saanich who had come over in his Morgan with a friend. Seen again was the same red Plus 4 4-seater that was spotted last year, but couldn't locate the owner.

Dave and Ruth Collis headed back to Vancouver soon after the award ceremonies, while Christine and I took advantage of the sunshine and took a quick trip up to the end of Pemberton Meadows. A lovely drive with virtually no traffic. Douglas, Gillian, Sheryl and Irvin joined us for dinner at "Carambas" - a moderately priced Mediterranean restaurant with excellent food and service - a combination hard to find these days. The rooms provided by the official host hotel, the Crystal Lodge, were a bargain at \$109. Large suites and newly refurbished, with plenty of secured underground parking. A great weekend came to an end for us early on Sunday morning, as we needed to head back to Vancouver, the reward for rising early being virtually no traffic all the way to Squamish.

October 3 was what appears to be an annual event - the run to Harold and Geraldine Hansen's aircraft hangar in Concrete, WA. and organized once again by Ruth and Dave Collis. Turns out that the weatherman was a little optimistic about the sunshine and we had to leave Burnaby in pouring rain with the top up for the drive out to the Sumas border crossing. When we

arrived at Harold's the sun came out and with the help of Harold's coffee we soon warmed up. It wasn't long before we were joined by about a dozen Midland Pod members. We enjoyed looking at the planes. Thanks, Dave, for organising this run and a special thanks to Harold for being such a gracious host. (see page 12 for more on this run)

On October 20, the Muehlings (1966 Plus 4) headed down south to Belfair, at the southern end of the Hood Canal to meet up Saturday with nine Midland pod members for the annual Bob Nelson Memorial Run. The meeting place - you guessed it - the Golden Arches in Belfair! Great minds all think alike. President Craig led us along the hood Canal for a 135 mile scenic drive to Sequim. Here we enjoyed a lunch of hotdogs and hamburgers while admiring Bob Couch's newest creation, a no expenses spared restoration of a Plus 4. Sadly, this may be Bob's last restoration for a while as health reasons force him to retire from the business for the foreseeable future. Thanks for your hospitality, Bob & Sidney and best wishes for a speedy recovery!

After thanking our hosts, we then started our journey home via Port Townsend where we were able to find an excellent B&B, under Craig Runnion's direction, which coincidentally was Craig Runnion's brother-in-law. The "Ravenscroft" was most hospitable and we can highly recommend it. The next morning we caught the ferry to Whidby Island and after a short visit to relatives we arrived back home in Burnaby, having completed about 500 miles in our Plus 4 - 4seater. This was the longest run in the Plus 4 since acquiring it, and although somewhat under-powered in comparison to our Plus 8, it is a lovely touring car, with suspension and seating being superior to the Plus 8, though 20 years older.

The year is slowly drawing to an end and it is time to think again about next year's activities. How about some new ideas or suggestions for 2007 events? How can we make our runs even more interesting and even more fun? What does it take to get more members out to our runs? Would you like to see more overnight runs? Saturday runs instead of Sundays? How about volunteering to put on a run? In particular, we need someone to organise our March and April runs. Please let me know.

Finally, a big "Welcome " to our new members in the Northern Pod. From the Sunshine Coast (Gibsons) we have Peter Rossiter and Sharon Bushell. They own a 1960 Plus 4. Up in Naramata, we have Karen Jensen who is seriously looking to buy her first Morgan . In Coquitlam, we have David and Pauline Stephen who have just purchased a 1967 4/4.

Winter Banquet in La Conner

Date: Saturday night, March 24th, 2007

Location: La Conner Country Inn, www.laconnerlodging.com or 360-466-3101. Twenty-eight rooms are blocked for Saturday night at \$109 plus tax.

Dining: On-site banquet with outside caterer (TBA)

Reservation deadline: Wed., Jan. 24, 2007, for the blocked rooms and the special rate!! Rooms are individually reserved with credit card info and individually billed.

Cancellation deadline for reserved rooms: Thursday, March 1, 2007.

Don't miss this special event: The Winter Banquet is a biennial event, so plan to be there. Make your reservations now and watch the next NWMogazine for more details. La Conner is a beautiful place to visit even in March. Who knows, you might even want to take your Morgan!

Morgan Overflow System (Plus 4)

How to simply keep your Morgan from overheating Dr. Robert, Morgan Consultant and Connoisseur

This article assumes that your engine is in good order with proper carb setup (not running too lean), the ignition timing right (not too much advance), and the radiator is in like new condition.

The pictures with this article explore an easy and neat way to install a radiator overflow system on a Morgan. I designed and have been using this system for over 20 years and have found it to be both efficient and easy to install. There's only one bolt hole to drill and maybe a radiator filler neck to replace.

The filler neck and overflow-type radiator cap: The factory radiators in the 1950s and 1960s came with a 1" deep filler neck soldered to the radiator, but a 1" deep overflow-type radiator cap isn't available in the USA or England. I have often seen a 3/4" deep overflow cap mounted in a 1" deep filler neck. You might as well run no cap at all.



Radiator cap theory: Let me explain the difference between a



standard radiator cap and an overflow-type radiator cap because herein lies one of the secrets between a Morgan that overheats and one that doesn't.

When a radiator heats it creates pressure. When it cools it creates a vacuum and has to suck something from some-

where so that it doesn't collapse.

A standard radiator cap only seals on the bottom of the filler neck and has a little flapper valve in the bottom. It doesn't seal to the atmosphere at the top. Since it doesn't seal at the top, when the radiator cools it sucks in air past the top of the cap. This is what the little flapper valve at the bottom is for. It opens the cap to the atmosphere or, if there is an overflow bottle, to the overflow bottle filled with coolant.

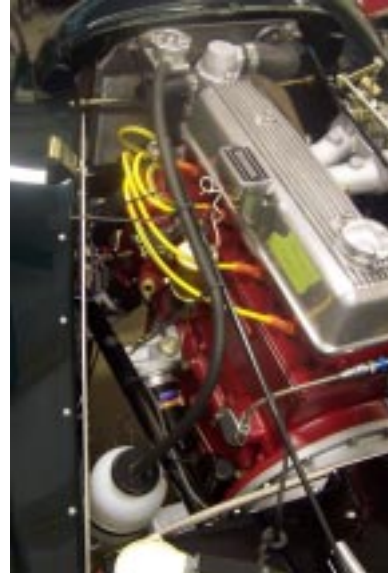
So let's say that you have a standard radiator cap on your car. You run the car hard or in really hot weather, park it, and the heat of the engine dissipates into the water and into the radiator. A little burp happens and you get the usual little green puddle under your car, not much, but added up over time it can account for as much as a pint to a quart of coolant. Each time the car cools air is sucked back into the radiator past the top of the cap. Air in a radiator is death to the cooling system so eventually the car ends up in the overheating cycle.

An overflow cap has a rubber gasket around the top of the cap that seals the cap from the atmosphere and forces the radiator to suck through the little overflow nipple that is on the side of the filler. It's not just there as an outlet - it's also, at times, an inlet. If you put a rubber gasket on a non-overflow cap it will raise the cap and it won't seal properly on the bottom.

My solution: Here is the simplest and most efficient answer to the problem, tried and proven from experience.

Step 1 - the radiator filler neck: The first step is to replace the 1" deep filler neck with a 3/4" deep neck. If you're comfortable with a simple torch and soldering, you can remove the 1" deep neck and re-solder a 3/4" deep neck on the radiator. If you can't manage this job, take the car to a radiator shop and it can be done with the radiator in the car. With the neck replaced, you can use a 3/4" deep 7 pound cap on this filler.

Step 2 - the overflow bottle: You need an overflow bottle and bracket. They can be mounted as in the photo, on the rear inside left valance panel where there is room on all Morgans.



Step 3 - the overflow hose: Run a hose from the nipple on the filler neck down the radiator stay rod and into the bottle. Make sure the hose goes all the way to the bottom of the bottle.

Step 4 - the cooling fan: When I started Morgan Spares Ltd. I knew that Morgans needed a better fan so I designed a replacement engine fan. It is polyester (light weight), has six blades, and pulls about 600% more air than a stock metal fan. The replacement fan is quite

easy to install - it bolts right up to the factory flange on the pulley without any modifications.

Step 5 - fill the radiator: Finally, fill the radiator, start the car and warm it up. Make sure the radiator is filled to the top. Take some of your antifreeze mix or whatever you use (no Guinness, please) and fill the overflow bottle half way. Give the car a good run and park it for the night. Check the bottle the next morning. I'll bet at least half or more of the fluid that was in it is gone.

The design of Morgan radiators is such that they are almost impossible to fill up 100% so you end up with air in the radiator. The air expands when a hot shut off is done and pisses out that little burp of green stuff. When the engine cools, more air is sucked into the radiator and the cycle continues getting worse and then you have that nasty overheating Moggie.

Air in a radiator is death to the cooling system, but with the proper overflow system setup the radiator continues to be filled 100% with coolant. The absence of air makes a huge difference in the way the cooling system works. Every time a little water gets pissed into the overflow bottle it returns back to the radiator and no air gets into the system when it cools off.

This is a very simple job and makes for a neat installation. If the car does boil over for some reason, at least what goes into the bottle then flows onto the ground not all over the engine.

Parts list: Parts you will need to accomplish this include:

- Overflow bottle
- Overflow bottle bracket
- 3/4" deep filler neck for your radiator (if isn't already)
- 3/4" deep, 7 pound radiator cap
- Hose from filler neck to to the overflow bottle
- High-efficiency 6-bladed plastic fan (Plus 4)

(Edited for publication.)

2006 & EARLY 2007 MOGNW CALENDAR

Please send updates and corrections to sphutchens@hotmail.com. The January NWMogazine will have a complete 2007 calendar.

Nov 21	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgspportland.com
Nov 25	Sat	Island Pod Party @ Kit Raetsen & Joanne Cockshutt's	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Dec 2	Sat	Midlands Pod Party @ Craig & Judy Runions	Craig Runions	206-542-7137	meamos@gte.net
Dec 9	Sat	Northern Pod Party @ Bob & Judy McDiarmid's	Win Muehling	604-299-2425	wmuehling@telus.net
Dec TBA	TBA	Southern Pod 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
2007					
Jan 16	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgspportland.com
Jan 20	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Jan 24	Sun	Northern Pod Robbie Burns Run	Mike Powley	604-542-0921	mpowley@telus.net
Feb 14	Sun	Northern Pod Hearts and Tarts Run	Steve & Liz Blake	604-943-6416	stevliz@telus.net
Feb 17	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Jan 17	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgspportland.com
Mar 24-25	Sat-Sun	MOGNW Winter Banquet, La Conner, WA (see page 13)	Mike Amos	425-881-2054	meamos@gte.net

Thanks, MOGNW Contributors!

Steve Hutchens, Editor

Newsletters don't just happen. They come about because people submit content. 2006 has been a good year (six 16-page issues) because of these people:

Ron Akehurst	Keith Kretschmer
Michael Amos	Leo Lee
Chris Allen	Judd Marten
Steve Blake	Ken & Pat Miles
Bill Button	Win Muehling
Dave Collis	Kit Raetsen
Robert Couch	Craig Runions
Marv & Sue Coulthard	Douglas Seager
Hugh Dickson	Gerry & Tanya Seligman
Jim Dietz	Barbara & Gill Stegen
Leslie Douch	Bob Stinson
Pat & Roland Gilbert	Ron Theroux
Frank Gruen	Cuthbert J. Twillie (aka Gary Bell)
Tim Johnson	Dave Wellington
Kay Jones	(I hope I didn't overlook anyone!)

OECC's Ladner-Bellingham Run

Steve Hutchens



Six MOGNW couples enjoyed the 11th Ladner-Bellingham Run. The weather forecast was terrible but it turned out quite nice. A 1911 Rolls-Royce was the oldest of 33 cars on the run.

Enjoying the Silver Reef Casino's brunch buffet are (clockwise around the table) Christine and Win Muehling, Ken and Pat Miles, Hames and Heidi Marshall, Mike and Rosemarie Powley, and Liz and Steve Blake. Celia Obrecht and Steve Hutchens were at another table. If you live in the northland, put this event on your calendar next year!

WARM REGALIA FOR FALL AND CHRISTMAS GIVING



Blue Denim Shirt

Long sleeves go with fall, 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 just go with fall. The embroidered Morgan wings tell everyone about your favourite car is a subtle way. Colour: Grey

Sizes: S, M, L, XL, XXL

\$20 Postpaid

Other Items Available

Morgan Wings Polo Shirt: \$23	MOGNW Cap: \$10	Ladies V-neck "T" Shirt: \$22
Raven Badge Polo Shirt: \$25	Lid Latch (a cord with two clips to secure your cap with the top down): \$2	Ladies Tank Top: \$18
Morgan Beauty Polo Shirt: \$19		<u>New</u> Raven Car Badge: \$35
Morgan Beauty "T" Shirt: \$10		MOGNW Lapel Pin: \$2

Fleece Jacket (see photo)

Stay warm on fall Morgan tours. Nicely styled to go with most casual attire. Morgan wings on left font.

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 of regalia, is becoming a MOGNW favourite.

Unisex sizes: M, L, XL

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

\$35 Postpaid

Order from Dick Dice, your Regalia Chairman
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Bainbridge, WA 98110 dadice@earthlink.net

2007 MOGNW MEMBERSHIP AND DUES FORM

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

Morgans Currently Owned:

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

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

2007 Dues for Current Members: US\$24/CDN\$27 through 12/31; US\$30/CDN\$36 January 1, 2007 or after

2007 Dues for New Members: US\$2/CDN\$2.25 per month for each month remaining in the calendar year including the current month (example: US\$24/CDN\$27 in January, US\$22/CDN\$24.75 in February, US\$6/CDN\$6.75 in October)

Remittance: US\$ _____ CDN\$ _____

U.S. Members: Please make check payable to MOGNW and mail your check and this form to Craig Runions, MOGNW Treasurer, 17759 13th Ave NW, Shoreline, WA 98177.

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

Questions: Email mognw@verizon.net or phone 206-542-7137



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