

MORGAN OWNERS GROUP MUG Magazine NORTHWEST

Vol. 24 No. 8,9

August, September 2004



Burt and Mindy McCabe, September 4, 2004

Button photo

MOGNW 2004 CALENDAR

| | | | | |
|---------------|---------|---|------------------|----------------|
| Sep 10-13 | Fri-Mon | Rocky Mountain Revival, Alberta, Canada | the Reddingtons | (250) 646-2288 |
| Sep 21 | Tue | Southern Pod monthly social at Portland Brewing | Heinz Stromquist | (503) 224-9576 |
| Sep 25-26 | Sat-Sun | Vancouver to Whistler All-British Run | TBA | |
| Sep 30 | Thurs | Deadline for the October <i>Mogazine</i> | Craig Runions | (206) 542-7137 |
| Oct 16-17 | Sat-Sun | Bob Nelson Memorial Run Plympic peninsula | Kay Jones | (206) 546-2232 |
| Oct 23 | Sat | MOGNW Board Meeting at Kay Jones' home | Wayne Harris | (503) 472-1911 |
| Nov 7 | Sun | Vancouver to Ladner British Car Run | TBA | |
| Dec 26 | Sun | Northern Pod Boxing Day Run | Mike Powley | (604) 542-0921 |
| Jan 15, 2005 | Sat | MOGNW Board Meeting | Wayne Harris | (503) 472-1911 |
| Feb 4-6, 2005 | Fri-Sun | MOGNW Annual Banquet at Port Ludlow | Wayne Harris | (503) 472-1911 |

TREASURER'S REPORT from Bill Button....

| | |
|-----------------------------|----------|
| Beginning balance, 7/1/2004 | \$12,030 |
| plus dues | 47 |
| plus regalia sales | 340 |
| less regalia purchases | - 212 |
| less Mogazine | - 128 |
| less Bellevue ABFM | - 258 |
| less Vancouver ABFM | - 305 |
| less Victoria Father's Day | - 200 |
| Ending balance, 8/31/2004 | \$11,314 |

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| | | | |
|--------------|------------------|---|----------------|
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Business meetings are held quarterly as published in the above calendar. Social meetings and events are held monthly in the Northern Pod (Vancouver/Victoria), the Midlands Pod (Seattle/Bellevue) and the Southern Pod (Portland/Vancouver) at the times and locations stated in the above calendar. Dues are as stated on the Membership/Dues Form published frequently in this newsletter. Club merchandise can be ordered using the Regalia Order Form published frequently in this newsletter. Limited non-commercial advertising is free to MOGNW club members. Commercial advertising is payable to MOGNW in advance in US\$ and is based on suitable electronic or scanner capable ad copy.

| | | | | | |
|--------------------|-------------------|----|----------------|----|-----------------|
| Business card size | \$ 5.00 per issue | or | 3 for \$ 12.50 | or | 12 for \$ 50.00 |
| Quarter page | \$10.00 per issue | or | 3 for \$ 25.00 | or | 12 for \$100.00 |
| Half page | \$20.00 per issue | or | 3 for \$ 50.00 | or | 12 for \$200.00 |
| Full page | \$40.00 per issue | or | 3 for \$100.00 | or | 12 for \$400.00 |

BOB NELSON MEMORIAL RUN OCTOBER 16/17

This year's Run will cover a clockwise route around the Olympic Peninsula. The overnight venue is the Lake Quinault Lodge. Believe it or not there will be an Octoberfest at the Lodge this weekend. A block of rooms have been set aside for us, \$80 for a no lake view room and \$107 for a lake view room in the Lodge. Call 1-800-562-6672 and reference booking #1991 for MOGNW. The deadline for holding our rooms is September 15 so CALL NOW. There will be a dining area set aside for our group but we will order individually from the menu. The Run will start at the Fauntleroy Ferry dock in West Seattle on Sat. morning, 11:10 departure, so you need to be there earlier. We will establish an additional meeting point for those who may be coming from Tacoma etc. We will proceed from Southworth to the Lodge on some Bill Button well chosen roads. He wants to keep the Rough Rider award. There may be a rallye section involved for the competitive minded with an appropriate prize. The driving distance to the Lodge is approximately 135 miles. If you have any questions or plan to attend, call or e-mail Kay Jones or Bill Button. MAKE YOUR RESERVATIONS NOW

Bellevue ABFM Awards

MO01 - Morgan - 4/4, +4 Roadster

 1st is car #300, a Yellow/Black 1965 Morgan 4/4
 owned by MICHAEL AMOS of Redmond, WA
 2nd is car #279, a Cream/Brown 1955 Morgan +4
 owned by BURTON HUNTER of Mendham, NJ
 3rd is car #211, a Green/Black 1964 Morgan 4/4
 owned by GERRY SELIGMAN of Seattle, WA

MO02 - Morgan - +8 Roadster

 1st is car #278, a Black 2002 Morgan +8
 owned by BRIAN POLLOCK of Mercer Island, WA
 2nd is car #467, a Red 1995 Morgan +8
 owned by MARK HAGESTAD of Edgewood, WA
 3rd is car #484, a Red 1998 Morgan +8
 owned by JUDD MARTEN of Seattle, WA

MO04 - Morgan - Drophead

 1st is car #446, a Red 1961 Morgan +4
 owned by DARYL OZUNA of Redmond, WA

MO05 - Morgan - 4 Seater

 1st is car #451, a Brown 1953 Morgan +4
 owned by KAY JONES of Shoreline, WA

MOGWEST 2004

by Pat Miles and Bill Button

Five MOGNW Morgans made the trip to Cambria, CA. for MOGWEST 2004. Pat & Ken Miles, Barbara & Bob Stinson, Bill Button, Dick Dice and Craig Runions. Pat & Ken were leaving Monday and traveling on I-5 taking a little time to relax. The Stinsons and Dick Dice were to leave Tuesday, spending the night in Roseburg, OR. and then to Ferndale a little neat town just south of Eureka. Craig and I left early Wednesday to drive to Eureka, CA. It was a hot slog down I-5 to Grants Pass. Our only excitement was a flat tire for Craig and the Miles having to bleed the clutch.

We spent an hour in Grants Pass getting the tire fixed and eating ice cream. Then off to Eureka. It was a nice drive getting cooler every mile we went West but the day was a long one. That evening we did contact the Stinsons and Dick Dice and arranged to have breakfast with them in Ferndale.

Now the fun starts. At Leggett we turned West on Highway 1 for a great run on some of the best Morgan Roads in the world. Highway 1 is a twisty road in very good condition. 4 Morgans and their drivers having the time of their lives.

After lunch we drove East at Mendocino on Highway 128. Another great road with a never ending supply of curves. I lost Craig after about the second curve. Poor Dick was stuck behind me. I thought I was a much better and more aggressive driver than Dick. WRONG!!! I couldn't shake him nor could I find a place to get out of his way. This is why we were on this trip and there was much more to go.

From Cloverdale we headed South on Highway 101 to the Golden Gate Bridge. Stinsons stayed on the Coast to Santa Cruz. Craig, Dick and I stayed on 101 thru San Francisco to a Freeway to San Jose. We would spend the night in Salinas. It was during commuter time and it was hot, lots of traffic. Not a good day.

We met up with all at "The Crossroads" in Carmel. Miles, Stinsons and the three of us as well as the Northern Californians headed to Cambria. Now it was back on Highway 1 "The Big Sur". Right on the cliffs above the ocean. Another grand drive. Craig, Dick, the Miles and I did not stop for lunch but continued on to Cambria through even more winding roads.

In Cambria we all stayed at the Cambria Pines lodge where Mog West is based. It was amazing to see all the Morgans and they continued to arrive all through the weekend. Mog West started on Friday night with registration, lots of finger food and a darts tournament. There were lots of old acquaintances to renew, new people to meet, and the reception went on until it was time to go to bed. Especially after our long trip.

Saturday morning was the day of the concours show in the parking lot and they had gone to a great deal of effort to arrange the classes so that everyone felt comfortable with the level of scrutiny. The Miles were in Premier class having won their class before, Stinson's car looked so great that they put him in restored class. Dick somehow or other also got into the restored class, but Button and Runions were in the drivers class and looked great as they had both put on a good coat of polish. Craig was especially pleased with the look of his engine and even more pleased with its performance after his recent rebuilt. The show finished around 12 after we had all been judged and were able to check out everyone else's car. I don't think that I have seen so many sparkling Morgans in my life. It appears that the trouble in California is not rust but the effect of the sun on the paint and everyone takes great trouble to keep their cars in great shape.

Saturday afternoon we went on a rally through the surrounding area. 43 entrants. Some of the roads were through town streets but others were roads meant for Morgans, with tight turns, wrongly banked curves, and in places gravel. Unfortunately one of the three wheelers lost its brakes on a steep hill and ended up in a ditch above a large drop and had to be pulled out. Luckily no one was hurt although the passenger from the UK was ejected from the car and the car suffered only minor damage. Driver Dice in his +8 and Navigator Runions won the Rally with an error of just over 1 minute!

In the evening we had a BBQ of stupendous proportions at the Willburn's ranch. Here again all the cars lined up and we could see the colours change as the sunset. Button was eager to purchase pictures of his car on a key ring. Don't be surprised if you get one for Christmas! Eventually we all went home tired and ready for bed. The journey home was a test for everyone to see if Lord Lucas would be a help of hindrance. Just a reminder to the Stinsons to change their lights over so that they dip the correct way as they carefully changed them for New Zealand but have not changed them back.

Sunday Morning was billed as the Regularity/Irregularity Event and no one knew what to expect. It turned out to be a short rally up some interesting dead-end roads into the heart of the countryside where there were checkpoints. The irregularity part of the event was a list of "pesky" questions that had to be answered on route but as we found out, they were not in order but all over the place so the navigator had to not only keep their eyes on the road but memorize all the questions in case they flashed past. It was however very good fun with cars going everywhere and gophers running as fast as they could off the road as they had never seen so many cars.

MOGWEST 2004 continued

The afternoon was free time when we all had time to relax. We went down into the town of Cambria, feasted on the local ice cream, visited the restaurants, craft shops and markets and tasted a little of the local wine. It was also a time to check the car over, fill up with gas and get ready for the early start the next day.

In the evening it was time for the closing banquet when we were all regaled with Morgan songs by the MC, entertained by a band, presented with trophies that we had won over the weekend and filled up with a delicious prime rib of fish dinner. It was a time to say our final goodbyes to all the new and old friends we had met and plan the quick get away after breakfast.

Monday morning we were on the way home. All 5 of us, plus Steve Roake who would be with us until San Francisco. Highway 1 to Fort Bragg where we spent the night. Wonderful drive between the tall Redwoods especially after we had made it over the Golden Gate bridge with not too much traffic. Tuesday we split up at Eureka. The Miles and Stinsons stayed on the coast while Dick, Craig and Button took Highway 96 to Yreka on I-5. As soon as we left the coast going East it became hotter and hotter. But what a drive!! The coast road was a little cool in places but the scenery was breathtaking. Button, Runions and Dice got a little hot on their way home through the interior and took a time out to test the Kalamath River waters. The road was just too hot!!!

We all arrived home safely, vowing to return to MogWest again and bring some more members of MogNW to enjoy the weekend another year.

MOGNW Business Meeting Minutes

July 10, 2004, 10:00AM, at the home of Craig Runions, Shoreline, WA.
(Edited for publication by the Editor)

Present. Wayne Harris, Ken Miles, Kay Jones, Craig Runions, Bill Button, Pat Miles, Judd Marten, and Gil Stegen.

Apologies. Heinz Stromquist, Marishka Marten.

Agenda. Adopted with the addition of Port Ludlow report to old business.

Minutes. Moved, seconded, passed to approve the minutes as circulated.

Treasurer report. Bill reported initial balance of \$8,385.46 and final balance of \$12,030.32. Father's day, Vancouver ABFM and Mogazine bills to pay. Membership is up so dues are up. MSP to approve report.

Old Business

Name tags. Pat reported. Long discussion. Gill to report next meeting.

Port Ludlow Annual meeting Feb. 5, 2005. Jones reported. Further details later. Advertising will go out via the Mogazine and people will book their own rooms.

Reports

Northern. Ken reported. Lots of events and participation.

Midlands. Judd reported.

Southern. Wayne reported.

Mogazine. Craig reported.

Regalia. Dice reported.

Historian. No report.

New Business

Nominating committee. Discussion. A nominating committee was set up composed of Harris, Stegen and Jones.

Car Badges. Discussion.

Mogazine. Discussion.

Up coming events. Two ABFM's, Wine tour, Rocky Mountain tour, Whistler as well as local meetings.

Next meeting. October 23 at Kay Jones' house at 10:00AM. We will discuss next year's calendar.

Adjournment. Meeting adjourned at 11:37AM.

THE NORTH SHORE 'PHOENIX' RUN, SUNDAY, JUNE 27TH

by Hugh Dickson. Photos V.Fraser and P.Miles

Spectacular scenery and machinery, including an Alfa Romeo estimated to be worth up to \$5 million (U.S.), were highlights of a Northern Pod group run Sunday, June 27th, led by Hugh Dickson in the '58 Morgan 4/4 he's been driving for 41 years.

Out for the run in warm sunny weather were Ken and Pat Miles in their dark red '69 Plus 8, Steve and Liz Blake in their blue '62 four-seater, Brian Thomlinson in his green '65 4/4, Bob and Judy McDiarmid in their black '66 four seater, Win Muehling in his green '86 Plus 8, Michael Geluch in his red '83 Plus 8, John Rennie in his white '69 four-seater, and Laurie and Verna Fraser in their burgundy and black '59 Plus 4, acquired last year.

Riding where the driver normally sits in Brian Thomlinson's right-hand-drive Morgan was Nigel Matthews, manager of specialty vehicles for ICBC, responsible for evaluating all agreed-value policies for vehicles with collector status. More about Nigel at the bottom of this story.

Hugh led the group on a one-hour climbing, twisting slow drive past multi-million dollar homes in the British Properties, Chartwell and Westhill residential of West Vancouver - Canada's highest income per capita community.



The route culminated with a stop on Chippendale Road, high above the Lower Mainland, affording a more than 180 degree unobstructed view for 30 miles or more, including Vancouver Island off to the west.



The group drove to the historic Lower Lonsdale area of North Vancouver for a visit to RX Autoworks, a small firm with a growing reputation of excellence in the restoration of vintage and classic cars, where RX partner Ian Davey explained the history of the company and the projects it has worked on, including two vehicles that won first place awards at the Pebble Beach Concours D'Elegance car show.



Undergoing total restoration at RX is a 1938 Alfa Romeo 8C 2900, owned by someone in Florida who picked RX for the restoration work. Powered by a 2900cc dual-overhead-cam straight eight with twin superchargers, this car, found several years ago in a Buenos Aires junkyard, in its day was the fastest production car in the world. The car won the famed 1947 Mille Miglia road race. It was restored once, but not correctly, and the Florida owner picked RX to do it right.

Parked nearby was an identical, restored dark blue Alfa 8C 2900, on loan from a West Vancouver collector, that RX is using to get exact details for work on the Florida one. Unfortunately, Ian wasn't about to stoke up this incredible streamlined machine but told us the super charged straight eight "really howls".

Also at RX the group saw a radically lowered and chopped '65 Jaguar Mark 10, looking somewhat reminiscent of a '49 to '51 Merc. With a lovely pale yellow and green custom paint job, the Jag is being fitted with a Chevy LT 1 V8 engine.

more on the North Shore "PHOENIX" RUN

There was a stripped down '53 Fiat 8V, powered by a two litre V8 engine, an RX-restored white '74 Jaguar V12 roadster sitting high up on a hoist, its undercarriage all sparkling new, a 1937 Alvis Speed 25 convertible in the paint booth, a couple other machines under tarps, and sitting in the entrance, a pristine lipstick red '56 T-bird.

Hugh led the group over to the nearby home of Colin Gurnsey, a self-taught restoration specialist and collector who displayed and talked at length about the restoration and idiosyncrasies of his magnificent 1936 Lagonda LG 45 - which both he and RX worked on and won a first place Pebble Beach prize; his recently acquired 1934 Aston Martin Mark II Sports Saloon - a limited production model and the first one of its type built - and his 1934 MG PA.

The only dark cloud came when a myopic pygmy-brained idiot drove a large white van down the lane where the Morgans were parked, and despite plenty of clearance on his right side, with his left wheel, snagged the corner of the back bumper of Bob and Judy McDiarmid's immaculate black '66 four seater and bent the bumper back about six inches.

Ken Miles to the rescue: Bob planned to display his car at a show the following weekend; Ken said he had a spare rear bumper Bob could use.

Hugh presented Colin with a light-hearted certificate, signed by all on the tour, in appreciation of Colin's opening his doors to a group of fellow car aficionados.



Colin and Laurel Gurnsey hopped into their lovely little two-tone blue '34 MG, which they called "Penelope" and came with the Morgan group for lunch and lots of car talk at Seymour's Pub at the Holiday Inn in North Van.

Ken Miles produce a long-sleeved red sweatshirt with a Morgan outlined in black on front and back; a raffle was held and the winner was.....Bob McDiarmid. Perhaps this will make the bent bumper seem better!

As mentioned earlier, Nigel Matthews of ICBC rode with our group. Earlier this year Nigel, in his capacity with ICBC and to keep up with current collector car values, attended three significant collector car auctions, took more than 250 pictures and wrote a fascinating feature story, lavishly illustrated with some the photos he took, in The Vancouver Province.

Nigel was at the Barrett-Jackson event in Arizona, billed as the world's greatest collector car auction, which attracted 175,000 people and where sales topped \$51.2 million. He also attended the RM Vintage Motor Cars Auction, also in Arizona and the Russo and Steele Auction in the Sonoran Desert close to the Barrett-Jackson site.

Nigel's story and photos in The Province included photos and his reports of a '32 Dusenberg Model J convertible couple which sold for \$904,200; a '38 Lincoln Zephyr V12 coupe street rod that sold for \$574,400, a 1917 Pierce-Arrow that went for \$498,000, a '71 Dodge Challenger R/T which sold for a surprising \$101,700, a '48 Tucker Torpedo which went for \$598,400, a '66 Shelby Mustang GT350 fastback prototype which sold for a mere \$372,300; a '66 Buick Wildcat GS coupe that netted a world-record \$79,800.

Nigel's story also reported two 1955 Mercedes gullwings that commanded figures of \$513,400 and \$488,000.

Interestingly, Hugh reports he saw a woman driving a pristine red 300SL Mercedes gullwing coupe on Lonsdale Avenue in North Vancouver the day after our run.

VINTAGE CAR *Les and June* Morgan buffs travel in style

Leader-Post staff

Driving across the Canadian countryside in a classic British car may be a dream for some, but it's a reality for two B.C. couples, who made a stop in Regina Wednesday.

Les and June Burkholder, along with Ron and Yvonne Theroux, are driving from the west coast to the east coast in their vintage Morgan cars. Built in Malvern, England, the cars are known for their classic look and unique style, and Morgan car owners are passionate about the vehicles.

"They're different. They are a classic car," said Les Burkholder, who has owned his 1969 4/4 four seater for 23 years.

The two couples began their trip in May and expect to be back home to the Vancouver suburbs in early August. After a stop at a school reunion in Peterborough, Ont., the group plans to head out to P.E.I. before traveling back through the U.S.

"We're going to take time to smell the roses and if we see anything along the way, we're going to stop and enjoy. We're tenting and camping and sleeping on the ground," said Burkholder, who moved to B.C. from Saskatchewan in the late 1960s.

Extra parts and tools are packed into the cars and a trailer, in order to handle any necessary repairs on the road.

"We've got extra alternators, water pumps, fuel pumps, gasket sets. We've already had a minor thing with the throttle cable. We were able to repair that on the side of the road. No big deal. Just a challenge and a slow down and you take it as you go," said Ron Theroux, owner of a 1958 +4 4 Place.

The Morgan cars are an active part of both couples' lives. They travel to many classic British car meets and are members of the Morgan Owners Group Northwest, a club for Morgan car owners.

RARE MORGANS HEADING EAST AND BACK



DON HEALY/Leader-Post

Ron Theroux (left) from Surrey, B.C., and Les Burkholder from Langley, B.C., check a road map on the hood of Burkholder's 1969 4/4 four-seater Morgan as the two plan their route east. Both men, travelling with their wives Yvonne Theroux and June Burkholder, are spending the summer on the road, going from Vancouver to P.E.I. and back again. Theroux owns the 1958 +4 4 Place Morgan in the right rear of the photo. **Story on Page B3.**



Wine Tour 2004

Morgan Owners Group - Northwest Regalia

Shirts



Polo shirt: embroidered club badge, green red, navy, natural (M, L, XL, XXL) (Stock is limited. Please call for available sizes and colors.) was \$33.....now \$25



A Morgan is a thing of Beauty

T-shirt: large Morgan profile silk-screened on back, small profile on front (without lettering), black, navy, ivy (S, M, L, XL, XXL).....\$10
Polo shirt: same as above.....\$19



Polo shirt: embroidered wings, green, red, navy, natural (S, M, L, XL, XXL) (Stock is limited. Please call for available sizes and colors.).....\$23

Denim shirt: embroidered wings (S, M, L, XL, XXL)..\$25

Sweatshirt: embroidered wings, grey (S, M, L, XL, XXL).....\$20

Caps and Lid Latches

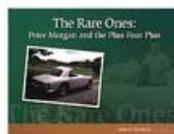
Baseball cap: embroidered wings, khaki, denim (size is adjustable).....\$10

Lid latch: (clips cap to collar to prevent loss at high speeds) silver, blue.....\$2

Badge and Book



Club car badge.....\$35



The Rare Ones: Peter Morgan and the Plus Four Plus, by John H. Sheally II, paper.....\$30

All prices are in US\$ and include postage. Place orders with the regalia chairman.

2004 MEMBERSHIP / DUES FORM

Please make checks payable to.... **MOGNW** (Canadians – see below)
then mail check and this form to.... William Button, MOGNW Treasurer
9839 – 51st Ave SW
Seattle, WA 98136 USA
(206) 935-3616

DATE _____
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DO YOU WANT THE MONTHLY NEWSLETTER BY _____ POSTAL MAIL OR _____ E-MAIL*
(* REQUIRES ACROBAT READER V4.0 OR LATER, FREE OFF ADOBE.COM WEBSITE)

MORGANS NOW OWNED:

1. YEAR _____ MODEL _____ BODY STYLE _____
COLOR _____ ENGINE SIZE _____ CHASSIS # _____
2. YEAR _____ MODEL _____ BODY STYLE _____
COLOR _____ ENGINE SIZE _____ CHASSIS # _____

DO ANY OF YOUR MORGANS HAVE HISTORICAL SIGNIFICANCE, SPECIAL EQUIPMENT,
INTERESTING SPECIFICATIONS, ETC? _____

2004 Dues..... US \$24.00 (\$29.00 if postmarked after March 1, 2004)
Dues for **new** members..... \$2.00 per month for each month remaining in
the calendar year including the current month
(\$22 in February, \$14 in June, \$6 in October, etc.)
Remittance: US \$ _____
(Canadians can mail this form and a CDN \$33.00
cheque payable to Pat Miles, MOGNW Secretary,
15410 Kildare Drive, Surrey, BC V3S 6B9
Have any questions? e-mail inquiries to williamon@msn.com



NW Magazine

FIRST CLASS

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**Nelson Memorial
MogWest 2004
A Wedding
Board Minutes
Phoenix Run**