



In This Issue

| | |
|---------------------------------------|----|
| <i>Board Minutes, Feb. 19</i> | 4 |
| <i>Calendar of Events</i> | 13 |
| <i>Chassis Modifications</i> | 5 |
| <i>For Women Only</i> | 7 |
| <i>Ladies Regalia Ad</i> | 5 |
| <i>Membership Form</i> | 14 |
| <i>Morgan Aeromax Press Release</i> | 11 |
| <i>Morgan Chassis Modifications</i> | 5 |
| <i>Morgan Roadster Specifications</i> | 12 |
| <i>Morganvette</i> | 8 |
| <i>MOGNW Officers</i> | 2 |
| <i>NW Mogazine Distribution</i> | 3 |
| <i>Port Ludlow Celebration</i> | 10 |
| <i>Personal Member Notes</i> | 9 |
| <i>Powder Coating</i> | 6 |
| <i>Robbie Burns Run</i> | 10 |
| <i>The Latest from Morgan</i> | 1 |
| <i>The Other Seat</i> | 3 |
| <i>Timely Old News</i> | 1 |
| <i>Treasurer's Report</i> | 2 |
| <i>Unisex Regalia Ad</i> | 9 |

Timely Old News

Steve Hutchens

I often spend the last half of my lunch hour at Bellingham Tech in the library skimming Automotive News, a weekly auto industry trade magazine. One day late in February I was looking through some back issues and found an article on the Aero 8 and an interview with Charles Morgan. In the last paragraph there is a reference to what is apparently the Morgan Roadster.

***From Automotive News
January 4, 2004, page 4***

"Charles Morgan, managing director of Morgan Motor and grandson of founder H.F.S. Morgan, says the company plans to bring a second model to the U.S. market in two or three years that would be priced around \$50,000. But that car would not be a revised version of the Plus 8."

**The Latest from Morgan
Submitted by Craig Runions**

From an email received about March 4:

Yesterday in Geneva we had the pleasure in announcing the return of the Roadster to the U.S. The car will be a "one off" production in October with demonstrators available to build late July. This car will have a 200 bhp, V6 3 Litre engine and will be to a fixed specification, with choices of colour and trim and several options to be confirmed. The fixed specification is wire wheels, folding and reclining sports seats, metallic paint, mesh grille, walnut

From www.morgan-motor.co.uk:

Race ready Lightweight From Morgan Motor Co Ltd

To complete the totally new line up of cars from Morgan for 2005 comes the Lightweight Roadster. Morgan now brings exciting race and track day action within reach of the enthusiast.

Designed to meet the scrutineering requirements of the popular UK-based Powertorque Morgan Motor Co. Challenge Series, Morgan's Roadster Cup is unveiled at the Autosport International show at the NEC 13th - 16th January. Morgan introduces a unique package to get the novice "on track".

Available through 6 UK Motorsport dealers, a fixed deal to include 10 entry fees, Ards driver tuition, race licence, Morgan club membership, and a pre-season test day with tuition costs just £2750 (US\$5,168/CDN\$6,314).

With some of the strongest residual values in the industry, a race-ready £32,320 (inc.Vat) (US\$60,736/CDN\$72,207) Roadster Lightweight not only offers tremendous value for money if purchased outright, but can also be leased to really trim entry costs into serious racing. It can even be race insured at £420 (US\$789/CDN\$964) per race for peace of mind.

The combination of a well proven race package, just 850 Kgs (1,874 pounds) and 250 Bhp mean excitement is guaranteed.

Commenting, Sales and Marketing Director Matthew Parkin said: "This is a really quick and sporty race-ready car that enables anyone to go racing with the minimum of cost. Drivers running a Lightweight Roadster can look forward to a full season's racing, in a series with carefully controlled driving standards, for as little as £10,000 (US\$18,792/CDN\$22,960) in on-costs – and there's no need to wait for a number of others to be ready for a single make series; you'll be right in the thick of the action from day one. To keep to the true Morgan Spirit, the Morgan Motor Company will award a special trophy for the most successful entrant who drives their car to and from the circuit."

There will be limited availability so the time to act is now. Details available by contacting the Motorsport Dealers or visiting the Supertracker stand 6375 at the Autosport International show.

(Editor's Note: Currency conversions as of 1/21/05)

**Morgan Roadster
Coming to the U.S.!**
(European Specifications P. 12)

dash with airbag, Le Man gear knob and air-conditioning.

This is a considerable investment from the factory to support our dealer friends in the U.S.A. and more details will follow shortly.

Kindest regards
Matthew Parkin

2005 MOGNW Officers and Board

| | | | | |
|--------------|------------------|---|--------------|-----------------------|
| President | Craig Runions | 17759 13th Ave NW, Shoreline, WA 98177 | 206-542-7137 | mognw@verizon.net |
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| Midlands Rep | Gil Stegen | 17257 NE 116 St, Redmond, WA 98052 | 425-883-6722 | dr_stegen@hotmail.com |
| Southern Rep | Heinz Stromquist | 2618 SW Fairmont, Portland, OR 97201 | 503-224-9576 | heinzal@pacifier.com |

Treasure's Report (1/1/05-2/28/05)

Bill Button

| <u>Category</u> | <u>Description</u> | <u>Actual</u> | <u>Budget</u> | <u>Difference</u> |
|-------------------------|--------------------|-----------------|------------------|-------------------|
| Balance | 1/1/05 | \$8,956 | | |
| EXPENSE | | | | |
| 30 Year Banquet | | \$0 (\$3,500) | | \$3,500 |
| Awards | | (\$98) | (\$100) | \$2 |
| Midlander | | \$0 | (\$553) | \$553 |
| Mogazine | | (\$88) | (\$1,600) | \$1,512 |
| Northern Pod | | \$0 | (\$514) | \$514 |
| Peter Morgan Memorial | | \$0 | (\$180) | \$180 |
| President Discretionary | | (\$296) | (\$400) | \$104 |
| Regalia Expense | | (\$475) | (\$1,500) | \$1,025 |
| Southern | | \$0 | (\$495) | \$495 |
| Tax | | \$0 | (\$100) | \$100 |
| Victoria Father's Day | | \$0 | (\$288) | \$288 |
| Website | | \$0 | (\$300) | \$300 |
| TOTAL EXPENSE | | \$957 | (\$9,530) | \$8,573 |
| INCOME | | | | |
| Advertising | | \$200 | \$400 | (\$200) |
| Dues | | \$2,315 | \$3,500 | (\$1,185) |
| Regalia | | \$820 | \$2,000 | (\$1,180) |
| TOTAL INCOME | | \$3,335 | \$5,900 | (\$2,565) |
| Overall Total | | \$2,378 | (\$3,630) | \$6,008 |
| Balance | 12/31/04 | \$11,334 | | |

MEETINGS AND EVENTS: Social meetings and events are held monthly in the Northern Pod (Vancouver/Victoria), Midlands Pod (Seattle/Bellevue) and Southern Pod (Portland/Vancouver) at the times and locations listed in the calendar. Business meetings are held quarterly as published in the 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 payable to MOGNW in advance in US\$ and is based on suitable digital or scanner capable copy.

| Size of Ad | 1 Insertion | 3 Insertions | 12 Insertions |
|---------------|-------------|--------------|---------------|
| Business card | \$5 | \$12.50 | \$50 |
| Quarter page | \$10 | \$25 | \$100 |
| Half page | \$20 | \$50 | \$200 |
| Full page | \$40 | \$100 | \$400 |

THE PUBLICATION: *NW MOGAZINE* is the monthly newsletter of MORGAN OWNER'S GROUP NORTHWEST, a non-profit organization serving Morgan automobile enthusiasts in the Northwestern United States and Western Canada. Issue Numbers 1, 3, 5, 7, 9, and 11 are full content; other issues are calendar only. Copyright © 2005 by MORGAN OWNER'S GROUP NORTHWEST. Permission is hereby given to reproduce any portion of this newsletter, except for identified copyrighted material contained herein, but not for sale or profit, with credit acknowledging the issue and author, source, or photographer, if stated.

DUES: Dues are US\$24/CDN\$30 calendar year (US\$29/CDN\$36.25 if postmarked after March 1). Partial year memberships are US\$2/CDN\$2.50 per month for each month remaining in the calendar year including the current month. A membership form is published frequently in this newsletter.

MATERIAL FOR PUBLICATION: Material can be sent to the Editor at either the email or postal address above. Deadlines are the 15th of the month prior to publication.

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

Postal submissions: Typed text, photos and illustrations can be submitted for scanning or material can be mailed on CD or diskette in formats as listed above.

Submission constraints: Please do not send .doc files with photos in the document or any .pdf files as they have to be reset for the Mogazine format, requiring additional steps and/or resulting in lower quality.

The Editor reserves the right to edit material for spelling, grammar, style, relevance, length and appropriateness for publication. Authors should use Canadian or American spelling as appropriate; being a Morgan club, UK English is always acceptable. Spelling will be corrected accordingly as the editor had a dictionary for all three. Material that is not time-sensitive may be saved for publication at a later date.

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



the Other Seat

Craig Runions, President
mognw@verizon.net

Well, our Winter Banquet is behind us and with this beautiful February spring weather, I'm at the ready, anxious to hit the road. The Green Monster has been fired up and driven a few times this past winter. Air remains in the tires, coolant is where it should be, same with lubricants, and the batteries (6Vx2) stay fully charged. I do

have both negative (live) and positive (earth) cutoff disconnect switches. This seems to prevent fuzzy corrosion around the battery terminals and tie downs, which in the past has been somehow linked to the positive earth connection, even with the negative (live) disconnected. Go figure.

I again thank Kay Jones for his fine effort on organizing the Port Ludlow Banquet with its myriad of details. Congratulations to the well-deserved recipients (identified elsewhere in this newsletter) of various awards based on last year's activities. How about those Morgan stalwarts who made it to Port Ludlow? The Wards, Martens, Harmans, Dietzes. And Steve and Pat Miller with no weather equipment (read that as no top) on an awful cold heavy rain with some snow weekend! And the Buttons in their Bentley. The other 36 or so of us traveled in relative comfort in 'other' vehicles.

MOGNW has a very full event calendar for 2005. Stay up-to-date through the event link on our website, www.mognw.com. There's something for everybody. Make it your goal this year to attend a local event if you haven't done so in the recent past. This year MOGNW celebrates its 30th anniversary with a big summer gathering. The Vancouver, BC ABFM in May honors the Morgan! Let's have a big turnout for arguably one of the finest car show venues anywhere for one of the finest marques ever! A few hearty MOGNW souls and their steeds are doing Morgans Over America IV, the Great Route from San Francisco to New York City this spring, accompanied by a large contingent of cars from England and well as many US cars from other clubs. Cheer them on.

Be sure to pay your annual dues (US\$24) this month if you haven't already done so. This is the last Mogazine for those who don't renew. The 2005 roster will be mailed in early April. And with it, 2 new club badge lapel pins for each member and significant other. What a nice piece of regalia for all to display and wear proudly. A big thanks goes to Gil Stegen for overseeing that project. Check too with Regalia Chairman Dick Dice, the sooner the better, on our new clothing line specifically for the women of MOGNW. Colorful tops in different styles with embroidered club and Morgan images. Brand new stock. Lots of choices right now.

Morgan Managing Director

Source: Morganeer & D. Glavis, Morgans West

Charles Morgan will relinquish the position of Managing Director of the Morgan Motor Company to assume the

Mogazine Distribution

Steve Hutchens, Editor

The Mogazine is now being distributed through mognw.com with our goal being to have it available no later than the 15th of the month of publication. Webmaster Marv Coulthard developed a password system at the board's request. To access your Mogazine online:

- Go to www.mognw.com
- Click on "Membership"
- Click on "Mogazine"
- Enter "UserID:" mognw
- Enter "Password:" qwerty

position of Corporate Strategy Director, focusing on new international marketing in emerging markets. The Company has "ambitious strategic plans for the next 5 years" which this move is part of. No other information is currently available.

- You have a choice of downloading a pdf file or a zipped (compressed) pdf file. There are links to download Acrobat and/or Zip Reader (both free).

TIP: If you have a dialup connection, you may find it slightly quicker to download the zipped version.

TIP: Once you get to the Mogazine download page, you can bookmark the page and bypass the password/login.

TIP: The login and password will change next month with the new membership year.

Need help? Contact Steve (sphutchens@hotmail.com) or Marv (coulthard@saltspring.com)!

Clyde Ride - April 2

Les Burkholder

Come out Saturday, April 2, for an unusual Morgan run featuring Langley's newest all-ladies Canadian Clyde Ride (www.canadianclyderide.com/) - the team that was Canada's only entry in the Rose Bowl Parade. We will be given a primer on what is involved at the horse barns.

We will start at McDonalds on the corner of 216 Street and the Fraser Highway in Langley. Plan to meet at 9.45 AM and leave at 10.15 sharp.

There is a requested DONATION to the "Pacific Riding for the Disabled" To be given in the name of MOGNW and the Canadian Clyde Ride. I will collect a minimum of \$5.00 per car.

Lunch will be at 12.30 PM at Artful Dodger Pub at the corner of 24th & 200th Street, Langley. Please notify Les Burkholder for confirmation of numbers (les_Burkholder@telus.net or 604-533-3323).

Notes from the North

Ken and Pat Miles

The New Year started with our annual Robbie Burns Run on Jan. 23. The day started with rain and cloudy skies so all Morgans except for Powley showed up with their tops up. Only the clouds remained by the start. In keeping with the Scottish theme, Mike Powley had us meet at Clan MacDonald's for coffee. We wandered through the highlands of Delta and Surrey to RAF's in White Rock where our group, now 18 strong, awarded Mike won the eternal flasher award for the day (he got lost and, not knowing which way to turn, turned on his 4-way flashers and drove for 3.5 miles which we decided was equal to 7 miles with a turn signal on.

Feb. 13 was our annual Hearts and Tarts Run and our heart and tart, Steve and Liz Blake, planned an outstanding day. With not a cloud in the sky, despite the forecast, six Morgans and two tin tops brought our total to 18. We met at Fantasy Gardens and, after checking out the merchandise, left for a pleasant drive through Richmond to the home of Steve and Liz Blake where we enjoyed a wonderful lunch accompanied with the usual liquid refreshments. One look at Steve's garage made the drivers either sick with envy or disgusted with the cleanliness. How can you drive an English car and have no oil on your floor? How can you have no evidence of failed parts? The drivers couldn't believe it and the navigators were making comments about why our garages didn't look so good.

Feb. 19 Board Minutes

Pat Miles

Attending

The Feb. 19 MOGNW board meeting was held at the home of Craig Runions, Shoreline, WA. **Present:** Wayne Harris, Ron Theroux, Ken Miles, Dick Dice, Craig Runions, Bill Button, Kay Jones, Pat Miles, Mike Amos, Gil Stegen and Steve Hutchens. **Apologies:** Win Muehling and Heinz Stromquist.

Welcome by Craig Runions, the new MOGNW president.

Approval of last meeting's minutes as presented with no changes. Proposed Dick Dice, seconded Bill Button; passed.

Financial report for 2004.

Bill Button circulated a report showing an initial balance of \$8,386 for the year 2004 and a final balance of \$8,957. He noted that it showed an unassigned for \$525 which is for the lapel pins. Proposed that the financial report be accepted by Dick Dice, seconded by Ken Miles. Accepted.

OLD BUSINESS

Pins

Gil Stegen showed the newly acquired MOGNW pins. He noted that they turned out a B+ and had a little more chrome than he wanted. All the pins are individually packed and the club has purchased 500 pins for \$525. As a motion at a previous meeting everyone is going to be given two pins and the remainder will be for sale at \$2 a piece from the regalia officer.

Women's Clothing

Dick Dice showed the v-neck three quarter length sleeve shirt and the new tank top. He noted that the sizing appears to be a little on the small size so this should be taken into account when purchasing. He also displayed a fleece jacket for \$35 and noted that he has added two colours to the polo shirt, these being plum and light blue.

REPORTS

Northern Report

Ken Miles representing Win Muehling reported that the Northern pod has had two runs so far this year. One was organized by Mike Powley on Jan 23rd and went to White Rock for lunch with 18 in attendance. February was the "Hearts and Tarts" run arranged by Blakes. There were 18 attending and finished with lunch at Steve and Liz Blake's and a movie on the Aero 8. Next meeting March 5th when the pod is going to look at some antiques and mid-

50s convertibles.

Midland report

Gil Stegen reported that the first meeting was held at the Claim Jumper with 15 attending. They had a big private table and the meeting was attended by a new member and a new car. Next meeting is going to be later February 19th at Runions'.

Southern report

In Heinz Stromquist's absence, Wayne Harris reported that they had had two social meetings. Dick Tilden had an open garage which was successful and planning for the Devils Punch Bowl run is still on but may be the last one. It is scheduled for the last weekend end in June.

Mogazine report

Steve Hutchens reported that so far he has published two Mogazines this year. He handed out a copy of the latest schedule and noted that the deadline is end of February for the next Mogazine. Craig Runions has received a request from Robert Couch volunteering to do question and answer tech articles for the Mogazine. Ken Miles noted that he has an advertisement for the Mogazine and will give the information to Steve.

Regalia report

Dick Dice circulated a report showing stock on hand and changes since last meeting. He noted that caps are now selling slower as people now have them. The lapel pin on the inventory is a ¾ view of a Morgan and he will add new stock of MOGNW pins. He still had lots of car badges in stock and a total inventory \$3,754. He noted that lots of regalia was sold at the banquet.

Historian report

No report. Craig Runions is going to talk to Mike Powley about getting some historical reports for the Mogazine.

Annual meeting

Kay Jones reported that the February 5th Annual banquet was attended by 47 people and it was a success. Craig Runions thanked Kay Jones for the work that he has put into the Banquet. Kay is going to do a short write up for the Mogazine and submit it to Steve Hutchens.

NEW BUSINESS

Awards

Awards from the Banquet were handed out and Craig Runions handed out a MOGNW calendars for the year to the executive.

Peter Morgan Memorial Contribution

From a previous meeting it was noted

that we were going to spend up to £100 (pounds sterling). The money is to be sent as a contribution to the stained glass window that is to be erected in memory of Peter Morgan.

Mogazine

Distribution. Craig Runions is going to send out all the email Mogazines. Bill Button and Pat Miles are going to send out the paper copies. The interim Mogazine is going to be sent out only to those that do not have email addresses. It was decided that as a policy for out of area events, events that are on the West Coast are going to be included in the schedule. Simple listing is no big deal and will be included as a service to members. Steve noted that he has obtained a binder of historical technical items from a member in Oregon and would like to reproduce some of them in the Mogazine. He requested funds to copy the file and he will use different files as appropriate. Next issue or the Mogazine will have a readers' survey to find out what the readers want. (*Editor: Sorry - I ran out of room and time. Anyone with articles, suggestions, or comments, please send them to me!*)

Budget 2005

Bill Button suggested that we take the 2004 budget and redo it again for this year. He will send it out to the officers for final approval. The variable portion of the Club funding will be dealt with as before.

30th Anniversary Celebration

Mike Amos reported that he has researched banquet facilities and come up with the fact that a banquet could be held at the Marriott in Redmond for about \$50 per person. Proposed by Ken Miles that we have the 30th Anniversary Party as the same weekend as the ABFM. Seconded Bill Button. Carried. Proposed by Bill Button seconded by Dick Dice that we hold the banquet at the Marriott and that it be subsidized by the club funds to an amount of \$35 a head. After much discussion the motion was carried.

Event in Concrete Washington

Win Muehling in consultation with Dave Collis is to arrange it with Harold Hanson and report back to the meeting.

Next Board Meeting

The next meeting will be March 26th at the Runions at 10.00am to discuss the 30th Anniversary meeting.

Adjourn

Meeting adjourned at 12.25pm. The meeting was followed by a lunch with the Midlands pod during their monthly social.

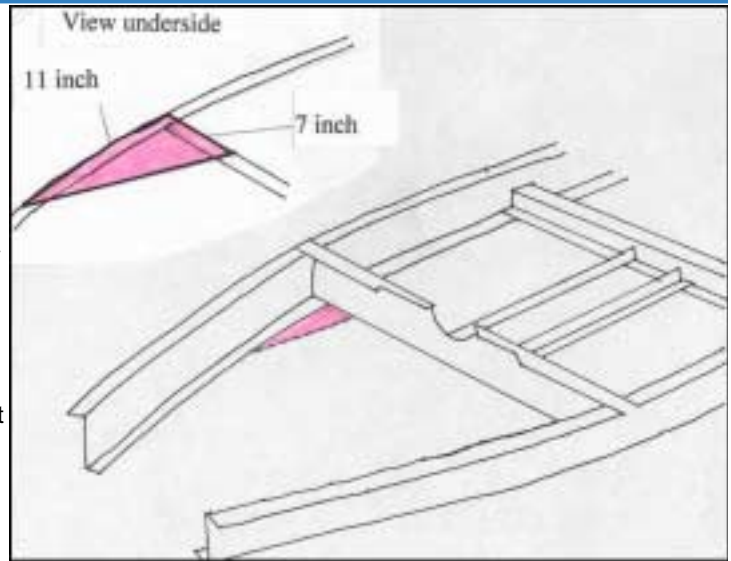
Modifications to a Morgan Chassis: Strengthening the Front of the Chassis

Moggie Mechanic

The Morgan chassis consists of two large Z-shaped pieces of metal that are held apart by cross members that support the wooden or metal floorboards. This is usually referred to as a ladder chassis. Prior to about 1969 the chassis had very little strengthening to stop it going trapezoid in a collision or anything to stop the front "arms" being bent sideways in a front side-on collision. In the 1969 models Morgan added a strengthening part to the inside of the front "arms" to prevent or minimize distortion. This can be very easily added to a current car or added to a new chassis if it has not been included in the chassis manufacture.

Using a piece of 1/8th thick steel, cut it so that it goes about 11 inches up the side "arms" of the front part of the chassis and 7 inches along the cross member that supports the bulkhead (firewall). Seam weld this gusset on both the inside and outside to the chassis and cross member. To prevent water build-up, drill a half inch hole in the apex of the gusset where it meets the cross member and the side rail. Then smooth off the welds and you are ready for paint.

I hope that you never have need to test the strength added by this modification but you can relax knowing that your Moggie is now stronger.



Happy Motoring M.M.



Announcing the New Ladies Regalia Collection

**3/4 Sleeve V-Neck T-Shirt
with Morgan wings
on left front**

Ladies sizes: M, L, XL

Colors: Light Pink, Banana, Red,
Black, and White

A note on sizes: a member who normally takes a S or XS purchased a Medium at the Port Ludlow holiday banquet and reports that it fits perfectly.

\$22 postpaid

Order now from your Regalia Chairman:

Dick Dice

7011 NE Baker Hill Rd, Bainbridge, WA 98110

206-855-9628

dadice@earthlink.net



**Tank Top
with Morgan profile
on left front and
"Things of Beauty" on back**

Ladies sizes: M, L

Colors: Pink, Canary, Lavender,
Black, and White

\$18 postpaid

Powder Coating

Bill Button

When restoring, rebuilding or just putting together, it is nice to end up with a finished job that is durable. For many of the small parts powder coating is a good solution.

Powder coating is a system that uses powder and electricity. The powder is in a spray gun and charged. A ground wire is attached to the part and when powder is sprayed it clings to the part. The part is put in an oven and heated and the result is a hard durable finish that looks good.

Eastwood (www.eastwood.com) sells a Powder Coating Kit for about \$110.



The metal parts must be absolutely clean. Sand/abrasive blasting seems to be the answer to this. I do not have a sand blasting machine. I take the parts to my local machinist and he lets me use his machine. I gave him a bit of money to pay for the nuisance. Of course a sand blasting machine and large compressor (needed) is a great addition to your shop. I just don't want to spend the money on a machine that will get such limited use.

Next make a booth. I made one out of cardboard.



Now the oven. I used the kitchen oven at my ski cabin. In fact I did the whole job at my ski cabin. It can be messy. It wasn't, but the powder is very fine. One misstep and black powder would be all over the place. There were

no noxious fumes that I could smell. I placed foil on the bottom of the oven to protect the element from drips. However, in this case, no drips. It is important to practice moving the part from your booth to the oven and hanging it so it does not touch. A little experimenting and you will be a pro in no time.



These were the parts that I powder coated. The instructions supplied with the kit adequately explain the procedure. Go for it!

COUNTER POINT

In your opinion, is it a really viable alternative to do it yourself, or simply chuck the bits in the car and take 'em round to your local powder-coating shop?

Tim

BUTTON'S RESPONSE

That's a darn good question. Because of all the machinery you must have or have access to (sandblaster, air compressor, oven, booth, and powder coating kit) I would have to guess that "take 'em round to your local powder-coating shop" is the way to go. However, if you like to play with gadgets (I do) and want your own personal touch, then I guess my approach is good. One thing for sure, it ain't rocket science and you should (knowing it isn't) be able to negotiate a reasonable price for the service.

New MMC Spares Policy Morgan Motor Co. via the Morganeer

"Due to a change in company policy, as from February 1st we will no longer be supplying spares direct from the factory to private customers in the USA; in the future we would therefore ask you to direct all spares enquires and orders to one of our American dealers. You can find all relevant contact details on the Dealer Locator section of our web site (www.morgan-motor.co.uk)."

Hearts and Tarts, Feb. 13

Steve Blake

The Hearts and Tarts drive was organized by Steve and Liz Blake. Four Morgans and three tin tops met at Fantasy Gardens for the 11:00 AM start.

Starting the drive were Morgans driven by Steve and Liz, Pam Mahoney and Christopher Allan, Mike and Rosemarie Powley, Ken Miles (Pat was in the U.S. visiting her daughter), and John Rennie (John left part way through the drive to pick up Setsuko.) Others joining the drive were Les and June Burkholder, Ron and Yvonne Theroux, and Bob and Judy McDiarmid.



Our drive took us south to the Fraser River and along the dike to Steveston. From Railway we drove east along Steveston Highway to the Massey tunnel and exited north. Waiting for us at the Shell station were Sharon and Bob Green in their Plus 8. We drove down farm roads and through the cow tunnel, then back along #10 Hwy and through Ladner to Tsawwassen where we ended at the Blake's for lunch.

Steve showed a DVD he picked up in England last summer on the construction of the Aero 8 narrated by Charles Morgan. We were graced with a beautiful sunny day which made it perfect for winter Morgan driving.

PANELCRAFT
Classic Automobile
Restorations
Steve Sillett
604-530-1433
6084 196th Street, Langley, BC
www.panelcraft.ca

For Women Only

Stephanie Ragan

(Editor's Note: Reprinted with permission from Torque Tube Magazine, a publication of the 1937-1938 Buick Club, via the North Cascade Chapter of BCA, the Vintage Car Club of Canada and the Old English Car Club of British Columbia where it was submitted by Mike Smith. The author could just as easily have been writing about Morgan owners! I hope readers enjoy this article as much Celia and I did.)

I have some observations I would like to share with wives who are new to the hobby of car collecting. To those of you who say, "Oh, we're not actually collecting; we're just going to have this one car," I respond with those perceptive words of the younger generation. "Yeah, right." That's what I thought, too, but there's this little word that's going to change all that: *parts*.

There are parts that your car needs and parts that it might need someday. There are parts that it doesn't need, but would be good for trading for parts that it already has, but needs better-looking ones.

At this point you might say, "We're not going to show this car. We just want to drive it."

I have found that to a man, every car is a show car. You probably don't care if the left rear ash tray is missing. (*How often are you likely to have a left-rear passenger who smokes?*) But he cares.

And he cares if all the hubcaps don't match, or the radio doesn't work or the rear view mirror is incorrect (*another word you're going to hear a lot*).

"I know it has a perfectly good one, but it's incorrect for a '38." Even if your pride and joy is not going into competition, his buddies are going to be looking it over. In fact, it's going to be shown and it's got to be (*at least*) presentable. Imagine his embarrassment if some total stranger at a car meet—glancing casually under the hood—were to remark, "Hey, you know you got the wrong dipstick for that year?"

There is a never-ending need (*lust?*) for parts and they are frequently expensive and often hard to come by. You will find this out the first time you're sent out into a mile-long flea market to turn up a "what's it" exactly like the one weighing twelve pounds and covered with grunge which you have been given to carry around in your purse for easy reference.

If it hasn't already materialized, I would suggest that you prepare yourself for the imminent arrival of *the parts car*. It is, of course, the only practical way to go. All the parts your car will ever need,

packaged in a rust heap that sat axle deep in cow manure for the last 20 years.

For some folks, it ends there, just like he promises. Not for us. Three or four days after the parts car took its place (*my place*) in the garage, it started: the rubbing of his chin, shaking of the head as he prowled around the soon-to-be-dismantled vehicle. "You know, honey, I hate to say it (*not as much as I hate to hear it*) but this darn car is just too good to part out. In some ways, it's better than our other one."

Yes. On the grounds that it would be a criminal act equal to the slaughter of the innocents, the plans for the removal of parts was abandoned and we ended up in due time (48 hours) with another parts car for our parts car. This was the one that was only going to be around for a couple of weeks until we could get all the stuff he needed off of it. Then it definitely was going to be hauled away.

Do you have any idea how much of a parts car is going to be salvaged? I didn't.

The doors came off, the hood (*it's better than either of the others*), the back seat (*for springs*), the rotten piece of smelly carpet in the trunk (*for the pattern*), anything that could be sold or traded was leaned against a tree.

There was so much of the car still around after it was hauled away 16 months later that I didn't even know it was gone. Our thoughtful neighbor lady actually came over one day to inquire if we knew that heavy metal trash pickup day was coming. My husband was highly insulted.

You are about to get your priorities straightened out for you.

By the way, you don't really want to know what lives in parts cars, especially in the depths of the scruffy seats. I will just mention that my husband once tried to convince me that the reason the entire floor of a certain car was rusted away was because of mouse urine. Yeah, right. He thinks I'll believe anything.

We did find enough tiny mice skeletons to construct a family tree going back countless generations and, in one of our parts cars, we even found a large family alive and thriving with new babies and a well-stocked larder of nuts and seeds.

We also found a very long shedded snake skin, which is why I'm not going to sit in that car no matter what he does to it! The back seat containing the rodent home was taken outside and left

near the wood pile to encourage relocation.

Here's something else you need to know about parts. As a species, they may start out in the garage but they don't stay there. Some parts are too valuable. You never know when someone might break in and steal that set of NOS head gaskets or the really cherry taillight assembly. Beside, he just plain likes to look at them during TV commercials.

That's why the rebuilt water pump is on the coffee table and the crankshaft is resting across the arms of the newly upholstered chair. There has been an item sitting on the side of the sink in our bathroom for the last six months.

A recent inquiry brought the following information. It's a '37 Buick slyfon, and that is not a typing error. Just before Easter I finally came to terms with it. I found an artificial zinnia of a coppery *color* that just matched and stuck it in the middle of where there is a little hole (*possibly for just such a purpose*). My husband approved and seemed pleased that I was finally appreciating the ornamental value of these things.

You should also know about the new library you may have already started to acquire. The books will include everything that has ever been written about your particular brand of car including histories of the company, every collection of photographs of all cars of the same vintage as your car, and railroad timetables that happened to have been printed in — get this — the exact same year your car came off the assembly line!

There will be new magazine subscriptions, some of them costing more than your midwinter heating bill and, for God's sake, don't set a glass down on the cover of one.

Of course, there is *Hemmings (cross yourself)*. It's the one in the plain brown wrapper that replaces your husband's face for the first several days after it arrives. It will often be found by the telephone with little pieces of paper sticking out of it.

That's another thing. Your phone bill is definitely going up. The phone rings one evening and your husband (*who never answers the phone once he is settled in front of the television*) makes a dash for it explaining, "That will be the guy in Kalamazoo I called earlier about a '38 clutch disc" or Albuquerque or Australia. Antique car buffs are not bound by traditional mores regarding an appropriate hour to call one another. When you grope for the phone ringing beside your bed at half-past midnight,

Continued on page 8

Continued from page 7

the guy in New Jersey is not really going to understand why you sound so testy when he knows your husband has been waiting anxiously for the information on whether the rocker panels he has for sale are the correct ones for your car.

Lastly, I'd like to mention money. You are about to get your priorities straightened out for you. Any money spent on old cars is not money gone. It is an investment, unlike what you squander on food, clothing, travel (unless to a car show) and the beauty salon. You will be constantly reminded of "what these cars are going for at the big shows." You will be asked to read ads from *Hemmings* and you had better not say anything smart like, "That's what they're asking, but do you know if that's what they're getting?"

Be prepared when you come home with a terrific bargain of which you are justly proud. Something frivolous like, say, a secondhand vacuum cleaner, to have your news greeted with a look of sad reproach and something like, "What you paid for that would have bought us an authentic license plate holder so we could have had the car on the road by Christmas."

I hope all this forewarning doesn't sound too negative because the hobby is really a lot of fun. You meet nice people and your husband will have more friends than he has ever had before, especially when he is parting out a particular model or has lucked into a deal for an outhouse full of the remaining mildewed (but original) boxes from a car dealership that went bust in the '40s.

You'll go on neat tours and really thrill to the sight of a long line of these old automobiles slowly pulling out on the road, chrome gleaming in the sun. That's when it's all worth it. So, keep your mind open, your sense of humor finely honed, and your money in a secret Swiss bank account. You're going to love the world of antique cars.

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'65 AUSTIN HEALEY 3000

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'58 TRIUMPH TR3A



Morgan

WEST

Authorized Morgan Motor Car Dealer

Morganvette

Bill Button

A couple of weeks ago I drove to Bodega, California, to visit Bill Fink at ISIS motors. I wanted a demonstration of the new Aero 8 as well as Bill's "MORGANVETTE."



About all I can say about the Aero 8 is that it is nice and expensive. Just doesn't seem like a Morgan to me.



What really interested me was Bill's "Morganvette." Bill has engineered a Corvette engine into the traditional +8. The running gear has been replaced by modified Chevy equipment. I won't go into details about what he modified/replaced because I really don't know the details. However, the performance was absolutely "breath taking." Not

only is there 400+ HP available, it is manageable HP. The "Morganvette" is a very easy car to drive in slow traffic with POWER on demand.

The neat thing is this car is "California Legal." It passes the stringent emission laws of California.

It would be a great modification for those old propane +8s that were sold during the '70s and '80s. Like buying a brand new Morgan.

Announcing the New Unisex Jacket



Fleece Jacket with Morgan wingson left front

13 ounce filament polyester in anti-pill finish; twill-trimmed neck with elastic cuffs and waistband. Velcro close slash pockets.

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Note: Midnight Heather (shown) is not available

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Thank You, MOGNW

February 24, 2005
To MOG Northwest,

Many thanks to all of you who took part in the Port Ludlow card that Dave Wellington forwarded. It was a real treat and a good uplift to hear from you all.

Val and I look forward to the better weather (and health) and a little English Car Therapy which only the Morgan can properly fulfill.

My recovery is going very well and I look forward to attending the Van Dusen All Brit to personally say hi and thanks.

Graham & Val Bailey
Kelowna, BC

Obituary

February 12, 2005

Russell Austin
Union, Washington

MOGNW is sad to announce the passing of member Russell Austin, Jr., on February 12, 2005.

Russ was born, raised, educated, worked and retired in Washington state.

An attorney, USN Captain (Retired), and SCCA licensed driver, Russ was active in many masonic, legal and political organizations.

Russ is survived by his wife Barbara, five children and eleven grandchildren.

Medical Report

March 10, 2005
To MOGNW Friends

Marv Coulthard reports that Sue Schult had surgery for a brain tumor on March 8 at Victoria General Hospital. The five hour surgery went well and lab tests confirm that the tumor was not malignant. Sue is now out of post op and her speech is improving quickly. She has some motor skills in her right hand already.

Marv says Sue looks good and says she feels like she has a new lease on life. He isn't sure when she will be released, but expects March 14 or 15.

Robbie Burns Run 2005

Mike Powley

The Sunday Jan. 23rd, 2005 - Robbie Burns Birthday Run - the cunning route is undertaken successfully and here is our story. At the arranged time of 11:30AM sharp we meet at our first site!

At our first stop we again acquaint ourselves with Sir Sunbury McDonald's new monument to their landing, now called



McDonald's, and for information a picture is provided; all were very impressed with this new erection. For the eastern Canadian fans - you will see the kind of snowy day we had here in B.C. on Jan. 23rd.

After a muster stop here to pay

our respects, the Blakes, Miles, Burkholders, Powleys, and Robbs, under snowy skies, proceed to take the perilous drive on River Road passing through Annieville, the bustling fishing village so named by Burns after his paramour Annie Laurie (kept a secret from real wife Jean Armour until now). We now are following the merry band's only inland route known to date.

This crew of three Morgans, one white



XKÉ Coupe and a tiny black Chevy, proceed down through the area Burns named on his exploratory adventure as **Lochlea Hills** (named after the family farm near **Tarbolton**) and now gentrified by the city of Surrey planning department and renamed Panorama Ridge. On, down to the road Burns named **Mauchline Road** that, once again, has been gentrified by Surrey and renamed **Colebrook Road**. Pity, because it now has vicious speed "bump" ruts; we carefully navigate our way though, this done without incident or injury. As we wind our merry way along these historic paths, all the drivers are pleased that we have planned a view stop at the very

first **Brig o' Doon Bridge** - so named by Burns way before the one in **Alloway**, this very original bridge close to **Mud Bay** spans the mighty **Nicomomekl River** (in the Gaelic tongue this means "wild waters").

The "Brig 'o Nicomamekl" as pictured here on the Nicomomekl River was first discovered by Burns' fellow traveler Simon Fraser on his first trip through the untamed region we are now traveling through. Morgans will be ready to traverse over it



soon after special directions from the tour leader as noted next.

Pictured at RAF's is our anxious group getting final instructions on the crossing at which their leader felt it prudent to engage his 4-way flashers to guide the group safely over the bridge and on to Robbie's All Fish Served (RAF'S).

Once we safely arrive, the group poses for a "proof of concept" picture (surrounding the Blake's +4) before heading in for a great fish & chip lunch.

At RAF'S we are joined by the Blake's in-laws, the Rennie's, the Seagers (thank God there was no visible fire alarms around at RAF'S) along with our own Stu Rulka in regalia ("fresh" from his Bowen Island Burns night) as noted here to the right - how Marilyn puts up with this kind of cross dressing we "dinnie know" at all.



We are 18 in all - a great turn out for this time of year. The merry travelers, now full of Burns history, food and anticipation for the upcoming runs, bid adieu for the homeward tails.



Great group! There were 49 reservations; unfortunately, two no-shows. Morgans were driven by Harman, Miller (no top!), Dietz, Ward and Marten. Miserable weather. A fun reception was followed by a sit-down dinner and awards presentations. Kudos again to Kay Jones for pulling off and coordinating all the banquet logistics. If you weren't there, be sure to ask anyone who was, about Dick Tilden's 'Pinot Envy' award to Wayne; great delivery in the finest stand-up comic tradition. Recapping the awards:

- President's Award - Ken Miles (presented by Harris)
- Eternal Turn Signal - The Hendersons (presented by Harris)
- Press on Regardless - Dice (presented by Harris)
- Rough Rider - not awarded
- Iron Chef Southern - The Tildens (presented by Harris)
- Iron Chef Midlands - Weiskind (presented by Harris)
- Iron Chef Northern - The Miles (presented by Harris)
- Editor Laureate - Runions (presented by Harris)
- President's Plaque - Runions (presented by Harris)
- Ceremonial President's Gavel - Runions (presented by Harris)
- Pinot Envy - Harris (presented by Tilden)
- Past President Recognition - Harris (presented by Runions)
- 30th Anniversary Calendar - Banquet organizer Kay Jones (presented by Runions)
- 30th Anniversary Calendars - current Board (presented by Runions)



MORGAN MOTOR COMPANY

NEWS

01/03/2005

The Morgan Aeromax

The Morgan Aeromax is a unique Morgan commissioned by Prince Eric I. Sturdza, President of Banque Baring Brothers Suisse.

Based on the requirement for a comfortable long distance Touring Coupe, drawings by Matthew Humphries were discussed with the customer to define the total concept. Particular requirements such as the gullwing" boot openings, hardwood and traditional pleated leather interior and a large flat load area behind the seats were particular requirements.

Matthew Humphries created a quarter scale clay model at the University of Coventry Automotive Design School. The model was required to harmonise with the Morgan Aero Eight chassis and incorporated the exterior elements of the car that were not to be specially tooled. The model was digitised and a file created on CATIA software to define the surface shape and boundaries of the metal and glass panels. Using data from the computer file simple jigs were constructed to build the ash skeleton, alloy sheet metal panels and toughened glass panels.

Brightwork features such as the door handles and the door mirrors were created by hand to unique sculptural designs. The split rear window allows easy access from either side to the custom built luggage commissioned from Schedoni of Italy. A substantial chassis beam protects heavy items from moving forwards into the cockpit.

The car is an illustration of flexible manufacturing at the Morgan Motor Company. Modern automotive technology is combined with quality craftsmanship. The beautiful finish of the bodywork is the result of the craftsmen's passion at Morgan.

The aluminium chassis has safety features which have surpassed the industry standards of the vehicle certification authorities of Europe and the USA during the approval process. Siemens electronic airbag systems protect the occupants and sensors are built into each wheel bearing to relay tyre contact information to the engine ECU and the ABS electronic brake control units. The car has reassuring driver features such as air conditioning, tyre pressure and tyre temperature monitoring and cruise control. Even with

strength. This gives the potential for energy absorption in the cockpit and also ensures durability and safety. It is incidentally beautiful and each of the three backbones of the skeleton of the frame has nine laminates of wood visible from the inside of the car. The wood above the dashboard and doors is carved to display age and grain.

The light alloy bodywork has been hand formed from high quality alloy sheet. Each coachline is finely defined in metal. The car is powered by the latest version of BMW's N62 V8 which, with its



these features the chassis is the lightest V8 production platform in the world.

Charles Morgan commented, "The Morgan Aeromax demonstrates the wealth of talent in our small yet dedicated motor works. It took just 4 months from a sketch to being able to test drive a real finished car. The car is a showcase of the coachbuilding and technical skills of the whole team."

The ash frame is laminated for extra

combination of performance economy and modest emissions, perfectly compliments the design of the car.

The exhaust exits through the car wings and adds character to the V8 tone. The low unladen weight makes the Morgan Aeromax Coupe one of the fastest accelerating sports cars in Europe.

(Specifications on Next Page)

Technical Specification Below

Engine

V8 4398 cc
Power KW (Bhp) 245 (333) @ 6100 rpm
Torque Nm (lb/ft) 450 (331) @ 3600 rpm
4 variable timing camshafts chain driven
32 valves

Transmission

6 speed ZF manual gearbox
Hydraulic limited slip differential
DTC Drag Torque Control (deceleration anti lock)

Brakes

Electronic ABS with EBD (Electronic Brake Distribution)
Front; 6 pot AP Racing callipers 348mm vented discs
Rear; Twin pot AP Racing callipers 332mm vented discs
Separate rear handbrake calliper

Wheels

20" 3 piece split rim
BF Goodrich 245/30 20"

Performance

0 – 100Km 4.5 secs
Maximum speed – over 260 Km/h (160 mph)

Fuel consumption

Combined 10.9 l/100km (25.9 mpg)
Urban 16.3 l/100km (17.3 mpg)
Extra Urban 7.9 l/100 km (35.75 mpg)
Co2 : 264 g/km



VISIT THE MORGAN ONLINE MEDIA CENTRE AT WWW.MORGAN-MOTOR.CO.UK

FOR FURTHER MEDIA INFORMATION, PLEASE CONTACT

MATTHEW PARKIN

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MALVERN LINK,
WORCESTERSHIRE,
WR14 2LL, ENGLAND

TELEPHONE: +44 (0)1684 573104

EMAIL: matthew.parkin@morgan-motor.co.uk



Dimensions Length : 4010mm
Width : 1610mm (standard wheels) /1720 (optional wheels)
Height : 1220mm

Chassis Chassis Separate Z shaped section with 5 tubular or box section cross members
Colours Royal Ivory, Corsa Red, Indigo Blue, Black and Connaught green. Any single or two-tone combinations from the ICI Autocolour range is available as an option.
Weight Kerb weight, kg (actual dependent on spec.) : 940 (lowline)
Ground clearance (average) (driver and passenger) : 100mm
Max total weight including passengers and luggage : 1400Kg

Fuel Fuel Tank Volume litres/gallons : 55/12
Fuel Consumption : mpg 1/100km
Urban 20.3 13.91
Extra Urban 38.17 7.40

Morgan Roadster (European Specifications)

From www.morgan-motor.co.uk

Combined 28.9 9.77
CO2 231.8

Wheels Standard bolt on alloy wheels (5 stud) 6.5" x 15" (205/55/16 tyres)
Optional 100% stainless wire wheels 72 spoke 7" x 16" (205/55/16 tyres)
Steering Turning circle m/ft : 9.75/32
Turns lock to lock : 3 rack and pinion
Steering column : Collapsible safety top section with combined lock
Steering wheel : 15" standard, 14" nco, 16" with offset centre for airbag markets

Transmission Mph/1000 rpm (top gear) : 23.67
Mph at 2500 ft/min, piston speed (theoretical) : 113.6
Final drive ratio : 3.08
Overall gearing in top gear : 3.06:1
Indirect ratios:
1st gear : 4.23
2nd gear : 2.52
3rd gear : 1.67
4th gear : 1.22
5th gear : 1
Reverse : 3.51
Clutch : single dry plate
Rear axle : Tubular live axle with hypoid gears and limited slip.

| <u>Date</u> | <u>Days</u> | <u>Event</u> | <u>Contact</u> | <u>Phone</u> | <u>Email or Website</u> |
|-------------|-------------|--|------------------|--------------|----------------------------|
| Mar 15 | Tue | Southern Social @ Portland Brewing's Tap Room | Heinz Stromquist | 503-224-9576 | henrys@mbsportland.com |
| Mar 19 | Sat | Midlands Pod Social @ Claim Jumper, Redmond | Gil Stegen | 425-260-3588 | dr_stegen@hotmail.com |
| Apr 2 | Sat | Northern Pod Clyde Ride (9:45 am; details p. 3) | Les Burkholder | 604-533-3323 | les_burkholder@telus.net |
| Apr 19 | Tue | Southern Social @ Portland Brewing's Tap Room | Heinz Stromquist | 503-224-9576 | henrys@mbsportland.com |
| Apr 23 | Sat | Midlands Pod Social: Tulip Rally (see next line) | Gil Stegen | 425-260-3588 | dr_stegen@hotmail.com |
| Apr 23 | Sat | Tulip Rally, Burlington-LaConner | Ken Botini | 425-883-9615 | www.mgccnwc.com |
| May 12 | Thu | Morgans Over America IV (through June 14) | Elaine Fisher | 510-325-6037 | morgansoveramerica.co.uk |
| May 17 | Tue | Southern Social @ Portland Brewing's Tap Room | Heinz Stromquist | 503-224-9576 | henrys@mbsportland.com |
| May 21 | Sat | Van Dusen ABFM, Vancouver | Win Muehling | 604-299-2425 | wmuehling@telus.net |
| May 28-29 | Sat-Sun | Mission Raceway Vintage Races, Mission, BC | | 604-826-6315 | www.missionraceway.com |
| Jun 4-5 | Sat-Sun | Caboose Run, Colville, WA | Kay Jones | 206-546-2232 | zconsulting@comcast.net |
| Jun 18 | Sat | Midlands Pod Social @ Claim Jumper, Redmond | Gil Stegen | 425-260-3588 | dr_stegen@hotmail.com |
| Jun 18-19 | Sat-Sun | Father's Day Picnic ABFM, Victoria | Kit Raetsen | 250-544-2026 | kitjo@shaw.ca |
| Jun 19-26 | Sun-Sun | Brits 'Round BC, Victoria (1390 mile BC tour) | Derrick Sparks | 250-658-8614 | www.oecc.ca |
| Jun 21 | Tue | Southern Social @ Portland Brewing's Tap Room | Heinz Stromquist | 503-224-9576 | henrys@mbsportland.com |
| Jun 24-26 | Fri-Sun | Devil's Punchbowl (possibly the last), Portland | Heinz Stromquist | 503-224-9576 | henrys@mbsportland.com |
| Jul 2-4 | Sat-Mon | Pacific Northwest Historics, Pacific Raceway, Kent | | | www.northwesthistorics.com |
| Jul 6-10 | Wed-Sun | MG 2005, Olympia (open to Morgans in Class S) | Steve Hanegan | 206-365-5807 | www.mg2005.com |
| Jul 8-10 | Fri-Sun | Rally in the Valley, Kelowna, BC | Gerry Hastings | 250-769-6505 | www.obcc.ca/ritv.htm |
| Jul 15-17 | Fri-Sun | MOGWEST 2005, Cambria, CA | Katherine Bard | 310-476-0034 | dropheadfem@att.net |
| Jul 17 | Sun | Brits on the Beach, Ladysmith, BC | Tony Mantell | 250-245-4592 | www.oecc.ca |
| Jul 19 | Tue | Southern Social @ Portland Brewing's Tap Room | Heinz Stromquist | 503-224-9576 | henrys@mbsportland.com |
| Jul 23 | Sat | Western Washington ABFM, Bellevue | Arnie Taub | 425-644-7874 | www.abfm.com |
| Jul 23 | Sat | MOGNW 30th Anniversary Event after the ABFM | Mike Amos | 425-881-2054 | meamos@gte.com |
| Aug 13-14 | Sat-Sun | Filberg Park All British Field Meet, Comox, BC | David Whitworth | 250-338-0026 | www.oecc.ca |
| Aug 16 | Tue | Southern Social @ Portland Brewing's Tap Room | Heinz Stromquist | 503-224-9576 | henrys@mbsportland.com |
| Aug 20 | Sat | Midlands Pod Social @ Claim Jumper, Redmond | Gil Stegen | 425-260-3588 | dr_stegen@hotmail.com |
| Aug 20-21 | Sat-Sun | Southern Pod Wine Tour w/Sunday Option | Wayne Harris | 504-472-1911 | harris@onlinemac.com |
| Sep 3-4 | Sat-Sun | Portland ABFM, Portland (MOGNW - TBA) | Heinz Stromquist | 503-224-9576 | www.abfm-pdx.com |
| Sep 17 | Sat | Whistler All British Run, North Vancouver | Colin Fitzgerald | 604-253-4145 | |
| Sep 17 | Sat | Midlands Pod Social @ Claim Jumper, Redmond | Gil Stegen | 425-260-3588 | dr_stegen@hotmail.com |
| Sep 17-18 | Sat-Sun | English Car Affair in the Park (ECAIP), Victoria | Robert Atkins | 250-544-1702 | www.oecc.ca/sib |
| Sep 20 | Tue | Southern Social @ Portland Brewing's Tap Room | Heinz Stromquist | 503-224-9576 | henrys@mbsportland.com |
| Oct 15 | Sat | Bob Nelson Run | Bill Button | 206-935-3616 | wmbutton@comcast.net |
| Oct 18 | Tue | Southern Social @ Portland Brewing's Tap Room | Heinz Stromquist | 503-224-9576 | henrys@mbsportland.com |
| Oct 22 | Sat | Midlands Pod Social @ Claim Jumper, Redmond | Gil Stegen | 425-260-3588 | dr_stegen@hotmail.com |
| Nov 6 | Sun | Ladner-Bellingham All British Run | Steve Hutchens | 360-733-3568 | sphutchens@hotmail.com |
| Nov 15 | Tue | Southern Social @ Portland Brewing's Tap Room | Heinz Stromquist | 503-224-9576 | henrys@mbsportland.com |
| Nov 19 | Sat | Midlands Pod Social @ Claim Jumper, Redmond | Gil Stegen | 425-260-3588 | dr_stegen@hotmail.com |
| Dec 17 | Sat | Midlands Pod Social @ Claim Jumper, Redmond | Gil Stegen | 425-260-3588 | dr_stegen@hotmail.com |
| Dec 20 | Tue | Southern Social @ Portland Brewing's Tap Room | Heinz Stromquist | 503-224-9576 | henrys@mbsportland.com |
| Dec 26 | Mon | Northern Pod Boxing Day Run | Mike Powley | 604-542-0921 | mpowley@telus.net |

MOGNW 2005 MEMBERSHIP / DUES FORM



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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, etc? _____

2005 Annual Dues: US\$24/CDN\$30 (US\$29/CDN\$36.25 after March 1, 2005)
Dues for new members: US\$2/CDN\$2.50 per month for each month remaining in the calendar year including the current month (US\$22/CDN\$27.50 in February, US\$14/CDN\$17.50 in June, US\$6/CDN\$7.50 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 NW, Seattle, WA 98136

CANADIAN MEMBERS: Please 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