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**30th ANNIVERSARY MOGNW BADGE**

*See Page 11 to Order!*

**MOGNW.COM**

Download the Mogazine from mognw.com! New access information for the new membership year:

Login: mognw

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**Canadian Clyde Ride Tour**

Les Burkholder

April 2 dawned with high clouds and a little sun poking through, but by the time we headed out to the start of the Clyde Ride it had started to sprinkle. When we arrived at the Big Mac gathering place, we were surprised to find Mike (wearing his raccoon hat) and Rosemarie Powley waiting - Mike's NEVER early.

As the members arrived we had eight Morgans (two with tops down) and seven daily drivers. Those in Morgans included Win and Christine Muehling, Steve and Celia Hutchens, Ken and Pat Miles, Mike and Rosemarie Powley, Pam Mahoney and Christopher Allen, Dave and Ruth Collis, Heidi Marshall in Ken Griffin's (her dad's) Morgan, and Les and June Burkholder. Those in daily drivers included Ron and Yvonne Theroux, Bob and Sharon Green, Douglas and Gill Seager and their guests Peter and Michelle Wilding-Davies, Ted and Judy Carew-Gibson with passenger Kay Gruen, John Rennie, Mike Geluch, and Laurie Fraser. With a total of twenty-nine, this has to be one of largest gathering of our monthly Morgan runs in a long while.

After a very short run we arrived at the Cedar Springs Ranch, home of the Canadian Clyde Ride (CCR) where we were met by Wendee Cristante, Dawn Germscheid, Dianne Wilson, Andrea Walker, and Edna Clayford, five lovely ladies that perform in the CCR.

The Canadian Clyde Ride is an all-female team of riders ranging in age from 16 to 60 years. The CCR is the world's first draft horse musical ride. This enthusiastic group includes

eight performance riders, two flag carriers, grooms and the support team. The show riders perform a 10 to 15 minute "Las Vegas" style show that is enthusiastically received wherever they perform.

The Clydesdale horses are calm, animals that can weigh as much as 2,400 pounds, yet these magnificent gentle giants are versatile enough to perform all the same moves as light horses.

Read more about CCR, their awards and performance schedule at [www.canadianclyderide.com/docs/riders.htm](http://www.canadianclyderide.com/docs/riders.htm).

The Clydesdales were beautiful and it was not long before there was a long line up to ride the Gentle Giants. What surprised me was, when asked who wanted a ride that June's hand immediately shot up.



She was followed by the Greens, Muehlings, Miles, Collis Seagers, Mahoney and others. I believe it was Win that said, "It was like riding in a R.R. it was so smooth."

Bob and Sharon Green showed us some of their skills in riding. I understand they will be making a few more trips back to the ranch. Could there be a Clyde in their



Continued on page 12

2005 MOGNW Officers and Board

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**TREASURER'S REPORT** **BILL BUTTON**

<u>CATEGORY DESCRIPTION</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>DIFFERENCE</u>
BALANCE 1/1/05	\$8,956		
<u>EXPENSE</u>			
30 Year Banquet	-\$40	\$3,500	-\$3,540
Awards	\$98	\$100	-\$2
Mogazine	\$683	\$1,600	-\$917
Midlands Pod	\$0	\$553	-\$553
Northern Pod	\$0	\$514	-\$514
Southern Pod	\$0	\$495	-\$495
President's Discretionary	\$296	\$400	-\$104
Regalia Expense	\$1,917	\$1,500	\$417
Victoria Father's Day	\$0	\$288	-\$288
Tax (Oregon)	\$50	\$100	-\$50
Website	\$0	\$300	-\$300
Peter Morgan Memorial	\$0	\$180	-\$180
<b>TOTAL EXPENSE</b>	<b>\$3,004</b>	<b>\$9,530</b>	<b>-\$6,526</b>
<u>INCOME</u>			
Advertising	\$225	\$400	-\$175
Dues	\$3,415	\$3,500	-\$86
Regalia	\$1,548	\$2,000	-\$452
<b>TOTAL INCOME</b>	<b>\$5,188</b>	<b>\$5,900</b>	<b>-\$712</b>
<b>GRAND TOTAL</b>	<b>\$2,184</b>	<b>-\$3,630</b>	<b>\$5,814</b>
BALANCE 4/30/05	\$11,140		

**MEETINGS & EVENTS**

Social meetings and events are held monthly in the Northern Pod (Vancouver/Victoria), Midlands Pod (Seattle/Bellevue), and Southern Pod (Portland/Vancouver) at times and locations listed in the MOGNW calendar. Contact your Regional Rep for the latest information in your area.

**ADVERTISING**

Limited non-commercial advertising is free to MOGNW members. Commercial advertising is priced as below, with payment to MOGNW in advance in US\$. Advertisers should provide suitable digital or scanner-compatible copy.

Size of Ad	1 Insertion	3 Insertions	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: NWMOGAZINE**

NWMOGAZINE 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 per calendar year (US\$29/CDN\$36.25 if postmarked after March 1). Partial year memberships are US\$2/CDN\$2.5 per month for each month remaining in the calendar year including the current month. A membership form is available on mognw.com or frequently in this newsletter.

**SUBMITTING MATERIAL FOR PUBLICATION**

Material for publication can be sent to the Editor at either the email or postal address above. Deadlines are the 15th of February, April, June, August, October, and December.

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

Postal submissions: Typed text, photos and illustrations can be submitted for scanning or material can be mailed on CD or 3.5" disk in the above formats.

Submission constraints: Please do not send .doc files with photos in the document or any .pdf files as they require additional steps and/or result in lower quality. The Editor reserves the right to edit material for style, content, relevance, spelling, grammar, length, and appropriateness for the NWMogazine. Authors should use Canadian, U.S., or U.K. spelling consistently and as appropriate. Material that is not time sensitive may be saved for publication at a later date. Spelling will be corrected using <http://www.luther.ca/~dave7cnv/cdnspelling/cdnspelling.html> as a reference.

**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

My first major outing of the spring was last month on the Tulip Rally. Started in Burlington off I-5 and ended at the Northern Lights Casino on Hwy 20 near Anacortes. There were about 175 cars and it was fun to see brands other than British. There was a beautiful Fiat Dino Spyder, Alfas, German and French, classic American iron, and oh yes, lots of British including a '30s vintage Rolls roadster. Reminded me of Dick Tilden's Bentley, only much bigger!

Gil Stegen was my navigator and I did almost 200 miles round trip from home. Sure felt good. Other MOGNW cars were Steve and Liz Blake down from Canada in their Plus 4, Bob Fletcher in his first big outing in his freshly restored DHC, Dave Wellington in his 4/4 with Glenn Jewett riding along and Daryl and Crystal Ozuna in their DHC. It was much too late to see any tulips this year. The fields were bare, but the weather was nice.

As you read this Mogazine, MOGNW members Ken and Pat Miles, Bob and Barb Stinson, Vern Dale-Johnson, and Lisa Holley have already driven to San Francisco. From there they will leave on May 12<sup>th</sup> with about 45(!) other Morgans on Morgans Over America, The Great Route, due to arrive in New York City on June 15<sup>th</sup>. Half the cars are from Europe. The adventure of a lifetime and over 5,000 miles. That's just SF to NYC! Then they get to drive home again. Wish them luck!

Another great driving event, for us Americans anyway, is the trip to Vancouver for the May 21<sup>st</sup> VanDusen ABFM. Morgan is an honored marque this year so there will be special presentations. The traditional post function dinner party that evening will be hosted by the Northern Pod at Win and Christine Muehling's home in Burnaby.

The 30<sup>th</sup> Anniversary Committee has made tremendous progress over the past few weeks in preparation for our July 23<sup>rd</sup> happening. You received a flyer/registration form in the mail with your roster. All the important details are in there. It's in this issue again. Fill out the form, write a check and get it in the mail, and don't forget the Bellevue ABFM either. We hope to see a big turnout: Canadians. Oregonians, and lots of Midlanders, too. Many of you will want to purchase the special car badge, too. See that notice and form elsewhere in this issue. What a neat badge, but the quantities are limited. Get one now while the getting is good!

Let me close by sharing portions of an email I sent out last month.....

"To all you former MOGNW Presidents – Daryl Ozuna, Tricia Crockett, Dwight Smith, Roscoe Nelson, Rodger Huntley, Bob Hauge, Jean Tinnea, Dick Dice, Mike Amos, Gil Stegen, Kay Jones, Ron Theroux and Wayne Harris:

Can you believe it? Only Jim Henry and Gary Leikas are absent from this list! You all are 2005 members! 13 out of 15 former Presidents!

MOGNW is healthy. Membership, yes. Participation, yes. Leadership, yes. Financially, yes. We are recognized world-wide for our active membership and unique international component. Our main emphasis remains "service to our membership." They have responded with an 87% renewal rate so far this year. 143 total members as of March 31st.

What a huge legacy. 30 years of history, tradition, policies, procedures, nurturing, and mentoring. Thank you!"

Mog on!

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## THE GREAT NORTH AMERICAN CONVERTIBLE CAPER

By Ken and Pat Miles

The Great North American Convertible Caper was on March 5 and commenced with everybody involved meeting at Ken and Pat Miles' house where they served fresh coffee accompanied by home baked cookies.

The Morgans of Miles, Muehling, Green, Hutchens, Seager, and Rennie were lined up in front of Ken and Pat's garage (where the birth of Ken and Pat's latest Morgan is speedily progressing). The tin tops of Blake, Fraser, Burkholder, Hayter, McDiarmid, and Reynolds were only permitted to park on the street. The drivers spent time reviewing the gestation of the new car and in general progress met with their approval.

After all, this car was last in this state of assembly in 1970 in New York State. Such is progress.

The convoy was formed up with the Morgans in the lead at about 10:30 when we headed for East Langley to view some great cars. Some of us got lost on the way but thanks to the great effort of Les Burkholder all were collected, corralled and returned to their rightful place in the convoy.

Finally we arrived at our destination, a residential street in East Langley with pseudo 1950s Shell gas station in the backyard complete with service, oil and lube bays and a soda fountain off to the side. Inside was a great collection of 1950s and 60s convertibles. The great Chevis from the late fifties

and early sixties, the mid fifty Mercury's, and a pair of 1957 Pontiacs filled a room in all their glory. In the back room was a 1958 Ford convertible, another Chevy, a Stingray and an El Camino. What a sight!!!! We wondered around oohing and awing, wandered up to the house to look in the garage where another Chevy convertible and a customized car were sitting. It was a great day for car nuts. The proud owner of the collection, Ron Rosevoar, was presented with a certificate of appreciation by Win Muehling before we left for the Fort Pub in Fort Langley.

It was a great day until an elderly gentleman had difficulty turning a corner while parking and hit Steve Hutchens' Morgan doing slight damage to the left rear fender. The guy probably would have left but Win caught him. All's well that ends well.

# Smorgansboard

(or How I Finagled to Drive Five Morgans in One Weekend)

Michael Miles

The 2004 Morgan tour to Devils Punchbowl was an outstanding trip in all the usual ways a Morgan tour can be; the camaraderie, the entertainment, the tech talk, the blissful weather, and so forth. This particular trip afforded me a unique opportunity to sample various Morgans through the generosity of the owners. I was subsequently asked to provide an account of these morsels of Morgan motoring and so the adventure begins, not at the beach but during a pleasant chat a week earlier at the Southern Pod monthly social meeting amidst fine wine, finer friends, and pineapple upside-down cake.

Harris' 1958 +4

Wayne Harris asked me if I would kindly drive his lovely '58 Plus 4 to see if I could detect anything mechanical that might need attention (it certainly wants for nothing cosmetically!). Turn down a Morgan drive? Are you NUTS? And in much more civil manner I replied, "Of course, I'd be happy to." Fast forward four days to the Oregon coast - Saturday at the Alpine Chalets had dawned a bit chilly and overcast, but by early afternoon it was turning into a very fine day with sunshine and a faint breeze. Wayne suggested it might be a good time for a drive so we strapped in and were about to leave when Tom Henderson came forward with a quick word - he observed what we were doing and asked if I would be interested in a turn in his car after we came back? In polite terms I said the equivalent of "Are you NUTS? Of COURSE I would!" (hark - a theme for the day). Tom handed me his keys and left for the beach.

Still in the Harris' car we waved to all observers and were off. His car is every bit of what a civil TR powered Plus 4 should be. It is quite smooth, no excessive rattling or shaking. It had the torque expected of a TR motor with strong throttle response and a throaty but not obstreperous exhaust note. Indeed it was a pleasant step up from my former '68 Plus 4 and I could not identify anything that really needed attention with the possible exception of a tiny bit of play in the steering. Revealing how long it had been since driving a Moss box (2 years) I forgot to include the slight pause between first and second and made a bit of a graunch a couple times. Ever so kindly, Wayne admitted that it's not

an unfamiliar phenomenon to him. After an easy cruise down the road a bit and back we glided into the chalet lot with a few waves from the onlookers. Overall the car is an excellent example of a classic Morgan in fine fettle and ready to tour without hesitation.

Henderson's 1991 4/4

Upon our return and after a bit of chat about the car, Wayne and I strolled (jogged may be more like it) over to the Henderson car and proceeded to get in. The Henderson car is a beautiful example of the later (1991) 4/4 with low-slung body in a rich cream color with red interior. When we slipped into the car it seemed the seat spacing was quite forward (hmm, does Tom find this a comfortable driving position?). Startup was so quiet and the clutch so easy that it took a moment to remember that the 4/4 likes a bit more rev to get going (Ok, yes, I stalled it, twice). We had barely moved 10 feet and thought we were rolling on mink covered wheels with Eider down seat cushions. The horse cart ride was long gone and replaced with a glide as smooth as punting on the Thames. Another wave and we coasted down to the main road. At the stop I had a sudden thought - Wait! this car has ADJUSTABLE SEATS - lift, slide, aaahhh, such luxury. Far nicer than lifting the seat cushion and twisting the wingnuts on four seater frames, or different pads behind the back on air bladder seats.

Having only driven early 4/4s (Powleys '72 4 seater, Dave Gards roadster, and the Tildens '62 roadster) I wasn't sure what to expect from a much newer car. With a softer exhaust note than the Plus 4s, it is not obvious that the car has any authority with the 1600 cc engine. It has a firm acceleration that may not be blindingly quick but it is smooth. Being used to the lower rev, higher torque of TR motors I kept forgetting to rev the motor high enough to really get on the cam and ended up shifting just prior to getting the real power that it can exhibit. I think I'll need another go at it to be sure however (eh, Tom?). This car does exhibit what I recall from the other 4/4 roadsters - the lighter front end has a nimble feel that makes the steering much more direct - more like a point-and-go rather than trying to force a Plus 4 to change direction. The ease with which it cruises and the comfort make it obvious that the 5k+ miles the Hendersons put on it throughout the NZ trip were not hard miles. It is still a Morgan to be sure but it doesn't carry the same sense of enduring hardship on long drives and should therefore be a good distance touring car. The car felt very friendly throughout the

exercise and I could have easily driven much longer.

Runion's 1962 +4 RHD

We returned to greetings from those enjoying sunshine and chit-chat on the deck when Craig Runions sauntered over and suggested I might like to have a go with his '62 Plus 4 RHD (see standard reply above). He offered to take a quick stint at the wheel to allow me to get familiar with the car before turning it over to me. Little did I know that he was simply feeling his oats and needed to get a spirited drive in for the day. The slightly tamed ex-race car was more than willing to rev to 5k and with double-clutching (a mere hint of 'graunch' in the gearbox) we were quite literally blasting our way down the coast road with its dips and rises all taken in stride. The grin on Craigs face belied the fact that he may not have driven it quite this vigorously in perhaps a day or so and needed to verify that it was still up to snuff. It was. The car has a strong motor with quick throttle response (due in part to the lightened flywheel) and is certainly a goer without being difficult or finicky. Just a hint of softness might be felt in the rear shocks I suppose but since the lever shocks are still working after 20+ years, a little extra rebound can easily be forgiven. In contrast to the Harris car that has a stately authority in its performance, the Runions car makes a bold statement about what it can do, and then delivers. I would draw comparisons with various wines (boldness, nose, tartness, etc) if I knew more about wine but like Morgans, I simply know what I like, and this car is very likable.

Dice's 1985 +8 (propane)

Arriving back at the chalets to another round of waves I was greeted by Dick Dice who suggested that as long as I was sampling some of these cars I might be interested to experience a propane powered Plus 8. His '85 car has been a testament to the longevity and durability the Morgan can exhibit when cared for, even while used on a regular basis. It has had its share of adventures in locales both near and far but continues to soldier on well. I had driven only one other Plus 8 briefly (Roscoe Nelson's '89) so little could hold me back from the opportunity (see standard reply above). Slipping into the seat was like the proverbial well-worn favorite slippers - wiggle in and immediately feel cosseted. Like all of us that have a sore knee or a tender back that we feel when we get up, this car isn't quite as tight as it was in its youth but it is sound and capable. After starting I was surprised to feel less of a wumpity-wump from the

V8 and more of a soft burble with an undertone that reflects something greater than a raucous TR block. None of the usual valve clatter typical of Plus 4s was evident, just a soft rumble like an earthquake you can barely feel. Once I was off down the road I found the true exhilaration that converts anyone to lusty after a Plus 8. With a downshift and authoritative push on the throttle (not quite a mash) the car rushes forward with less of a neck-snapping jerk but rather with a solid response that seems to ask "Oh? How fast do you want to go?" The performance is unquestionable and it confirmed my desire for adding a Plus 8 to the stable if my ship ever comes in. Just to confirm it, I let the traffic get ahead several times and probably terrified the poor minivan ahead by zooming up on him at a rate he doesn't see except by emergency vehicles (and Dick car is red so if I had flashed the lights, he might have pulled over thinking I was someone important).

Stromquist's 1987 +8 (w/1996 FI)

Once again the return to the chalets included some greetings and waves although less enthusiastic than before. Was it jealousy or simply exhaustion from the repeated occasion? I don't know and I'm not sure I care since I was having such a grand time. After parking Dick's Plus 8 and strolling across the parking lot I was approached by Heinz who asked if I would like to drive his car? (see standard reply above). A-HA! An opportunity to drive not just an '87 Plus 8 but one with a '96 gas motor with fuel injection! It just gets better and better! We slipped in, started up, (same soft burble as the propane Plus 8) and I immediately stalled it (more than once actually). Golly that clutch is touchy! It turns out that the clutch throw still isn't quite right and it takes a deft touch. That deft touch eluded me for a couple of herky-jerky starts but once we were down the road it was quickly forgotten. Just as I felt with Dick's car, the acceleration at speed is not head-snapping but it is more of a surge that shows no sign of dissipating. After stopping to turn around and blasting out onto the road (deft touch included this time) the rush borders on rampant adrenaline ("WHOA big stallion!") and a feeling that this car can really get you in trouble without self discipline. Yet for all the power available it is quite civil and comfortable without the harshness that owners of pre-'70s cars are accustomed to. It isn't quite as smooth as the Henderson's 4/4, but its close and the bang from

the motor makes for a lot of fun while still practical for longer drives.

#### Summary

After parking and chatting a bit Dick Dice ambled over to join us and the inevitable question came up - which Plus 8 did I prefer? Ah, yes, well now... A moment of tact and diplomacy is in order. After a lengthy preface involving vice and virtue of propane versus gas, correcting for age and trials of the cars, and so forth I was challenged by another who saw through my obfuscation to get to the point! Shortly thereafter the conversation took some completely different turns and the answer was carried away softly by the breeze. Dave Wellington soon sidled up to me and almost apologetically suggested that I was welcome to take his car out ('82 4/4) but I would probably be disappointed to try it after the stimulation of the Plus 8s. Having been in a daze for the previous hour or two I took it at face value and missed the fact that it was another opportunity (oops, temporary lapse of the standard reply). Next time we are in the same place with time to spare and if the offer is still open I would like to take him up on it. Dick Tilden also offered his car for a drive and the lapse continued but I've been honored to drive his '62 4/4 on more than a few occasions and find it a good performer given enough revs. The Tilden car has the remote shifter linkage typical of the earlier 4/4s and takes a bit of getting used to but I've found his car to have the same nimble front end and though power is not abundant from the Ford engine, it is certainly adequate for touring purposes.

Still others have offered that I might check out their cars in the future in which case the standard reply (see above) will apply. I can only promise the same obsequious review as you see here for a mere 10 minutes behind the wheel.

The social gathering of the evening included a few veiled questions about comparisons of the various cars. The simple answer to any question about which Morgan is best always comes down to which one you're sitting in or driving at the moment.

Excuse me now while I go out to the garage and sit on the bare springs of the seat frame for my own Morgan.

## ISLAND NEWS

Kit Raetsen

We have just had our second N&N (Noggin'&Natter) of the year and our thanks go out to Leo Lee and Trisha Williams for hosting this event at their lovely home in Cordova Bay. In between the visiting, chatting, and socializing we did manage to make some decisions with regard to the Fathers Day Weekend (June 18 & 19) events.

We will meet at the British Columbia Aviation Museum at 2:00 p.m. on Saturday afternoon. We will spend an hour or two touring the museum and then move on to Marley's Winery for a tasting. From there we will drive to Joanne Cockshutt and Kit Raetsen's home for a barbecue. On Sunday morning we'll meet at Beacon Hill Park in Victoria for the All British Meet and a picnic.

Note: If you have the opportunity to spend a few extra days on our island, the city of Victoria is hosting the Tall Ships from the 23<sup>rd</sup> of June to the 26<sup>th</sup>. For more information, visit [www.tallshipsvictoria.ca/](http://www.tallshipsvictoria.ca/).

Upcoming Island events include:

July 1: The Canada Day Show and Shine on Salt Spring Island. For more information go to [saltspring.gulfislands.com/saccc/canadaday2005.html](http://saltspring.gulfislands.com/saccc/canadaday2005.html) or contact Marv Coulthard at [coulthard@saltspring.com](mailto:coulthard@saltspring.com).

July 16: Gary Dunkley is leading us on a scenic drive from Clover Point in Victoria to McMorrans Beach House Restaurant for a little lunch.

August 20: Joanne Cockshutt and Kit Raetsen will take us to Botanical Beach for a little tidal pool gazing, some nice short hikes for those so inclined and a picnic on the beach.

September 24: We'll follow Pat and Roland Gilbert around Lake Cowichan in search of the perfect picnic site.

October 8: We'll finish off the season with Leo Lee and Trisha Williams giving us a tour of Saturna Island.

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**Panel Craft**  
Automobile Restoration

Reprint from Times Colonis'

Friday, April 22, 2005

## On a Wing and an E-prayer

Classic '62 Morgan bought sight unseen for C\$50,000 on EBay

**Fred Langan**

For CanWest News Service

Imagine paying almost C\$50,000 for a car you've never seen. Anthony Steward did just that when he bought a 1962 Morgan Plus 4 last fall.

He first spotted the car on EBay in August and noticed no one was meeting the reserve price of \$32,000 US. So he called and said, "Let's make a deal."

"The dealer [in Porchester, N.Y.] agreed that if it didn't sell, I could buy it for the reserve price," says Steward, who is manager for the CTV News bureau in Toronto. "So 10 phone calls and e-mails later, it was here."

Transport was easy. He just went to the Yellow Pages and got lucky, picking TFX, a car transport firm that specializes in transporting show cars across the border.

"It's a pretty impressive service. They inspect the car, make a list and

bring it here in a covered transport," says Steward.

"It was a lot easier getting them to do it. I would have had to fly down, book a hotel and drive back. It was \$1,200 and that included dealing with the customs."

Still, he had to part with his cash before he'd even seen the car. One of the reasons Steward felt more at ease was that the Morgan had a famous owner — fashion designer Tommy Hilfiger, who had bought the Plus 4 at a Red Cross charity auction and had the thing restored. "Knowing it was a recognized dealer helped, too. They gave me a 90-day warranty."

The Morgan Plus 4 is different from the other two-seater Morgans in that it has four seats. It also has no trunk — or boot, as British-born Steward calls it. The car is British racing green. It has no roll-up windows, just plastic side curtains, and only a primitive heater. Even the windshield wipers are from yesteryear, and slow.

"It's old-fashioned driving. No power steering, no synchromesh in first, so you have to double-clutch," says Steward, who has only driven the car about 500 kilometres since he got it in September. "I love it. You feel you're really driving, not operating a machine."

What few gadgets there are operate with toggle switches. There is a choke — if anyone remembers what that is — to help get a cold engine going. The horn is a rubber button in the middle of the dash. The engine is the same one used in the old Triumph TR-3. It was also used in farm tractors and is easy to fix. It shines and, like everything about this car, looks mint.

Before he could get insurance, Steward needed an appraisal. He went to the phone book again and came up with Maurice Bramhall, an antique car appraiser. He certified it was "professionally restored" and looked new in most places. "The Morgan is well known for its sensitivity to any adverse environmental exposure," he wrote in his report — an understatement, indeed.

The Morgan has a frame made of Belgian ash. Wood can rot faster than steel, though there's a legend among Morgan owners that there really is steel in some of that Belgian wood — shrapnel left over from the First World War.

"The Morgan has a limited but a very enthusiastic worldwide following," wrote Bramhall. "As the body shape has changed minimally in 50 years, they have a unique position in the classic car world." He put a value on the car of C\$48,000.

### Find a Morgan!

Let's see if some MOGNW member who has a long memory: The daughter of Stuart "Loren" Wink is seeking information about her father's Morgan which was sold by his estate in 1963-4. Loren was a mechanic in Kent, Washington, and active in sports car activities including oval racing. In 1961-2, he rebuilt a 4-wheel, 2-seater from a pile of disassembled and brush-painted parts. I suspect it had to be pre-'54 to be in that shape, so it must have been a flat rad. It was metallic blue with wire wheels. Anything that anyone knows about Loren's activities and the Morgan would be appreciated. Thanks, Bob Sanders (please reply to [BobSanders@alaska.com](mailto:BobSanders@alaska.com))

## Thoughts on the Morgan Experience

**John Seeley, on emog**

**Submitted by Bill Button**

A Morgan merely is and that should be enough.

Park it on a hill, beautiful.

Drive it down a curving lane watching the leaves fall and the chrome wire wheels sparkle in the sun.

Watch the eyes and smile of a little boy or girl or elderly couple as you drive by, perfect is in the eyes of the beholder.

Park it beside a Rolls-Royce or Ferrari and people flock to it over the more prestigious motion machines.

Fire off its engine and listen to the note of the exhaust in your ears.

Point it up or down a curvy hill and stand on it.

Work the gears and the steering and feel the grip and tenacity of the corners. Is that a smile on your face, why yes it is because, you understand for you are a Roughrider and in the wind in your Morgan Motion Machine.

Keep smiling, keep enjoying, for you are unique as well as your choice of Motorcar, it's a Morgan and you understand the mystique machine of choice that you cherish.

No regrets, John H. Sheally II

# Incidents From the Past as Reported in the Mogazine

Mike Powley, MOGNW Historian

*Almost 20 years ago, Mogazine April 1986 (actually 19, but that is as far back as I go)*

**Editor – anonymous but likely Bob Hauge** and co-President was Rodger Huntley and Trish Crockett as Treasurer let all know the club was “now solvent” – no other executive dared to put forth a name in these days. Big moment and I quote: “Once again we attempted to look at Hank Langfus’ slides of the factory. I’m beginning to suspect Hank has cast a spell upon these slides as we no more got started when the bulb (Lucus?) blew on the projector!” Yup even in those days Lucas. (**Historians comment.** My question, what is a slide projector??)

Other news included a notice from Geoff Burkholder (son of Les) with a notice for the BC Field Meet to be held in Vancouver. Editors comment was “it looks like a real gala event” This was year 2 of that event.

*15 years ago, Mogazine April 1990*

**Editor Nancy Dice** - Cover news was the flyer from the Vancouver ABFM to be held May 19<sup>th</sup> it was now really becoming a “real gala event” yes?? Someone called Jean Mac Neil was giving the presidential view “ONE SHOT”. Gad how times have changed for Jean Tinna. This was the year that Esquire did the big spread on the Morgans and Jean let Mike Amos get the credit for alerting the members of this article and several others. Mike and his research still goes on. Big news was the preparation and schedule for the MOG WEST 1990 in Cambria California and many of went on that run and it was fantastic.

As members started to get their cars ready, editor Nancy did a quick poll on “What work have you done on Your Morgan this Winter?” here are a couple of the many replies and note how little has changed in the perspective personalities quotes expressed here.

**Kay Jones:** “Dusted it off. Drove it once.”

**Daryal Ozuna:** “Watched it change colours in Portland, where it is still in the shop.”

**Gil Stegen:** “Pulled off carbs, intake and exhaust manifold etc. The right side is now concours”

**Dave Wellington:** “Nothing. The car is perfect and doesn’t need any work.” (**Historian’s comment** “don’t you just want to smack him!”)

**Dick Dice:** “Drove it to work every day”

**Terry Campbell:** “Rebuilt the front end”

**Bob & Loretta Nelson:** “The radiator boiled on the ’60 sooo...”

See, there are very few changes in a person’s personality after kindergarten.

*10 years ago Mogazine April 1995*

**Editor Craig Runions,** Cover was one of Craig’s more creative endeavors, so why not test his memory by asking him what the April 1995 cover depicted??? President Mike Amos. This of course was our 20<sup>th</sup> Anniversary year and Mike was fired up about that. Nancy Dice was organizing our Club encounter with the Morgans over America event. A great notice about the emerging Island Cell’s June Father’s Day Picnic created by Carmel Thomson to lure the unsuspecting “southerners” to Vancouver Island for this great event. The usual suspects in the deep south, the Barofskys, Hauges, Miles, and Stromquists were busy organizing their support group for the northward trek to Vancouver VanDusen event in May. The Midlanders were meeting as “a small group of mainly disease-free Morgan Owners to guzzle beer, down burgers and other delicious treats”. (**Historian’s comment** “It is a wonder any of them survived that debacle.”)

*5 years ago Mogazine April 2000*

**Editor Craig Runions.** We are now under the rule of Kay Jones. The main theme of his missive the “Flat Line” was food of course. Again as usual one of the big things was plans for the Vancouver VanDusen ABFM and hey the party was to be held at Win & Christine Muehling’s home high atop Capital Hill. So what goes round comes round as we again take an optimistic flyer that their reprise event will not be underwater as it was in these days. Cutherbert J. Twillie was holding forth on Super Sports seats for the **Mognoscenti** as call by good ‘ol “Cuth”. To counter that high level missive, Bill Button’s brings the tech talk down a notch or two with his recipe for Mog improvements called. “So you wanna 5-speed Gear Box for your +4.” (**Historians comment.** “I sure hope no one in the Club attempted this.”)

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Cell: 818-388-2478

[pierref1a@sbcglobal.net](mailto:pierref1a@sbcglobal.net)

I have been involved with Morgan motor cars since 1962 and would like to introduce myself to Morgan enthusiasts in the Pacific Northwest.

My first job was with Lew Spencer Imports where I worked as a mechanic and was involved in the restoration and race preparation of Morgans including the famous Morgan Super Sport "Baby Doll" series. In 1968 I moved to Eugene, Oregon, and worked for Hansen Brothers Triumph & Alfa Romeo. In 1987 I moved back to California where I worked for Greg Solow at The Engine Room in Santa Cruz as chief Morgan restoration mechanic and helped prepare Morgans for racing. I moved to Southern California in 1991 and worked at Fossil Motorsports where we did a body-off restoration of "Baby Doll 5," race prepped "Baby Doll 4" and restored many other Morgans. Along with Morgans, we also restored pre-1965 Ferraris and did Ferrari tuning and race prep.

Now semi-retired, my wife and I have moved to Salem, Oregon, and I would like to offer my services to Morgan owners in this area. I will be building a small shop facility on my property this summer and will be able to start my service in July.

References:

The Engine Room  
Morgan West  
Isis Imports  
Morgan Spares  
Fossil Motorsports  
Private Owner

Greg Solow  
Dennis Glavis  
Bill Fink  
Robert Couch & Linda Eckler  
Richard Freshmen  
Jeffrey Robbin

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- '03 +8 Bugatti Blue Black Leather interior
- '94 +8 Oxford Blue Tan Leather, piped in blue, walnut dash, stunning car!
- '80 4/4 ROADSTER BRG/Black Tan Connolly leather interior
- '67 +4 Kingfisher Blue, 29k miles.
- '63 4/4 SERIES V Black/Red Race Spec.
- '62 +4 DHC, Silver/Grey Fab example!!
- '62 +4 DHC, Connaught Green Gorgeous!
- '61 +4, Red, 2138cc, SS Conversion-Fast!
- '53 +4 4 SEATER ROADSTER Dark Blue/Tan Leather

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- '67 LOTUS ELAN SE
- '65 AUSTIN HEALEY 3000
- '62 MGA MK II ROADSTER



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WEST

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## Morgans at Devil's Punchbowl X Heinz Stromquist

This year's Devil's Punchbowl event is less than two months away, so it's not too soon to start planning and making commitments. Please contact Heinz Stromquist as soon as possible and add your name to the roster.

**WHAT:** A three-day MOGNW event at the Oregon coast.

**WHEN:** June 24 – 26, 2005. Gather Thursday evening, June 23 in the Portland area and depart from there Friday morning, June 24 at 8:00 AM, for a full day's motoring trip through the backcountry to the coast. Return Sunday midday.

**WHERE:** The Alpine Chalets are located on the south bluff of Otter Rock, eight miles north of Newport, six miles south of Depoe Bay.

### **ACCOMMODATIONS:**

Thurs., June 23: Accommodations in the Portland area have not been finalized at this writing, but participants will be furnished with details by mid-May. As in the past, Thursday evening is a chance to get together for dinner and drinks and to plan for the weekend ahead. Most locals tend to stay over to socialize and to get breakfast and a fresh start Friday morning.

Friday & Saturday, June 24 & 25: Alpine Chalets, Otter Rock, OR.

Please contact Heinz to arrange reservations – I have all the rooms blocked out. During past events, we managed to accommodate most everyone at the Chalets by doubling up in units with two toilets. If demand should exceed the room supply, I have information on other room options located just minutes from the Chalets.

**CONTACT:** Heinz Stromquist  
(503) 224-9576 evenings;  
(503) 281-1949 work  
Email: heinzal@pacifier.com and/or  
henrys@mbsportland.com (to be safe, email to both as I may shortly lose the pacifier account)

### **DEVIL'S PUNCH BOWL:**

[www.oregonstateparks.org/  
park\\_217.php](http://www.oregonstateparks.org/park_217.php)

## Cleaning the Toolbox and Upper Bulkhead Moggie Mechanic

Spring has sprung and every Morgan owner's heart turns to driving his car in the sunshine, which means it is time for a little renovation. Most of us look with envy at the beautifully restored cars and wonder how we could make old Moggie at least presentable for the summer car shows, but it all takes time and doing a little can make your "Pride and Joy" a little more presentable. If you have the hood (bonnet) open one of the first things that is noticeable is the toolbox compartment and the ledge that it sits on. It is exceptionally easy to make this presentable with a can of black spray paint, new stainless nuts and bolts and some elbow grease.

Firstly remove the toolbox by undoing the many nuts and bolts that bolt it to the firewall (bulkhead). You may find that some of them on the sides go right through and support the cross bar that support the steering wheel. Don't worry just undo them and support the bar inside until you are ready to reassemble. If your car has not been disassembled for a long time you may have difficulty undoing some of the bolts but usually soaking in WD 40 will loosen them and if all else fails use a nut splitter available at most hardware stores and split off the nut. When the toolbox is removed you should then remove all the other parts bolted to the top surface. The windshield wiper motor can be removed by undoing the bolts from underneath and it can be removed from the surface but still remain attached to the cable that drives the wipers. If you wish to remove the motor entirely you will have to open up the motor and remove the drive cable. It is quite easy but make sure that you remember how the parts go back together especially if you have self-parking wipers. The voltage regulator can be removed by undoing the nuts and bolts holding it down and just flip it forward out of the way with all the wires attached. The fuse box top is just friction fit and can be removed easily to expose the nut and bolt that holds it to the bulkhead. Again remove this and flip it forward into the engine compartment out of the way without removing any of the wires (watch your spare fuses don't drop out). If you have a four seater you will also have to remove the battery and the battery support but if you have had your car more than a few years this should be easy as you will have previously replaced the battery.

Now you should have the horizontal part of the firewall clear and also the

upper vertical part. Remove as much of the old paint as possible using a wire brush and sand the surface until it is smooth. The more effort that you put in here the better it is going to look in the end. If you have some really rusty parts treat them with rust destroyer compound. I have found that Rust-Mort by Sem is excellent and is obtainable from a bodyshop paintsupplier. Do the same to the toolbox unless you have access to a sandblaster where you can clean it down to bare metal.

Next mask off all but the part of the bulkhead that you have cleaned off, make sure that it is a dust free as possible and spray it with rust destroying primer. You can use as many coats as you like and sand between coats to get it really smooth depending on the amount of time you want to spend. Do the same to the toolbox although this may be easier as you can suspend it and spray away from the car so you don't have to mask. Finally finish with a couple of coats of gloss black paint making sure that you follow the instructions on the can. Your bulkhead and toolbox should now look as good as new.

From the hardware store get yourself enough #10 dome head, slot, stainless steel nuts, bolts and lock washers. Half inch will do for the majority but you may have some really long ones and also it looks good to use them to fasten on the voltage regulator and the fuse box. Renew the bolts that hold on the wiper motor only if you can find the correct thread and length as they don't show. Get about 4 times the number of flat washers as you have bolts and put a washer under the bolt head, two washers between the toolbox and the bulkhead and then a washer underneath the bulkhead before you put on the lock washer and the nut. The double washers between the toolbox and the bulkhead allow water that enters the toolbox to drain out and not allow it to make your bulkhead rusty again. Put in all the bolts finger tight and then tighten them all so that the lock washer is flattened. Usually this is a two person job as someone has to tighten the nut and someone to hold the screw head. Be careful that your screwdriver does not slip by holding it close to the point with one hand while tightening with the other or better still tighten the nut from underneath.

It should now look great and ready for the next show. All that it needs to be finished is some rubber matting from the local automotive shop cut to size so that it fits into the floor of your toolbox so that all the "junk" that you carry in there does not scratch your new paintwork.

Happy motoring!

Make Plans For The  
**Iron Horse Ranch Run**  
JUNE 4-5, 2005

This year is a special one in that the Jones' farm will be officially dedicated **THE IRON HORSE RANCH**. A new entrance gate replete with an antique locomotive profile will greet you on arrival.

**30th**  
**ANNIVERSARY**  
**CELEBRATION**  
**SATURDAY**  
**JULY 23rd, 2005**



The event will follow the same program as previous years. The start will be in Soap Lake at about noon on Sat. the 4th. Attendees can stay at the Inn at Soap Lake the night before or motor over on Sat. morning. The rallye (if you want to call it that) will cover about 150 miles of scenic untraveled paved roads to the RANCH. Prizes will be awarded to those cars that play the game and get the most right answers. Camping out around the Caboose is encouraged or you can stay at Benny's in Colville. The barbecue dinner, pancake breakfast, all beverages, and marshmallows are furnished for a paltry donation of \$15 per head. Musicians are needed for the campfire singing.

**Motel Accommodations:**

Inn at Soap Lake, \$59-\$79; Phone: 1-800 557-8514

Benny's Colville Inn, \$59-\$76; Phone: 1-800 680-2517

**MAKE RESERVATIONS NOW!**

Please RSVP by May 27. If you have any questions, please call Kay Jones (206) 546 2232.



**SAVE THIS DATE.** It's an event not to be missed. Activities begin on Saturday morning at the ABFM in Bellevue. Register for the ABFM [www.abfm.com](http://www.abfm.com). Our goal is 40 Morgans. Be part of the fun even if you don't show your Morgan. The Midlanders Pod will host a sandwich lunch with sodas and bottled water for all members (Morgan or not) at the ABFM at 1:00. And our new women's clothing regalia will be there.

We will depart BCC after 4:00 and travel northwest 24 miles to President Craig's home in Shoreline. Park all those lovely Morgans on the overlooking Puget Sound and the Olympics. Socializing begins when you arrive. Hor d'oeuvres will be served starting at 5:00. **Rich's Chuckwagon** will serve a catered BBQ meal shortly after 6:00. Choice of rib eye steak or chicken breast and pasta salad or Caesar salad. Plus corn on the cob in the husk, baked beans and a 30<sup>th</sup> Anniversary cake dessert. Sodas and bottled water are included. Bring your favorite beverage for your personal enjoyment.

**PLEASE NOTE: ALL MEMBERS ARE INVITED!!** Your Morgans are requested, but not required. Even if you don't attend the Bellevue ABFM, make plans to come to the party!

The enjoyable program will begin at 7:00. Highlights will include:

- > all attendees will receive a limited edition professional art print, poster size and suitable for framing, commemorating our 30<sup>th</sup> Anniversary (one per membership)
- > all memberships will receive a limited edition dash plaque, in attendance or not
- > a special MOGNW trivia contest covering 30 years of MOGNW with special prizes
- > door prizes, raffles and awards for select categories e.g. traveled the farthest in a Morgan to get to our event, oldest/newest Morgan, most original Morgan, etc.
- > a special gift to honor our Past Presidents that have guided us these 30 years
- > there may be others dreamed up by Mike Amos, 30<sup>th</sup> Chairman, between now and then.
- > see [mognw.com](http://mognw.com) for more!

**Welcome Back!**

Craig Runions received the following email from David Schwabe of Portland:

"I was an early member of the Portland MOG 1973 - 77. My car has been in storage for over 20 years and I now have the poor thing on the road again."

MAY 2005 NWMOGAZINE

Please send updates and corrections to sphutchens@hotmail.com  
 Access to the Mogazine on www.mognw.com changed April 10 to  
 LOGIN: mognw PASSWORD: 200530

Date	Days	Event	Contact	Phone	Email or Website
May 12	Thu	Morgans Over America (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@mgsportland.com
May 21	Sat	Van Dusen ABFM, Vancouver	Win Muehling	604-299-2425	wmuehling@telus.net
The post-ABFM celebration will be at Muehling's (341 N Ranelagh Ave, Burnaby). Directions from ABFM: 1) Left (NORTH) on Oak for ~ 2 mi/3.2 km; 2) Right (EAST) on Hwy 7 (Broadway) for ~ 5.7 mi/9.1 km; 3) Left (NORTH) on Willingdon Ave; 4) Right (EAST) on Hwy 7A (Hastings); 5) Left (NORTH) on Howard Ave; 6) Left (WEST) on Dundas Ave; 7) Right (NORTH) on N Ranelagh Ave					
May 28-29	Sat-Sun	Mission Raceway Vintage Races, Mission, BC	Win Muehling	604-299-2425	wmuehling@telus.net
Jun 4-5	Sat-Sun	Caboos Run to the Iron Horse Ranch, 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@mgsportland.com
Jun 24-26	Fri-Sun	Devil's Punchbowl (possibly the last), Portland	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Jul 1	Fri	Canada Day Show & Shine, Salt Spring Island	Marv Coulthard	250-537-5206	coulthard@saltspring.com
Jul 2-4	Sat-Mon	Pacific Northwest Historics, Pacific Raceway, Kent	Steve Hanegan	206-365-5807	www.northwesthistorics.com
Jul 6-10	Wed-Sun	MG 2005, Olympia (open to Morgans in Class S)	Gerry Hastings	250-769-6505	www.obcc.ca/ritv.htm
Jul 8-10	Fri-Sun	Rally in the Valley, Kelowna, BC	Katherine Bard	310-476-0034	dropheadfem@att.net
Jul 15-17	Fri-Sun	MOGWEST 2005, Cambria, CA	Gary Dunkley	250-592-7141	
Jul 16	Sat	Clover Point Scenic Drive, Victoria	Tony Mantell	250-245-4592	www.oecc.ca
Jul 17	Sun-Sun	Brits on the Beach, Ladysmith, BC			www.mintergardens.com
Jul 17	Sun	Minter Gardens Concours			henrys@mgsportland.com
Jul 19	Tue	Southern Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	www.abfm.com
Jul 23	Sat	Western Washington ABFM, Bellevue, WA	Arnie Taub	425-644-7874	meamos@gte.com
Jul 23	Sat	MOGNW 30th Anniversary @ Runions' after ABFM	Mike Amos	425-881-2054	wmbutton@comcast.net
Aug 6	Sat	Hood Canal Run to Gerry and Tanya Seligman's	Bill Button	206-935-3616	www.oecc.ca
Aug 13-14	Sat-Sun	Filberg Park All British Field Meet, Comox, BC	David Whitworth	250-338-0026	dr_stegen@hotmail.com
Aug 16	Tue	Southern Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Aug 20	Sat	Botanical Beach Tidal Pool Tour	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Aug 20	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Gil Stegen	425-260-3588	harris@onlinemac.com
Aug 20-21	Sat-Sun	Southern Pod Wine Tour w/Sunday Option	Wayne Harris	504-472-1911	www.abfm-pdx.com
Sep 3-4	Sat-Sun	Portland ABFM, Portland (MOGNW event - TBA)	Heinz Stromquist	503-224-9576	FVBMC@hotmail.com
Sep 11	Sun	All British Picnic, Hougen Park, Abbotsford, BC	Andrew Beasley	604-854-5489	
Sep 17	Sat	Whistler All British Run, North Vancouver, BC	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, BC	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@mgsportland.com
Sep 24	Sat	Island Pod Lake Cowichan Picnic	Rowland Gilbert	250-652-2159	mymog@islandnet.com
Oct 8	Sat	Island Pod Saturna Island Tour	Leo Lee	250-708-0595	leomlee@leolee.ca
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@mgsportland.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@mgsportland.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@mgsportland.com
Dec 26	Mon	Northern Pod Boxing Day Run, Surrey, BC	Mike Powley	604-542-0921	mpowley@telus.net

## 30th ANNIVERSARY CAR BADGE

The 30th Committee, with appreciative help from Chairman Amos' son Sean, has designed a unique car badge commemorating MOGNW's history and heritage. You are urged to reserve your badge now as there will be only 75 of this commemorative item. When they're gone, they're gone! We anticipate badges will be available by May 21st at the Vancouver ABFM. Single prepaid orders have priority. Orders for additional badges must also be prepaid, but they will not be filled until the 30th celebration on July 23rd, based on unsold badges, if any. Unfilled prepaid orders will be refunded. Please indicate on the form below either (a) free postal mail delivery or (b) pick up in person, where and when.



So, what do we have here? Well, we have designed a commemorative 30th Anniversary car badge. Here is an order form. The reasonably priced badge will be available in limited quantities to all members by prepaid special order only!

- We have polished chrome (grey shade)
- We have enameled red, white and blue
- We have a multi-national badge design
- We have an England theme and
- We have a Canada theme and
- We have a United States theme and
- We have the Morgan wings and
- We have MOGNW and

- We have our 30th dates and
  - We have a production time table and
  - We have only 75 Badges and
  - We have a price of only US\$30!**
- So what are you waiting for?

**Send your name, the number of badges, and a check for US\$30 to: Bill Button, MOGNW Treasurer 9839 51st Ave SW Seattle, WA 98136**

**Be sure to indicate your delivery option.**

**ATTENTION CANADIANS** – You may pay US\$ cash at the Vancouver ABFM or any subsequent event ONLY IF YOU HAVE MADE PRIOR ARRANGEMENTS AND YOU HAVE PREVIOUSLY MAILED THIS RESERVATION FORM TO BILL BUTTON.

future? Noticed was Ron Theroux getting a big hug from one of the CCR ladies. He says it was for support and cheering in the stands at the next event. How do I miss out on these things? Must be the age.

Mike Powley resisted the temptation to ride on the Clydesdale, but he had a wonderful experience being chauffeured by one of the CCR ladies - he'll remember that for a long time.



Win presented Wendee with an envelope from the members of MOGNW and friends with approximately \$150 to be donated to the "Pacific Riding for the Disabled." (I say approximately, as more money was being stuffed in the envelope as we made the presentation.) After a quick photo shoot, Wendee made a presentation of CCR hats and posters that were eagerly received.

The Clyde Ride Tour continued

when we left the Cedar Springs Ranch and headed for the Artful Dodger Pub. The route took us past lots of acreages in the Langley area and along numerous scenic back roads. When we got to the Artful Dodger we very much appreciated that their staff had blocked off a parking section for Morgans.



We gathered in the lower section of the Pub by the fire place, where Mr. Powley presented me with the "Eternal Turn Signal On the Spot Award," claiming he did not know which way to turn at the intersections. The food was good and as it turned out it was the Powley & Muehling table that were last served. Mike has come up with a scheme to reward the person who is last served - this could be interesting, even competing to be last (big smile).

By all reports we had a great day.

Check out the CCR schedule of events. The next time you see them perform, stand and enthusiastically cheer as they enter the arena.



## FIRST CLASS

NW Magazine  
Morgan Owner's Group Northwest  
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