



IN THIS ISSUE

- Bob Nelson Run 3
- Brits 'Round BC 10
- Caboose Run 2005 6
- Diagnosing Problems 9
- Events Calendar 15
- Father's Day Picnic 1
- Find a Morgan 7
- Handbrake Safety 4
- Hurricane Ridge Run 6
- Incidents from the Past 7
- Memorial Window 9
- Morgan LIFEcar 6
- Northern Pod Report 14
- The Other Seat 3
- Welcome New Members ... 3

The MOGNW Island Cell Father's Day Picnic a "SELLOUT"

Mike Powley

First stop and initial meeting place was at the BC Aviation Museum at Victoria's "Pat Bay" Airport, Saturday, June 18th @ 2:00PM.

The range of planes was impressive, but we had to practically peel Les Burkholder off one (below) display, that being a de Havilland Tiger Moth DH 82 C which is a 1942 vintage model. It is owned by museum member Norman

Reid, who along with pilot Ray Scott, flew it to British Columbia from Ontario in the summer of 1996. So of course Les is



All were immediately impressed with the broad range of planes in this hangar (photo by Heath Moffatt from www.bcam.net)



Les Burkholder's favourite display, a 1942 de Havilland Tiger Moth DH 82 C

now really motivated to get his Tiger Moth across Canada in 2006 as a salute to this flight.

So next stop, and always an incentive to move for the crew, was the day's wine tasting event



at Marley Farm Winery. The choice of the day was not even one of the days tastings but just one of their blends, Novine' Red, and the least expensive of all tried. The crew leaped at the opportunity and shortly about a

Continued on page 12

2005 MOGNW Officers and Board

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TREASURER'S REPORT

BILL BUTTON

CATEGORY DESCRIPTION	ACTUAL	BUDGET	DIFFERENCE
BALANCE 1/1/05	\$8,956		
EXPENSE			
30 Year Banquet	-\$1,358	\$3,500	-\$4,858
Awards	\$98	\$100	-\$2
Mogazine	\$656	\$1,600	-\$944
Midlands Pod	\$0	\$553	-\$553
Northern Pod	\$0	\$514	-\$514
Southern Pod	\$0	\$495	-\$495
President's Discretionary	\$350	\$400	-\$50
Regalia Expense	\$3,042	\$1,500	\$1,542
Victoria Father's Day	\$283	\$288	-\$5
Tax (Oregon)	\$50	\$100	-\$50
Website	\$170	\$300	-\$300
Peter Morgan Memorial	\$0	\$180	-\$180
TOTAL EXPENSE	\$3,292	\$9,530	-\$6,238
INCOME			
Advertising	\$260	\$400	-\$140
Dues	\$3,696	\$3,500	\$196
Regalia	\$2,445	\$2,000	\$445
TOTAL INCOME	\$6,401	\$5,900	\$501
GRAND TOTAL	\$3,109	-\$3,630	\$6,739
BALANCE 7/6/05	\$12,065		

MEETINGS & EVENTS

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

ADVERTISING

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

Size of Ad	1 Insertion	3 Insertions	6 Insertions
Business card	\$5	\$12.50	\$25
Quarter page	\$10	\$25	\$50
Half page	\$20	\$50	\$100
Full page	\$40	\$100	\$200

THE PUBLICATION: NWMOGAZINE

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 try not to send .pdf files or .doc files with photos inset as they require additional steps and/or result in lower quality. The Editor reserves the right to edit material for style, content, relevance, spelling, grammar, length, and appropriateness for the NWMogazine. Material that is not time sensitive may be saved for publication at a later date.

Authors should use Canadian, U.S., or U.K. spelling consistently and as appropriate. The reference for correct spelling will be <www.luther.ca/~dave7cnv/cdnspelling/cdnspelling.html>.

REGALIA

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



THE OTHER SEAT

Craig Runions, President

mognw@verizon.net

Wow, almost 2,000 MOGNW territory miles so far this year in my Morgan and it's only the end of June! First was Vancouver, BC for the VanDusen ABFM, then Colville, WA for the Iron Horse Ranch Caboose Run, then Victoria for the Beacon Hill Father's Day Picnic, and finally Devils Punchbowl X on the central Oregon coast. My gosh, MOGNW covers a large area! (Note to Craig – time to change the oil, again!).

At each one of these events, gracious MOGNW members organized and hosted a dinner gathering. Win and Christine Muehling's home in Vancouver, Kay and Theresa Jones' Caboose outside Colville, Kit Raetsen and Joanne Cockshutt's home outside Victoria, and Bob and Claire Hauge's home in Longview. Mere thanks seems an inadequate response for the time, expense and effort put forth by these hosts, and other MOGNW members too, into these events. There is no greater a recipe in my mind for having fun that what these people did, others have done in the past, and still more will do in the future. Quality events and great people. What a combination.

Also, welcome home to the Hutchens, Powleys, Stinsons and Miles. The Hutchens and the Powleys just returned from a 1,500 mile trip around BC organized by the Old English Car Club. The Stinsons are back and the Ken Miles' are due sometime in July from their San Francisco to New York MOA IV trip. Most, not all, of these cars are 60's vintage, so yes, your Morgan can be up to the task.

I'll tell you what, for those of you with shorter distance goals or capabilities, set your sights on the July 23rd Bellevue ABFM and MOGNW's 30th Anniversary bash. Make it a priority. Perfect!! Once you get over that hump, then it's wide open territory. First, you do a local Pod monthly social gathering. Then it's onto longer runs. Hood Canal to Hurricane Ridge in August (medium), Oregon Willamette Valley Wine Tour in August (medium), Vancouver, BC to Whistler Run in September (medium), Bob Nelson Memorial Fall Colors Run in October through the Cascades over Stevens Pass and back over Chinook Pass (long), the Ladner to Bellingham Run in November (short), Boxing Day Run in Vancouver after Christmas (short).

There's a term used by some in the Morgan community. It describes an affliction. A condition. An addiction. A disease. It happens when you dream of Morgans. When you see a Morgan. When you see a picture of a Morgan. When you touch a Morgan. When you sit in one. When you start one. When you hear one. When you drive one. When you work on one. It's called "permasmile." It cannot be avoided. I suspect that you have it. 😊

Welcome New Members to MOGNW!

Craig Runions

The 2005 published roster has 143 current members. According to tradition, we also include the most recent past year non-renewing members in the current year's roster. That's why you will see that some 'new' members below are already in the roster - they are very late renewing 2004 members!

We now have 153 current members! Please mark your hard copy roster. The 10 new members are:

- Dave Ashley (1992 renewal from Vancouver, obviously not in the roster!)
- Ward Ashley (Dave's brother, new member from Burnaby)
- Ed Barraclough (2004 renewal, in the roster)
- Steve Bell (new member from Des Moines, WA)
- Jay Brandon (2004 renewal, in the roster, Oregon member from long ago!)
- Dave Gard (2002 renewal, from Calgary, not in the roster)
- Ric MacDonald (2003 renewal, from Whistler, not in the roster)
- Bert McCabe (2004 renewal, in the roster)
- Michael Povey (2002 renewal, from Vancouver, not in the roster)
- David Schwabe (renewal from long ago, from Portland, not in the roster)

Of the above, we got 2 new members (relatively speaking) and 3 renew members directly from the VanDusen ABFM!

Hoo rah!

October 15 and 16

Bob Nelson Run 2005

Bill Button and Kay Jones

This year's Bob Nelson Fall Colors Run starts with dinner and an overnight stay in Leavenworth on Saturday, October 15th. Drive about 120 miles on Highway 2 over Stevens Pass and arrive early for a relaxing day doing touristy things.

Make your reservations soon as the fall colors typically bring lots of tourists. You are on your own as to accommodations, i.e. the new Bavarian Lodge is \$120 to \$140 and so it goes. Check the Chamber of Commerce website www.leavenworth.org/lodging/hotels-motelsF-Z.html for a start. Dinner is planned for 7:00 PM at a German restaurant yet to be determined.

The 240 mile run back to Seattle on Sunday is planned to go south on Highway 97 over Blewett Pass to Ellensburg, south on Canyon Road along the scenic Yakima River to Yakima, northwest up the Naches River on Highways 12 and 410 over Chinook Pass to Enumclaw, and on back home. There are other options for Canadians and for those who just want to spend the night in Leavenworth.

More information contact: Bill Button or Kay Jones.

Technical Modifications: Handbrake Safety Alternatives

Douglas Hallawell, with contributions by Bill Button and Ron Theroux; Photos by Bill Button and Lorne Goldman

The Handbrake Safety Problem

Amongst those who own a 4-wheeler Morgan with the good old Salisbury axle, some must have noticed the dangerous conception of the bracket of the handbrake mechanism which runs along the rear of the axle. This mechanism is attached to the rear of the axle by way of a solid pointed bracket welded onto the



Julia Woolgar's Ruptured Tank (which didn't catch fire)

axle. Well, this bracket points directly at the petrol tank. In the event of a severe rear-end collision (or even lateral rear), the tank risks being ruptured entailing a full-scale fire of the Morgan. This flaw was corrected, fortunately, 9 years ago by MMC which has since been using BTR axles built in Australia.



Lorne Goldman's Ruptured Tank (which caught fire)

Owner Modifications

Having had the opportunity in 2003 to participate in MOG 33 – 33rd international reunion on the east coast of USA – as well as in a couple of west coast events in 2004, I was able to meet many Morgan owners.

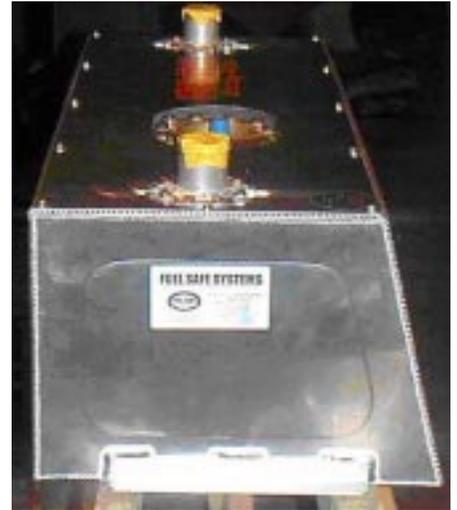
What amazes me is noting how many of them carry out mods/improvements themselves on their beloved Morgans. These enthusiasts share their experiences on the biggest international DG devoted to Morgans – www.emog.com – bringing together 1200 owners of the marque.

This was how I discovered that Paul Marchant from

California replaced his Moss gearbox – on a Plus 4 Super Sports – with a Toyota Celica 5-speed box (1982-'85). Just the alloy casing allows a weight-saving of approximately 22 kilos. He also lightened the engine compartment where a compact and lightweight starter motor (from Moss Motors) has replaced the good old Lucas unit.



Lorne's FuelSafe Petrol Tank



Lorne's FuelSafe Petrol Tank

Handbrake Solution I: "FuelSafe" Tank

Emog's Quebec webmaster – Lorne Goldman – owns a 1984 Plus 8. As a result of a severe rear-end collision, his Morgan was totally burnt because of rupturing of the petrol tank by the above-mentioned notorious bracket. Today, his Plus 8, totally rebuilt (mostly by the factory), benefits from a "FuelSafe" petrol tank as used by racing Morgans. To complete security at the rear, a new BTR axle has replaced the old Salisbury unit. A few details and photos are at:

www.gomog.com/phoenix/phoenix.html

Solutions	Advantages	Disadvantages
FuelSafe Tank	Probably the best solution. Bill noticed in "Racer Parts Wholesale" that you can buy a block of "fuel cell foam" 1'x1'x1' holding 6.5 gal for \$42. Electronic sending units are \$118. Looks like a talented person could make one for under \$500.	Very expensive - \$1,800, and the price recently went up.
Hydraulic Valve	This solves two problems: the lack of reliability of the current hand brake system and the removal of the brackets that punctured Lorne Goldman's tank causing the fire.	There is no manual backup for emergency stops after hydraulic failure. Button says that the jury is still out on this solution. The hydraulic valve in his +4 seems to work, but it depends on a leak-free brake system. Button says he doesn't recommend this solution yet, pending making sure that all of the "kinks" are worked out.
Tank Shield	Probably the best "bang for the buck." Simple and effective.	None that anyone can think of.
Tank Relocation	Better protection in case of a rear collision. It would open up usable space in the rear and improve weight distribution.	There would be extra fabrication effort (and cost) to fit this space so that it wouldn't interfere with the differential or drive shaft.

Lorne's unfortunate experience has, however, benefited others, especially in the USA, who have since installed these "FuelSafe" tanks.

Handbrake Solution II:
Hydraulic Handbrake Valve

Another regular of the DG, a resident of the state of Washington and answering by

the name of "Button," has chosen to do away with the handbrake mechanism's bracket by replacing the Salisbury axle with a BTR axle on his Plus 4. His modification resorts to aeronautical technology by using a discreet



Ron Theroux's Solution: A Shield



Bill Button's Hydraulic Setup: Photo 1

hydraulic valve which greatly simplifies the setup of the handbrake's mechanism. The extension on the Moss gearbox is, no more, no less, an overdrive unit which Bill Button succeeded in adapting during a previous transformation. The attached photos speak for themselves, but in order to achieve this, a lot of time was spent by Button.

The solution of the hydraulic valve deserves to have 1 or 2 details improved and is being tested during the early part of May. Its cost is \$104. It requires the use of DOT 5 synthetic fluid. Needless to say, Button has already done away with the incrimi-



Bill Button's Hydraulic Setup: Photo 2



Bill Button's Hydraulic Setup: Photo 3



Bill Button's Hydraulic Setup: Photo 5



Bill Button's Hydraulic Setup: Photo 4

nating bracket! I found his modification ingenious; now it's up to you to judge.



Hydraulic Handbrake Valve

Handbrake Solution III:
Fuel Tank Shield

Ron Theroux has yet another solution he found on Emog.

He fabricated the plate from a 1/16"12 gauge sheet. There is a radius on the top corners plus the sides and top edges have been massaged with a body tool to roll up making lips so that there are no sharp edges.

Urethane construction adhesive was used to hold it in place; no other rigid fasteners.

Ron says, "It only has to work once, I think it would work best if it (has to) collapses with the tank. This modification has got to be better than nothing, and the total cost, in place, was \$6.00 CDN - and real bargain for Morgan safety."

Handbrake Solution IV:
Relocated Fuel Tank

Relocating the fuel tank is an interesting solution that offers attractive advantages. Lorne Goldman and Bill Beck came up with this idea.

The idea is to fabricate a tank to fit in back of the seat, in front of the differential, and under the parcel shelf. The details of this solution haven't been worked out as yet, and it may not be possible.

As of this date, however, the authors do not know of anyone who has actually tried this solution.

Summary

See the table at the bottom of page four for a summary of advantages and disadvantages of each solution. Readers should feel free to submit comments regarding this topic.

Iron Horse Ranch Caboose Run 2005

Craig Runions

Photos by Yvonne Theroux

Nine cars and sixteen people converged on Kay and Theresa Jones' Iron Horse Ranch and Caboose outside Colville, WA on Saturday afternoon, June 4th.

Participants and their cars were Jones (van), Theroux (+4), Colby (Miata),



Kay Jones manning the fire

Henderson (4/4), Harman (+4), Button (Bentley), Dennis (SUV), Runions (+4) and Kay's friend Rex Rice (Fiat).

We had departed Soap Lake around noon, enjoyed spirited driving on wide open paved roads through the wheat fields and forests, ferried across Lake Roosevelt, and resorted to 'Plan B' when we encountered a freshly graveled road.

No worries, mate! We can get to the Caboose this way. Can't let this detour cause us to miss out on the open fire pit BBQed

flank steak and chicken, other fine dishes, and all those cold beverages! We finally drove through the recently erected beautiful arched portal just inside the main ranch gate and headed down the long twin rutted path to our destination.

Kay and Theresa slept in the Caboose and Theroux, Dennis, Runions and Rice camped out in tents. The others 'tented' back in Colville in a motel. Sunday morning



Happy campers around the fire - it just doesn't get any better!



Beautiful cars ... fantastic setting

coffee, pancakes, bacon and fruit got us all ready for the long drive home. The enjoyable weekend provided great driving, great food, great weather and great

people. We all owe a special thanks to our hosts Kay and Theresa and to Dick and Karen Dennis for their generous help.



Everyone loves a ferry ride

What Will Morgan Think of Next? The Morgan LIFEcar

From Emog

Submitted by Craig Runions

A wholly British partnership that includes QinetiQ - Europe's largest science and technology solutions company - has unveiled plans to develop the world's first environmentally clean sports car, powered by a fuel cell which converts hydrogen into electricity.

Partnering QinetiQ in the project will be the legendary sports car manufacturer Morgan - both operations in Malvern - Cranfield and Oxford Universities, BOC and OSCar. The new vehicle, known as LIFEcar, will be ultra quiet (a first for a Morgan) and it's exhaust systems will produce only water vapor (mine's done that twice this year?). It promises a clean vehicle combined with sound motoring performance and stylish good looks.

Part funded by the Department of Trade and Industry, LIFEcar is a two and

half year long project which marks a step-change in vehicle power technology, producing a combination of performance, range and fuel economy that will be essential to the motoring world of the future.

LIFEcar will be based on the Morgan Aero 8. Powered by a QinetiQ Fuel cell which converts hydrogen and oxygen taken from the air around it - into electrical energy. The only waste product from the car will be water. The company also says the car's power system will be incredibly efficient, producing significant improvements over current fuel cell prototype vehicles, with the fuel cell powering four separate electric motors, one at each wheel. Regenerative braking and surplus energy will be used to charge ultra-capacitors, which will release their energy when the car is accelerating. This will allow the car to have a much smaller fuel cell than is conventionally regarded as necessary.

Saturday, August 6 Hurricane Ridge Run Bill Button

Reserve this date! Tanya and Gerry Seligman have invited MOGNW to the Olympic Peninsula for another grand run with a picnic at their Hood Canal cottage after the run.

Cost will be \$10 per person for the picnic and there is an entrance fee to Olympic National Park.

Contact Bill Button at 206-935-3616 or wmbutton@comcast.net if you will be participating. Button needs the information for planning. If you don't contact Button you may not get anything to eat!

More information later.

Incidents From the Past as Reported in the Mogazine

Mike Powley, MOGNW Historian

19 years ago, Mogazine July 1986 (that is as far back as I go)

Editor: anonymous, but likely Bob Hauge. Cover sported the new old club badge, the first one after the boat anchor. Gad, this issue had a two page technical article on the E - The: English Ford Pushrod Engine from Dave Bean Engineering. Anyone want a copy?? Dwight and Meredith Smith flew to MOG 16 on the east coast and were wowed about the new gas fired +8 coming into the USA. Bob Nelson was in the process of organizing a picnic for the Seattle area people with a side line of trying to attract new Morgans out of the "woodwork" (his words, not mine). Historian's comment: The late Bob Nelson doing what he liked best - organizing driving events and recruiting new members to the fold.

15 years ago, Mogazine July 1990

Editor: Nancy Dice. Cover news was a picture of the "Quilchena 20 – the Survivors" posed on the porch of the Quilchena Inn. Boy, do we all look young! The club is now under the rule of Jean MacBean aka MacNeil and/or aka Tinnea. Her president's "ONE SHOT" ramble included a great picture of Jean holding forth on weighty club matters. And there was a Morgan Pot Luck in the making at David and Thea Wellington's after the Bellevue All Brit at their home on Cascade Key. 1990 was the second year for the Bellevue ABFM. New Members noted were Larry and Tina Sharp, now among our Canadian regulars.

10 years ago, Mogazine June 1995

Editor: Craig Runions. Mogazine cover this time was NOT one of Craig's more creative endeavors – it was an ink pen drawing of dad's Morgan by his 17 year old son Adam for Dad 1995 as a Father's Day present and we all got to share that on the Mogazine cover. Neat. President Mike Amos was coaxing us out to the 3rd annual Arlington Fly hosted and organized by the Harmans and Nelsons. On the Canadian scene, a review was made of the great pre-Father's Day Picnic held by Woody and Carmel Thomson and here again we were treated to meat on a spit - this time it was a deer. We also got to meet Bill and Fay Sterne, now running GB's black and white +8. Historian's comment: What is it with these Island people and their barbaric ways of cooking????

5 years ago, Mogazine July 2000

Editor: Craig Runions. We are now under the rule of Kay Jones. And, as mentioned in the last review, the main theme of his missive the "Flat Line" was food of course. GAD! Careful what you wish for as pictured in this missive is the President "himselfsame" caught in barbaric act of the ritual of meat on a spit, this time 18 chickens! Is there any food left in the Pacific Northwest? Once again a new MOG NW badge was "in the market place." It was the debuting year of the "Thunder Bird" design (by Carmel Thomson) and now that one is history - gad! This issue also included a guest editorial by then Miscellany Editor Cliff Baker on the new Plus 4, with a cover shot of same at the 'works' on the Mogazine Cover. Historian's comment: Watch for Cliff coming to your town soon as he will be in attendance at the Bellevue All Brits and the Runion's 30th Anniversary function this July 22nd/23rd. Cliff currently is also Editor of the Morgan Word and does really maintain a real life too.

Find a Morgan Owner!

I own a 1965 Morgan +4 Super Sports # 6116. I have almost the complete history of my car but I miss the name of the first owner.

The first owner kept the car for a short period and lived in Canada.

Is there someone around who knows something about it?

The car was imported by Fergus in New York.

Hope to hear from you and wish you all the best.

Machiel Kalf

machielkalf@hetnet.nl

Morgans Over America IV Report

June 3: Here is a photo a friend of ours took on their way



through the Grand Canyon. It shows a beautiful Morgan with the backdrop of the Canyon. They

happened to be there at the time the Morgans Over America cavalcade stopped.

Bob & Sharon Green

June 13: Hello MOG North West!

Attached is a photo of two of your folks after just entering the Watkins Glen road race course in central NY State, holding your neat banner. Our Western NY MOG traveled with the MOA group on

Sunday from the Canada/Buffalo border crossing through the beautiful Finger Lakes Region to Watkins Glen under rainy overcast skies.

The MOA group took two laps of the original Watkins Glen 1948-1952 race course through the streets and countryside around Watkins Glen, cooled off at a local watering hole, then toured the current track where they had dinner and a talk by WG race historian Bill Green.

Looks like a neat adventure!

Al Isselhard - Western NY MOG



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- '64 **+4 DHC** Connaught Green, New paint
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- '64 **+4** Raspberry w/Brown Leather Interior
- '63 **+4 4 SEATER ROADSTER** Regency Red
Restored 1k miles ago
- '52 **FLAT RAD ROADSTER** Ming Blue



OTHER MARQUES

- '01 **PORSCHE TWIN TURBO**
- '98 **RANGE ROVER 4.6 HSE**
- '67 **LOTUS ELAN SE**
- '65 **AUSTIN HEALEY 3000**
- '62 **MGA MK II ROADSTER**
- '59 **TRIUMPH TR3A**



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Memorial Window

Submitted by Douglas Seager

My sister in Scotland sent me the attached: Diocesan Committee decide on Church Window - Peter/Moggie. This will be the first for Britain - a car depicted in glass window at Stoke Lacy.

CHURCH TIMES - 18 March 2005

Morgan sports cars are UK icons, still successfully being made near Malvern in Worcestershire. And, ever since the first of the Morgan dynasty became Rector of Stoke Lacy (over the diocesan border in Hereford) in 1871, the family have been generous patrons of the Parish Church of St. Peter and St Paul. (They also enlarged the rectory and staffed it with six maids and three man-servants, says Henry Hodges, 40 years the church-warden.)

The first Henry's son was Rector for 50 years until 1937, and it was his son, always known as H.F.S., who founded the famous motor company in 1910. His son, Peter, took over from his father in 1959 until his death in 2003, and he has been succeeded by Charles Morgan. There are already four Morgan windows in Stoke Lacy Church, Mr. Hodges tells me: the first, the large east window, in memory of the first Henry Morgan. But none, as yet, shows the famous cars.

That is about to be rectified by an east window in the porch to commemorate Peter Morgan, which will show a car. The go-ahead has been given by the diocesan advisory committee, and it is to be designed and made by Susan Ashworth.---

From morganville.org: Morgan supporters from all over the world have contributed nearly £1800 to pay for the window which will cost £1500. Any funds left over after installation costs will be donated to the church.



Photo: Birmingham Post via emog.com

Common or otherwise ...

Diagnosing Problems With Your Senses

gomog.com

Sounds Like Trouble

Squeaks, squeals, rattles, rumbles, and other sounds provide valuable clues about problems and maintenance needs. Here are some common noises and what they mean:

Squeal - A shrill, sharp noise, usually related to engine speed: Loose or worn power steering, fan or air conditioning belt.

Chirping - A chirping noise from the front of the car related to engine rpm may indicate a misaligned fan/drive belt.

Click - A slight sharp noise, related to either engine speed or vehicle speed: Loose wheel cover. Loose or bent fan blade. Stuck valve lifter or low engine oil.

Screech - A high-pitched, piercing metallic sound; usually occurs while the vehicle is in motion: Caused by brake wear indicators to let you know it's time for maintenance.

Rumble - a low-pitched rhythmic sound. Defective exhaust pipe, converter or muffler. Worn universal joint or other driveline component.

Ping - A high-pitched metallic tapping sound, related to engine speed: Usually caused by using gas with a lower octane rating than recommended. Check your owner's manual for the proper octane rating. If the problem persists, engine ignition timing could be at fault.

Heavy Knock - A rhythmic pounding sound: Worn crankshaft or connecting rod bearings. Loose transmission torque converter.

Clunk - A random thumping sound: Loose shock absorber or other suspension component. Loose exhaust pipe or muffler.

Creaking barn door hinge sound - Your Morgan nylon kingpin bushes are overdue for greasing

Smells Like Trouble

Some problems are right under your nose. You can detect them by their odor:

Smell of burned toast - A light, sharp odor often signals an electrical short and burning insulation. To be safe, try not to drive the vehicle until the source of the smell is diagnosed.

Smell of rotten eggs - A continuous burning sulphur smell usually indicates a problem in the catalytic converter or other emission control devices. Don't delay diagnosis and repair.

A thick, full, warmish acrid smell - Usually means burning oil. Look for signs of a leak

Smell of gasoline after failure to start - The smell of gasoline vapors after a failed start may mean that you have flooded the engine. Wait a few minutes before trying again. If the odor persists, chances are there's a leak in the fuel system - a potentially dangerous problem that needs immediate attention.

Smell of burning resin or an acrid chemical odor - This may signal overheated brakes or clutch. Check the parking brake. Stop. Allow the brakes to cool after repeated hard braking on mountain roads. Light smoke coming from a wheel indicates a stuck brake - tow your Morgan to repair.

Sweet, steamy odor - This indicates a coolant leak. If the temperature gauge does not indicate overheating, drive carefully to the nearest service station, keeping an eye on your gauges. If the odor is accompanied by a hot, metallic scent and/or steam from under the bonnett, your engine has overheated. Pull over immediately. Continuing to drive could cause severe engine damage. Your Morgan should be towed to a repair shop.

Paying attention to your senses and your common sense can pay off!

Paying attention to feelings will be in the next issue!

Mogs Joined the Fun at Brits 'Round BC

Celia Obrecht

On June 19th Rosemarie and Mike Powley, and Celia Obrecht and Steve Hutchens took advantage of the opportunity to join the Old English Car Club of British Columbia on its Brits 'Round BC tour. The tour was organized by OECC to visit the home towns of all six OECC branches and was open to all British cars. It was designed so that participants could drive all or any part of the 1,390 mile route. This is a log from the eight-day drive.

DAY ONE

The day was sunny but cool as the touring Brits assembled at the Father's Day Beacon Hill British Car Show in Victoria. The group pulled out at 12:30 and headed north. Cars lost and found each other time and time again as we traveled through the many traffic lights of Victoria and later as we drove through Nanaimo to our first stop.

In Nanaimo Mike Powley joined a group who tried to help Hutchens fix his difficulties with rough running at low revs. With the problem seemingly improved Powley took the lead on the last leg of the run up the Old Island Highway. Slow moving traffic tried everybody's' patience especially Hutchens as his low rev roughness had become worse still. We were grateful to arrive at Courtenay, our first night's destination.

The Comox Valley Branch of OECC treated our cars royally with a grassy parking area in a Comox town park and a security guard to watch over the vehicles while we ate dinner. Mysteriously our hosts were determined to take both group photos and separate photos of each car. Dinner was served on the deck of a restaurant over looking the Comox Marina. Views were unparalleled as the full moon rose over the water in tandem with the sunset. After dinner the Comox Valley Branch presented each of us with a pocket sized photo album containing a group and an individual car photo. Now we knew why they had been such dedicated photographers.

As dusk deepened cars departed for lodgings, but several members stayed to help Steve sort out his Morgan's mechanical difficulties including Frank Decarlo, a Morgan owner (1958 +4) in the OECC Comox Valley Branch (and a fellow MOGNW member). Brian Wright, a local British car mechanic was consulted by phone. In the end Brian came to the park and quickly diagnosed a seized distributor and worn-out points. New points and anti-seize sprayed on the distributor smoothed out the roughness.

DAY TWO

A 7:30 start put us in the ferry line at Duke's Point in time to claim our reserved spots on the ferry to Horseshoe Bay. The route took us first to Britannia Beach where we met members of OECC's Vancouver Coast Branch who were joining the tour. This group included officers from the Vancouver Branch and the OECC Society. Among the group were Bart and Audrey Shaw



Brits 'Round BC in Quesnel (photo by John Ngo, Quesnel Observer)

who had volunteered their expertise and their specialized equipment to fry fish and chips for our dinner in Pemberton.

Drivers chose their individual paces past Whistler and down to Pemberton where we congregated by the pool of the Pemberton Lodge. Assisted by Fred Bennett, Bart and Audrey provided fish and chips for a group of about forty people. Quite an accomplishment! After dinner it was discovered that Bart and Audrey were just two days past celebrating their fifty-second wedding anniversary.

DAY THREE

8:00 came very early, but we were all ready to start, if not entirely awake. The Powley's planned to scout the

Pemberton area for restaurants and lodgings that might be used in September by the Mog group on the Whistler tour, and then to drive home via the Fraser Canyon. This meant that the Hutchens were driving the sole Morgan as the tour continued.

The shade was chilly along the Duffy Lake Road, but the scenery was incomparable. Anyone who has not taken this drive in a Morgan should try to arrange to do so with MOGNW after the Whistler Run!

We descended to Lillooet for breakfast where we provided a business bonanza for three restaurants. Afterwards several Vancouver branch cars left the group, returning home by way of the Fraser Canyon.

The day was perfect for tops-down touring as we continued through Lytton to Spences Bridge and on to Merritt. We regrouped at the historic Quilchina Inn, a beautiful old hotel and still a functioning business.

As the day went on a few of our cars began to take exception to the heat of the B.C. Interior and the strain of a third, long day of consecutive driving. The Sparks' Jaguar coasted into the Quilchina Inn without benefit of engine. Some of our best automotive minds looked into the matter and found a piece of foam blocking the Jag's air intake. Problem solved, we thought, and we left the hotel caravan-style intending to parade through Kamloops on our way to a picnic in Pioneer Park.

The parade happened, but three cars were missing: the Sparks' Jaguar stalled again just outside town, the Grant's Ford Zephyr limped in with wheel bearing problems, and the Hutchens' Morgan which emitted a puff of smoke just as the group drove through downtown Kamloops. That evening, at a breezy Pioneer Park, the Thompson Branch hosted the tour participants with an excellent barbecue.

With help from OECC Thompson Branch members in Kamloops, including MOGNW member Richard Blair (1970 +8), all three vehicles were given attention at appropriate garages. Hutchens' Morgan was directed to Karl Jansson at Franco's Auto Service who maintains Blair's +8. Karl, an excellent

mechanic, diagnosed the smoke we saw as steam from the radiator and tightened several things. He then massaged the Zephyr's wheel bearing and brake problems. The Jaguar needed more time in another shop, so the Sparks rented a Toyota Corolla which, adorned with an MG badge on the trunk, became an MG-Corolla.

DAY FOUR

The fitter cars began their run to 108 Mile House first, followed about an hour later by the Sparks in their MG-Corolla and the Hutchens' Morgan with oil leaks tightened down. No one knew if the Zephyr would be able to return to the tour.

The first portion of the day's run provided the only substantial rain of the entire outing. At Little Fort we picked up Highway 24, the "Fisherman's Highway." Views of lakes and forest kept us entertained until we all met for lunch at the Eastwood Restaurant. Not surprisingly the early starters were finishing lunch as the MG-Corolla and Morgan arrived. Everyone one agreed that lunch at the Eastwood was a culinary high point of the week: the mushroom soup was amazing, the schnitzel delicious, and the BLTs had more bacon than anyone had ever before seen stuffed between two slices of very tasty bread. If you are in the area support this newly-opened business!

All the cars except the Zephyr arrived at the Hills Health Ranch by mid-afternoon. We had time to use the Ranch's facilities; the pool and hot tub were especially popular. By late afternoon we were thrilled to discover that the Zephyr had arrived, too! The mechanic had adjusted the Zephyr's wheel bearings sufficient to get it to the Ranch. A wheel bearing was ordered, to be shipped to 100 Mile House the next day and the Zephyr's crew decided to spend another day relaxing at the Hills Ranch.

Our buffet dinner was moved into the dining room due to periodic thunder showers. After dinner some explored the grounds while others discovered how energetic the mosquitoes were along the trails.

DAY FIVE

We packed in leisurely fashion for a 9:45 start. Highway 97 took us north past more lakes, woods and a dramatic river canyon. We also encountered a few road work delays, but the day was cool so none of the cars had overheating problems.

At the Quesnel Museum and Information Centre we met a very friendly group from the Prince George OECC Branch who had driven south in five English

cars to join the run back to Prince George. A reporter from the Quesnel newspaper took photographs and notes about our trip for his paper.

The Prince George Branch cars led us caravan-style to our dinner stop at the Prince George Railroad Museum. The Museum was the setting for our own private party as we toured the grounds at will and were treated to a great meal. Perhaps the most fascinating piece of railroad equipment was a huge wooden snowplow with its plow portion sheathed in metal. (Metal on wood always seems to fascinate Morgan owner; I wonder why?) The Prince George OECC also invited members of another local car club to participate in a Show & Shine after dinner.

The mosquitoes became hungry as the evening progressed so we took to our cars and paraded through Prince George. Our route took us through a park on the top of a butte with dramatic 360 degree views of the city. Then we wound our way up another steep slope, past a moose crossing sign to the University of Northern B.C. campus where we lodged in a student dormitory.

DAY SIX

Our group split, two cars made directly for 100 Mile House, one car, an MG B, made for Edmonton, and the rest headed for Barkerville. The Morgan went with the group headed to Barkerville to experience the living history of the Gold Rush. We arrived in Barkerville at about 10:00 in a light but insistent rain. The chilly rain and mud added to the realism of the village, especially as the stage coach repeatedly drove through town splattering mud on the unwary.

Barkerville was so fascinating that it was hard to pull away for a timely arrival at our evening stop in Quesnel. Pat and Derrick Sparks made for 100 Mile House because they needed return to Kamloops and pick up their Jaguar. Our further diminished group arrived at the Sandman Inn on the south edge of Quesnel late in the afternoon. We were feeling rather tired and decided keep dinner simple by eating at the sports pub on the Sandman premises rather than driving back into Quesnel proper.

DAY SEVEN

By now the habits of touring had become deeply ingrained. Some liked to step out on their own and felt free to do so. Others preferred to stay loosely in touch while on the road.

The morning began sunny and cool, but warmed as we went down hill towards Cache Creek. We all came together there for lunch. The Sparks relayed a message by cell phone that

they were again driving their Jag and would meet us in Hope.

The day continued to warm as we drove over Spences Bridge and past Lytton, but a bit of high cloud kept the heat within toleration. We saw many groups of motorcyclists heading north up the Thompson and Fraser Canyons on weekend holidays. How lucky we were to have been able to tour for a week! In fact, it was hard to believe that the tour would soon be coming to a close.

Our destination for the day was the Skagit Motor Inn in Hope, an unpretentious but welcoming place. Located two blocks off of the highway, the parking area is a courtyard in which large Douglas Fir trees were conserved when the motel was built. The rooms are large, scrupulously clean, and comfortably furnished, each a bit different from its neighbor. We found that Sparks had arrived only a bit ahead of us, so we all pulled out lawn chairs in front of our units and relaxed together. After dinner we had dessert at The Bears Heritage House Bed and Breakfast, owned by Pat Spark's brother and his wife. It was fascinating to learn how The Bears had been transformed from a condemned house but historic wreck to an attractive home and business.

DAY EIGHT

In the morning we gathered for coffee and tea in the motel courtyard outside our rooms. We packed our gear leisurely then headed out to Highway 7 for the final run to Mission. At the Mission Springs Brewing Company, a brew pub with an automotive theme, we were met by Vancouver Branch members and treated to a delicious array of brunch choices.

After lunch a presentation was made to Pat and Derrick Sparks, thanking them for all the work they put into organizing the tour. We all speculated about possible routes for another tour next summer. It was hard to say good bye to our traveling companions, but in the end we all headed home, grateful for the experience and for all the hospitality of the OECC branches along the way.

Steve's Post-event Analysis

Although aware that a car adequately prepared for an occasional half-day club run might not be up to consecutive days of two hundred miles or more, this event brought that reality home. My to-do list is about eight items long, ranging from major to minor. Nevertheless, Brits 'Round BC was a fantastic event and the challenges on the road enabled me to meet several great car guys that I wouldn't have met otherwise. And, following these repairs, Celia looks forward to the next long Morgan run!

Continued from page 1

case was purchased by various thirsty MOGNW wine enthusiasts.

All the while we were enjoying these events, back at Kit & Joanne's home, Ken and Lesley Douch were working on a new Morgan clutch prototype. And unlike many projects undertaken by



lovely home. There were to be 46 of us to feed on the pig.

FOOD! FOOD! Did someone say FOOD? Well here we are all set to go —gad what a bunch!



MOGNW members this one really worked. See the pig preparation above and the assembly below.



The next day it was off to the Beacon Hill Father's Day Picnic in Beacon Hill Park. Again food was very much in evidence as this beast was converted to lovely sandwich makings as was the Reddington's lovely BBQed salmon morsels. The Father's Day event saw us with over 30 MOGS on the field. All reckon that was a bit of record for us.

Many thanks are in order to Ken & Leslie for the treatment of the PIG and the Reddington's for the salmon—great food. Kit and Joanne would also like to thank Pat Gilbert for organizing all the salads and deserts, and Trish & Leo Lee for all the "running around" for "needed things."



Now if this looks like food — it is! And now all members know what happens when the prospect of food is about with Mog owners — especially fueled by a taste of wine ... they will arrive!!!

And here they come by the car load, lead by the Islander's Pat Gilbert & the Allinsons, seen below getting parked in front of Joanne and Kits



And of course all of MOGNW would like to thank Kit and Joanne for the gracious use of their lovely, historic home. It was a truly great event!

More Victoria Father's Day Picnic Photos
by Tony Hoar



Northern Pod Report

Win Muehling

We managed to squeeze an additional event into April, and on April 30th we had an invitation by Laurie and Verna Fraser to visit their home and view their car collection. The weather had turned rather nasty on Saturday morning and the four Morgans arriving soon all had their tops up. Definitely much better weather for tire kicking then for top-down driving. The Morgans were accompanied by a similar number of daily drivers. This was one of our smaller turnouts, but in addition to yours truly, there were Ted & Judy Carew-Gibson, Brian Tomlinson, Mike & Rosemarie Powley, Jill & Douglas Seager, Chris Allen & Pam Mahoney, Ken & Pat Miles, Ron & Yvonne Theroux and of course, Laurie & Verna. (my apologies if I missed anyone) We were welcomed by plenty of hot coffee and doughnuts.

While enjoying these treats we were able to have a close up look at pair of Aston Martins, a couple of Alfas, an AC Ace, a Rytune racer undergoing restoration in Laurie's immaculate workshop, plus of course Laurie & Verna's '59 Plus 4. It was a pleasure to look at these cars, especially with Laurie's knowledgeable comments. Thanks, Verna & Laurie for opening up your home and garages!

Afterwards we took a short run over to the Murrayville Pub where we enjoyed fine pub fare. During lunch, Ken Miles, our immediate past Northern Rep was presented with a plaque of appreciation for his service for the past 3 years. The plaque, complete with Mognw logo featured a photo of Ken's lovely Plus 8. Ken & Pat, incidentally, were just about to depart for San Francisco to join up with Morgans Over America IV in Pat's newly rebuilt '69 4/4. They will be back just in time for our 30th Anniversary celebration, taking some extra time after the rally to visit and attend some other Eastern events.



Saturday, May 21 was the 20th annual Vancouver ABFM at Van Dusen Botanical Gardens, followed by the traditional club BBQ. The featured marques for this year where MG and Morgan. Van Dusen is probably one of the best venues of the year with over 500 British cars on display, in a lovely garden setting. The event is always well organized, but never stuffy, and the weather is generally very coopera-



ive. Although the weather did look promising the night before, we were surprised by early morning rain showers and some of us arrived at Van Dusen with our tops up. It did clear up by 10:00 AM and we were able to display the cars at their best – with their tops down. As usual we had a very strong presence, with a total of 37 cars, covering pretty well every model except three-wheelers. (Actually 38, with one Morgan parked in the parking lot.) Years of production ranged from 1951 to 2003.

We had representation from as far south as Portland, as far north as Kelowna and as far east as Calgary. Bob Algar, with new members Don MacKay and Mike & Ardith Holtz, drove from Calgary and all took home some hardware in their respective categories. The cars looked great and the awards were well deserved. Here is how the awards went:

- Class 24 - Morgan 4/4
 - 1 Mike & Ardith Holz, 1964 Morgan 4/4
 - 2 Mike & Rosemarie Powley, 1972 Morgan 4/4
 - 3 Cheryl Bryant-Harlos, 1970 Morgan 4/4
- Class 25 - Morgan Plus 4
 - 1 Laurie Fraser, 1959 Morgan Plus 4
 - 2 Valjean Power, 1951 Morgan Plus 4
 - 3 Graham Bailey, 1959 Morgan Plus 4
- Class 26 - Morgan Plus 8
 - 1 Bob Algar, 1987 Morgan Plus 8
 - 2 Pene & Chris Sinclair, 1969 Morgan Plus 8
 - 3 Donald McKay 1969, Morgan Plus 8

Congratulations to everyone for a good job done in presenting their cars.

In addition to the above awards, Pres. Craig Runions accepted on behalf of the club, a lovely framed print in recognition of Morgan being one of the featured marques.

After the awards ceremony Mognw members gathered at the Muehling home in Burnaby for steaks and all the trimmings. A wonderful meal was enjoyed by the 60 members present, but unfortunately somewhat cramped due to the heavy rain keeping everyone inside (somewhat reminiscent of the last Van Dusen BBQ we hosted a few years ago, which also was plagued by torrential rains). A special thanks to my wife and all the ladies who pitched in or brought goodies.

Bob and Sharon Green unfortunately never made it to the BBQ due to a breakdown in their Plus 8 after leaving Van Dusen, and required a tow home. The cause was later traced to a seized fuel pump due to rust in the fuel tank. Con-

spicuous by their absence where Pat and Ken Miles who have not yet returned from Morgans over America, plus stalwarts Dick Dice and Bert & Mindy McCabe and our scribe, Steve Hutchens & Celia Obrecht. (In view of Dick's absence, regalia sales had been capably handled by the Pres. himself with the assistance of Kirsty Rulka).

Sunday, May 29 was our annual outing to the Historic Races at River's Edge Raceway in Mission. As usual we met at the McDonalds in Pit Meadows and after filling up with coffee we proceeded to Mission along the Lougheed Highway, accompanied by a couple of other Brit cars belonging to the Old English Car Club. By the time we arrived, the parking lot designated for the clubs was filled due to a large presence of Porsches – this being the featured marque for this year. After watching some fine vintage racing for an hour, it was time for the "Parade Lap" during lunch hour. Unfortunately due to the large numbers of Porsches present, the track was so crowded that there was bumper to bumper traffic with no opportunity to get into top gear, and wisely enough, the organisers limited us to one lap only, followed by a parade through downtown Mission. Rather anticlimactic, to say the least, since in other years, several laps were allowed and enough speed obtained to get a bit of a feel of the track.

Although the "Parade Lap" was a disappointment, there was some exciting racing to be seen and the opportunity to see some of the cars up close and chat with the drivers, made it all worth while. Star of the meet was a rare 1972 Porsche 917 flat 12 cylinder, 5 litre race car. This is one of 37 factory cars and this particular one was the one driven by the late Steve McQueen in the making of the hit movie "Le Mans." The value put on this car is in excess of a million dollars.

The weather was quite pleasant for a day at the track, but we were told that the previous day was a bit of a scorcher, with both drivers and cars having a tough time of the heat. Thanks to Stu Rulka for organising this event.



JULY 2005 NWMOGAZINE CALENDAR

(please send updates and corrections to the editor at sphutchens@hotmail.com)

Date	Days	Event	Contact	Phone	Email or Website
Jul 15-17	Fri-Sun	MOGWEST 2005, Cambria, CA	Katherine Bard	310-476-0034	dropheadfem@att.net
Jul 16	Sat	Clover Point Scenic Drive, Victoria	Gary Dunkley	250-592-7141	
Jul 17	Sun-Sun	Brits on the Beach, Ladysmith, BC	Tony Mantell	250-245-4592	www.oecc.ca
Jul 17	Sun	Minter Gardens Concours			www.mintergardens.com
Jul 19	Tue	Southern Social @ Portland Brewing	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Jul 23	Sat	Western Washington ABFM, Bellevue	Arnie Taub	425-644-7874	www.abfm.com
Jul 23	Sat	MOGNW 30th @ Runion's after ABFM	Mike Amos	425-881-2054	meamos@gte.com
Aug 6	Sat	Hurricane Ridge Run to Seligman's	Bill Button	206-935-3616	wmbutton@comcast.net
Aug 13-14	Sat-Sun	Filberg Park ABFM, Comox, BC	David Whitworth	250-338-0026	www.oecc.ca
Aug 16	Tue	Southern Social @ Portland Brewing	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	Gil Stegen	425-260-3588	dr_stegen@hotmail.com
Aug 20-21	Sat-Sun	Southern Pod Wine Tour w/Sun Option	Wayne Harris	504-472-1911	harris@onlinemac.com
Sep 3-4	Sat-Sun	Portland ABFM, Portland	Heinz Stromquist	503-224-9576	www.abfm-pdx.com
Sep 11	Sun	All Brit Picnic, Hougden Park, Abbotsford	Andrew Beasley	604-854-5489	FVBMC@hotmail.com
Sep 17	Sat	Whistler All British Run, North Vancouver	Colin Fitzgerald	604-253-4145	
Sep 17	Sat	Midlands Pod Social @ Claim Jumper	Gil Stegen	425-260-3588	dr_stegen@hotmail.com
Sep 17-18	Sat-Sun	English Car Affair in the Park, Victoria	Robert Atkins	250-544-1702	www.oecc.ca/sib
Sep 20	Tue	Southern Social @ Portland Brewing	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 15-16	Sat-Sun	Bob Nelson Run 2005	Bill Button	206-935-3616	wmbutton@comcast.net
Oct 18	Tue	Southern Social @ Portland Brewing	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Oct 22	Sat	Midlands Pod Social @ Claim Jumper	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	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Nov 19	Sat	Midlands Pod Social @ Claim Jumper	Gil Stegen	425-260-3588	dr_stegen@hotmail.com
Dec 17	Sat	Midlands Pod Social @ Claim Jumper	Gil Stegen	425-260-3588	dr_stegen@hotmail.com
Dec 20	Tue	Southern Social @ Portland Brewing	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Dec 26	Mon	Northern Pod Boxing Day Run, Surrey	Mike Powley	604-542-0921	mpowley@telus.net



MOGNW MEMBERSHIP AND DUES FORM

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*(Requires Adobe Reader 4.0 or later, free from Adobe.com)

Morgans Currently Owned:

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

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

2005 Annual Dues: US\$25/CDN\$30 (US\$29/CDN\$36.25 after 3/1)

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 SW, Seattle, WA 98136.

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

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FIRST CLASS

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