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## Romance at Malvern Link!

Bob Adair

Leah and I returned from a trip to England in June with a side trip to France with

landing beaches in Normandy. We also took our Ford Focus hatchback and spent 2 days in the interior of Wales-very scenic. While in Boulogne, France we stayed at the Hostellerie de la Riviere, a small hotel with lots of charm,



English pals Brian and Margaret Gillard to do an historic 25 mile bicycle ride around the Boulogne countryside and to see the D-Day

wonderful food and top-notch service. The whole evening is the meal, talking with friends  
Continued on page 3

## MOGNW Celebrates the Thirtieth with Grand Style A Fantastic Event to Remember

Marv Coulthard & Sue Schult

Photos by Rod Ashton, Doug Barofsky, Steve Blake, Bill Button

This event was the thrill of the year for many of the members of MOGNW. I was fortunate to be one of them so let me tell you of our personal rendition of the weekend. I departed Salt Spring Island on the 6:15 a.m. ferry for Swartz Bay



and Victoria. Sue was staying at the Cancer Lodge in Victoria that week but was allowed out for the weekend. I picked her up at the Lodge at 8:30 and we headed for the Coho Ferry to Port Angeles. We found the 10:30 a.m. sailing was already full so we had to wait for the 3 p.m. ferry. We parked the car, put the tonneau up, and headed for the restaurant across the street from the docks for brunch. Arriving back at 2 p.m., we were passed by the US customs inspectors. Last time we were through here it was just after 9/11 and they had to check into everything - under the hood, under the car, and through all of our luggage. I am sure they were looking for the "oak frame" when the were looking under the car ... doesn't everyone do this? Finally 3 p.m. rolled around and we were on the ferry. It was a very rough crossing, as it was quite a windy day. We

Continued on page 4

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TREASURER'S REPORT (8 MONTHS)

BILL BUTTON

CATEGORY DESCRIPTION	ACTUAL	BUDGET	DIFFERENCE
BALANCE 1/1/05	\$8,956		
EXPENSE			
30 Year Banquet	\$2,422	\$3,500	-\$1,078
Awards	\$98	\$100	-\$2
NWMogazine	\$1,039	\$1,600	-\$561
Midlands Pod	\$330	\$553	-\$223
Northern Pod	\$443	\$514	-\$71
Southern Pod	\$0	\$495	-\$495
President's Discretionary	\$350	\$400	-\$50
Regalia Expense	\$3,740	\$1,500	\$2,240
Victoria Father's Day	\$283	\$288	-\$5
Tax (Oregon)	\$50	\$100	-\$50
Website	\$170	\$300	-\$130
Peter Morgan Memorial	\$0	\$180	-\$180
TOTAL EXPENSE	\$8,925	\$9,530	-\$605
INCOME			
Advertising	\$260	\$400	-\$140
Dues	\$3,803	\$3,500	\$303
Regalia	\$3,923	\$2,000	\$1,923
TOTAL INCOME	\$7,986	\$5,900	\$2,086
GRAND TOTAL	-\$923	-\$3,630	\$2,691
BALANCE 7/6/05	\$8,017		

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

The final numbers on MOGNW's 30th anniversary event are in. Boy, there are lots of numbers! And many different types of numbers. We had 41 Morgans at the ABFM. We had 43 Morgans expertly parked on my back lawn for the party. A 1953 Flat Rad (Kay Jones). A 2-week-old 2005 Aero 8 (Bob McDowell). We bought 120 badges, sold 115, gave 2 as gifts, and 3 went to Regalia. We purchased 170 2"x3" 30th anniversary dash plaques and mailed them to ALL members of MOGNW.

We paid the caterer for 130 dinners and actually served 131 people. We had 2 sheet cakes with the 30th logo - some people really got into that (check with Jean Tinnea - grin!) We had 70 Bert McCabe 30th anniversary posters made as gifts for the party attendees. There were special 30th anniversary labeled bottles of wine as gifts. There were other awards, prizes and handouts, too.

We had 2 special couples from England in attendance (David and Diane Bright and Cliff and Helen Baker). We had 13 of the previous 15 club presidents here, including Gary Leikas, who served as our very first president for 4 years! Incredible when you stop and think about it.

It couldn't have been done without the financial support of the whole club. Speaking in rounded dollars, when all the receipts and disbursements were counted, we ended up \$1,000 under-budget! Midlands Rep Gil Stegen used some of his Pod budget to host a wonderful ABFM lunch. And we sold tons of regalia! We signed up 2 new members and 1 renewal as I recall.



Equally as important were the efforts put forth by so many members, and a nonmember or two also, like Sean Amos (Mike Amos' son) and my good friend Jim Bauman who helped with party setup and parking. Member volunteers at the ABFM and before, during and after the party helped things go quite smoothly. And finally, kudos to the 30th Anniversary Committee of Chairman Mike Amos and members Gil Stegen, Bill Button and (humbly) me too. We worked long and hard over the past 6 months and with the help of some great weather and fantastic participation, we pulled it off.

PS - As many of you know, my wife Judy was not here for the big one. She was leading a 2-week mission trip with 30 of our church high school youth to the Yucatan peninsula of Mexico. One week after hurricane Emily went through that very area! She looks at the 30th party pics and just shakes her head. Cannot believe it. I assure her that the credit goes way beyond me to the many people of MOGNW. She nods in agreement!

"Romance" Continued from page 1

and sipping fine wine (expensive but something good to do for oneself).

The highlight of the trip was our visits to the Morgan factory on the 25th and 26th of May. This was my 5th visit since 1978 and I was interested to see what changes had taken place, but most of all to have Leah see how Morgans are made. On Wednesday the 25th, we took the self-guided tour through the factory. It was good to see Morgans still being made in the traditional manner. Skilled men are still using hand tools and basic machinery to create a traditional sports car. Near the end of the visit we met Mr. Doug Watkinson the Managing Director who showed us the new Roadster. He told us that Morgan was making 80 for sale in the U.S. using the Ford Escape V6 engine and asked if we would like to take one for a test drive. Of course, we said yes! Leah drove it first accompanied by Mark Leddington, a friendly and capable salesperson. She came back grinning from the driving experience and now my turn. After stalling it once or twice, Mark guided me through Malvern Link streets to a fairly quiet road heading north. It took little encouragement to get

on it through curves (80 MPH) and on a straight stretch where we went from 40 to 90 MPH in what seemed like an instant. This is some car! 0 to 60 in 4.9! It is taut with a smooth five-speed gearbox and gobs of power. Wish I had one!

Back at Morgan, I got Mr. Watkinson aside and asked if I could propose to Leah in the dispatch bay the next morning. He agreed and we set a time for 10 a.m. to meet in the reception office. I had been thinking of this for months-what better place to propose than in the dispatch bay at Morgan Motors surrounded by shiny new Morgans. Mecca, where someday I'm hoping my ashes get dumped in the glue pot so I'll be a part of many ash body frames.

Back to the romance story-that night I invited my English friends Brian and Margaret Gillard, Steve Barnes and Alan Alderwick to attend the big occasion. Everyone showed up and Leah was wondering what was going on. After Charles Morgan drove the one-off Aero Max (gorgeous car!) on to a truck for delivery, we had a discussion about my Morgans. Meanwhile Morgan staff including the ladies from the office

gathered in the dispatch bay. Mr. Watkinson had a wooden chair set in the middle of the bay and with all looking on I walked Leah to the chair. She asked what this was all about and I made up some story about a special viewing of new Morgans. I guess when I asked her to sit in the chair, she knew what was going on. I had it figured out if she said no I was going to crawl under one of the new Morgans and never come out. I was so nervous I'm not sure what I said, but she did say "yes" so I must have said the right thing. All cheered and clapped and cameras flashed behind us as we hugged and kissed. Man, was I nervous! Then I remembered the ring I bought the day before we left and put it on her finger.

Mr. Alan Garnett, the Chairman of the Board, congratulated us and offered a new Plus Four to take to lunch but as we were leaving the next morning for France with Gillards, I declined. Matthew Parkin told us that the proposal was a first for Morgan. That was neat! Thank you Morgan Motor Company for making our visit to the factory very special! We are thinking of next spring for the wedding.

"Thirtieth Event" Continued from page 1

returned to the car deck to find three Harleys lashed to the side walls right next to our car. It was a good thing they well lashed, as there could have been a lot of damage to both otherwise.



Off the ferry and through final customs, then a quick stop for gas, and we headed for the back roads to Kingston and the ferry there. This ferry has just arrived and wasn't overloaded for the next run so there was no waiting. Another 20 miles after the ferry and we were finally in our hotel at around 7:30 p.m. We took in a local restaurant near the motel and then watched TV until the small hours.

Up early in the morning we had a quick breakfast at the hotel and took off to the other motel where most of the other travelers from the club were staying. We met them and got basic directions to Bellevue and the ABFM. Off with the group we went. All was fine until we hit the freeway.



We were well back in the pack and the leader wasn't likely familiar with what its like if you're 12 to 15 cars behind after three stoplights and the on-ramp to the freeway. We had to almost wrap the speedo off the end to catch up. In doing so we passed a huge garbage truck. As we passed we hit a large bump in the road and several rocks fell from the truck. One small rock actually glanced off Sue's head. Good thing she was wearing a hat as she had no other protection up there. Finally arriving at the college for the ABFM we picked up the registration and got parked.

Gee, what a crowd of Morgans. Craig said he wanted 40 to show up for the show and he got his wish - the count was 41.

There were lots of British cars there and many new ones I had

never seen before. In the section next to us, for example, was Lotus, including at least four of the new 2005 Elise, a fascinating looking ride.

The day was warm and we spent a lot of time trying to stay out of the sun. Many old friends were there and we managed to meet many new ones as well.

After the closing and trophy presentations we followed Ronnie



and Jenette to the Runions place. Wow, there were lots of Morgans there already as we all followed the plywood laid down to the back yard. Cars were squeezed in as close as we could get them. Ken Miles took over duties as parking attendant and did an excellent job of squeezing a total of 43 Morgans into Craig's back lawn. As I sat on the lower patio I heard another car coming around the corner. This didn't sound like a Morgan, but only Morgans were allowed in the back yard. It was a low very quiet sound. I turned to see a teal green 2005 Aero 8, the first in the Pacific Norethwest. One of our club members, Bob McDowell, had just taken delivery of it the week before. What a gorgeous sight. And, yes, I do believe they are much better looking in person that in the photos.



During the events of the evening Mike Powley called for many door prizes, including specially brewed and labeled bottles of wine. Calls were made for the furthest north, the furthest south, the oldest and youngest Morgans, the most miles on a Morgan this year, and when the call came for the baldest person at the party, gentlemen like Ron T. and Bob C. stepped up. Many of the ladies shouted that it was Sue. She reluctantly went up in

fear of having to show why, but was relieved that she didn't have to remove her durag. The bottle is now displayed in the trophy case in our Morgan Garage.

this evening's ferry." We made it on the ferry, and, after dropping Sue off at the lodge, I had time to make the last ferry home to Salt Spring.



We met many old friends and made more new ones at this party. Bert was in his rare form as usual. We chatted for a long time with our special guests, the Brights from the Yorkshire Morgan Club, and we had a good chat with the Bakers, Cliff Baker from Morgan World Magazine.



Loads of presentations were handed out after the excellent catered meal. Craig was a wonderful host and Mike Amos did most of the organizing. The team did a wonderful job and should be commended for it. Over 125 satisfied club members were taken care of.



After more chat into the wee hours, it was off to the motel and to bed. At the motel we met up with another club member from Edmonton attending the party. We had a long chat on the balcony of the hotel.



The next morning was a good sleep-in and then off to the ferry from Edmonds to Kingston. We spent a while poking around the small community of Port Gamble, looking through the market and Sunday crafts fair. Arriving in Port Angeles, we checked on ferry bookings for Monday. "All booked," we were told - and Sue had her treatment appointment for 4 p.m. "Can we go now?" I asked. "Yes," we were told, "you will likely get on



More photos on page 7

# Morgans Over America IV

Pat Miles



On May 7<sup>th</sup> Ken and I accompanied by Vern and Glen Dale-Johnson and Ron and Lynne Dale-Johnson set out southward to join Morgans Over America in San Francisco. We were driving our



green and cream 4/4, Vern had his green +4 and Rod was driving the chase car pulling a trailer that was going to be used in the event of a breakdown. On the way down we met Bob and Barbara Stinson and Lisa Holley. Leaving Seattle turned out to be the wettest part of the whole trip and we had to find a local gas station to put up our tops before we drowned. Luckily we only had one other day on the whole trip when it rained so it was great to get it over with early.



In San Francisco we met up with 23 Morgans from Europe and 20 Morgans



from the rest of North America to give us a total of 43 Morgans ranging in age from 1960 to 2005, a chase car with a trailer and tin top. It was a site to behold as they arrived in the underground parking lot of the hotel and we all greeted each other enthusiastically. For the next 37 days we drove together across the USA, into Canada and down to New York. We experienced high altitude, and heat through New Mexico and the desert and were thankful for the sun top. Some of the newer +8s had difficulty with their cooling fans and most of the cars sounded a bit out of tune due to the altitude but miraculously everything went OK when we got lower. The scenery was out of this world although I could quite imagine how the Okies felt when they drove Route 66. From Route 66 we drove part of the Santa Fe Trail to Santa Fe and then up the side of the Mississippi to Minnesota through the dairy lands of Wisconsin. We visited all of the Great Lakes and crossed into Canada at Sault St. Marie and then drove to the Tobermory ferry before arriving at St. Catherines where we visited Niagara Falls and from there to a very hot, humid Toronto.

After two days in Toronto we went back round Lake Ontario and into the States. We visited Watkins Glen and drove the old track through the streets. Everyone



had to be very good as the police had been warned of our arrival and were watching. From there we drove to

Baskin Ridge and our last couple of days with the group. We did not drive the Morgan into New York but took the train to see the Statue of Liberty and Ground Zero. The trip finished with a grand



banquet and presentations on June 14<sup>th</sup> and we all left to go home. Those from Europe loaded their cars for shipping, some of the Americans had their cars transported back to San Francisco and the rest of us drove home by various routes.

Highlights apart from the great friend-



ships were many. We visited the Nethercutt Car collection in Los Angeles and saw an incredible collection of cars in the Grand Salon with marble floors and columns and a grand staircase. On the top floor was more "functional fine art" in the form of musical machines. We drove part of Route 66. Some of it was good and some of it was very rough. There were house parties, sumptuous banquets and lots of stops for ice cream. We met people from many of the Morgan clubs in the States. I especially remember driving off the ferry at Tobamory to the shouts of greeting from the Morgan members from



Toronto. Ken had a great time recalling old times and meeting old friends from his original Morgan club. The scenery was incredible from the Grand Canyon at dusk and sunrise, monument valley, deserts, great rivers and lakes, Niagara



Falls, old Watkins Glen and finally New



York. The car worked well and we brought home most of our spare parts. I learned that it is not the age of a car that makes it more likely to break down but the fact that the more modern cars have so many more parts to go wrong and sometime no one knows what they are for. We had extreme changes in temperature from 110 in Needles California to 40 driving up the side of Lake Superior. High humidity in Toronto



and dryness in the desert. We learned what it is like to live out of a small carry all for 10 weeks and that a plastic collapsible bucket it a must for washing the car. Things can go wrong, like the air conditioning in the hotel not working on one of the hottest days but it is made up by the whole town making us feel welcome, parking under the wings of a bush plane and listening to the local band.

It was an incredible adventure, with some of the most congenial people you could ever meet, in a car, that although it



is 35 years old still has the ability to perform and you can rely on it. I would do it again any time and encourage all you Morgan owners to try some of the longer trips. Thanks to all the people who helped to organize it and all those along the route who made us feel so welcome. There are too many great memories to include in a short article so ask us about it and we can talk for hours.



Blake



Ashton



Ashton



Button

"Thirtieth Celebration" photos continued from page 5

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## Got a "Hot" +4?

Bill Button

One of the hardest areas to cope with is heat. Over 90 degrees ambient temperature spells trouble. Probably the most important is "tuning." Robert Couch tuned Bob Stinson's, Craig Runion's and my +4 just prior to our trip to Cambria, CA for MOGWEST last year. None of us had heat problems. Here are some thoughts:

1. Electric Fan – Mounted on the outside of the radiator (the only way on a +4), the electric fan works great in slow or stopped traffic. At 70 m.p.h. it actually blocks the radiator.

2. Engine Driven Fan – I have a "Morgan Spares" plastic fan. It is simple and works great except in very slow or stopped traffic. I turn my engine off when I'm stopped and see the temperature rise.

3. Temperature Gauge – The "Smith" original gauge is inaccurate. I have a VDO gauge installed so that I know the situation. Many folks think their +4 is overheating when in fact it is not.

4. Radiator Cap – Use a 4# cap. I use a 7# cap as I have had my radiator re-cored with a modern core. Consider re-coring (about \$250) if your radiator is old. With a modern core and 7# cap you can handle a higher temperature.

5. Air scoop – I have a "Cuthbert Twilly" (Gary Bell) designed air scoop. Gary provides the design in his book "A Yank At Malvern." It is easy to make with some aluminum, snips and a pop rivet gun. The neat thing about his design is that it blocks off the sides so air is forced through the radiator. It seems that air pressure builds up in the engine compartment. The louvers in the bonnet are not sufficient to relieve this. Blocking the air from going around the radiator instead of through it will help this problem. The scoop is called an "air dam." Check my +4 or, if you want to view a deluxe job, Ron Theroux's +4.

6. Motor Max and Water Wetter – These are additives that are supposed to help. I use Motor Max because I bought a case. Truckers and RV vehicles use it. Red Line Water Wetter is another additive. Maybe these help, but I'm not sure they are worth the cost. You are on your own on these.

7. Slow down – At 70 m.p.h. and 100+ things get hot. While driving through Texas with 125 degree temperatures, I slowed to 50 m.p.h. I was using the

Common or otherwise ...

## Diagnosing Problems With Your Senses

gomog.com

Feels Like Trouble

Difficult handling, a rough ride, vibration and poor performance are symptoms you can feel. They almost always indicate a problem.

Steering - Misaligned front wheels and/or worn steering components, such as the idler or ball joint, can cause wandering or difficulty steering in a straight line.

Pulling - the vehicle's tendency to steer to the left or right - can be caused by something as routine as under-inflated tires, or as serious as a damaged or misaligned front end.

Ride and Handling - Worn shock absorbers, other suspension components, or improper tire inflation can contribute to poor cornering. While there is no hard and fast rule about when to replace shock absorbers or struts, try this test: bounce the vehicle up and down hard at each wheel and then let go. See how many times the vehicle bounces. Weak shocks will allow the vehicle to bounce twice or more. Springs do not normally wear out and do not need replacement unless one corner of the vehicle is lower than the others. Overloading your vehicle can damage the springs. Balance tires properly. An unbalanced or improperly balanced tire causes a vehicle to vibrate and may wear steering and suspension components prematurely.

Brakes Brake - problems have several symptoms. Schedule diagnosis and repair if:

- The vehicle pulls to one side when the brakes are applied.
- The brake pedal sinks to the floor when pressure is maintained.
- You hear or feel scraping or grinding during braking.
- The "brake" light on the instrument panel is lit

Engine - The following symptoms indicate engine trouble. Get a diagnosis and schedule the repair.

- Difficulty starting the engine.
- The "check engine" light on the instrument panel is lit.
- Rough idling or stalling.
- Poor acceleration.
- Poor fuel economy.
- Excessive oil use (more than one quart between changes).
- Engine continues running after the key is removed.

Transmission - Poor transmission performance may come from actual component failure or a simple disconnected hose or plugged filter. Make sure the technician checks the simple items first; transmission repairs normally are expensive. Some of the most common symptoms of transmission problems are:

- Abrupt or hard shifts between gears.
- Delayed or no response when shifting from neutral to drive or reverse.
- Failure to shift during normal acceleration.
- Slippage during acceleration.
- The engine speeds up, but the vehicle does not respond.

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

Paying attention to hearing and smell were in the last issue!

plastic fan and the car was OK, but I wasn't. I found an air-conditioned Holiday Inn with a bar at 3 p.m., slept until midnight and then continued on. It was still 90 degrees thorough Dallas.

To test my +4, I watch the temperatures in Eastern Washington. When they get in the 100 degree range I take off for Vantage. If you can climb from the Columbia River up the Vantage Hill to the rest stop at the top going 70 m.p.h. without boiling over you pass the test.

## More on Morgan Cooling

Steve Hutchens

Cooling is always a popular topic among Morgan owners. You will find several interesting articles on the topic at gomog.com, and, with winter arriving soon, may have an opportunity to apply some of them before next summer. Go to: [www.gomog.com/allmorgan/coolingindex.htm](http://www.gomog.com/allmorgan/coolingindex.htm) for enlightenment.

## Lubricating Morgan Sliding Pillars

Moggie Mechanic

"To oil or not to oil, that is the question.

Whether it is nobler in the mind to suffer the bumps and shimmies of outrageous shaking,

or by lubricating end them."

Apologies to Wm Shakespeare

The Morgan car is unique in that the front suspension is of a sliding pillar design unlike most other cars. It was designed early in the history of Morgans and used on the three wheelers before being used on the four wheel cars. Until 1951 the pillar was lubricated just by greasing. Then, with the advent of the driver who did not want to get his hands dirty, Morgan put in a "semiautomatic" arrangement to allow the driver to lubricate the pillars from the relative comfort of the car interior. This was continued until about 2000 when Morgans decided that it was no longer useful and with modern lubricants it was

better to revert back to only greasing.

For those of you not familiar with the semiautomatic oiler (also known as the "one shot") and I know there must be some of you as I remember when trying to purchase a Morgan asking the owner if the one shot oiler worked to which he replied "What's that?" It had never been used in the 22 years that he owned the car. The one shot oiler is a device similar to your dip switch situated on the front fire wall just above the gearbox. Instructions in the Morgan handbook that came with the car instructs the driver to oil the pillars every 50 to 100 miles by pressing the knob with the foot with the car running and watching the oil pressure gauge to see if it decreases a little. This drops oil onto the top of the sliding pillar and it trickles down to lubricate it during the driving.

There have been many theories and devices invented by Morgan owners to improve this and make sliding pillars and bushings last longer. The method you use is entirely up to you, as long as you do something - otherwise a terrible shaking (Morgan Shimmy) will begin and you will have to renew your bushings and pillars. Then the ride although stiff

on a Morgan will become even stiffer.

You should choose between oiling every 100 miles and greasing every 3,000 miles or greasing every 500 to 1,000 miles depending on the amount of mileage you do. One thing to remember, however, is never to oil the sliding pillars when the engine oil is hot as this not only oils the pillars but washes away any grease that you have applied. Remember to oil first thing before you set off and even if you go a little farther than the recommended 100 miles it is better not to oil than oiling with hot oil.

It is a good idea to check the front end of your Pride and Joy frequently to make sure that one of the oilers is not blocked (and therefore isn't getting any oil) and also to make sure that the valve to the one shot oiler is not leaking. Problems here may first be noted by oil patches on the floor of the garage by the front wheels. This indicates that either you are leaving your foot on the one shot too long or you have problems with the valve or a blocked pipe on one side. Any of these problems certainly needs investigation.

Happy Motoring M.M.

## Auto Report: China

Steve Blake

China is one of the hottest markets for automobiles as their economy is booming. Since automobiles are fairly recent to the general population, we did not see one "interesting" car on our whole trip! There is a Ferrari dealership in Shanghai so in time travellers should see some unusual cars. Saw two Jaguar XJ8s



and several Audi A6s. A scattering of Mercedes Benzs were seen but models unknown. They weren't the big ones. The most popular car is the Volkswagen since it was the first to set up a joint venture in Shanghai. Many Japanese cars are on the road that we would not recognize but they are badged with

Toyota, Nissan, or Mazda with an indescribable Chinese name or an absurd English one. Hyundai is representing the Koreans. One interesting car was called a Chairman. Model was "Limousine." GM is also building Buicks on a joint venture basis so quite a few of them are seen on the road. I spotted one BMW. The French are represented by Citroen and Peugeot.

Gas was \$.62 CDN a litre but they are talking about putting a tax on fuel to help keep consumption down. Both propane and gasoline are being burned. All taxis run on propane. In Shanghai it costs the equivalent of \$5000 US tax to purchase a licence for your car (first year only.) The idea is to help keep numbers of car sales down. It has had no effect and the roads are becoming very crowded. In Beijing, it takes an hour to break free of the city limits because of overcrowding on the streets. For the Olympics in 2008 to combat the traffic congestion, they are suggesting the locals take holidays and leave the city. Without this there will be many athletes missing their events as they get stuck in traffic trying to get to their venues on time.

Driving overall is poor and we witnessed many accidents everyday. In Xian, the driving was the worst. Drivers think nothing of going from the far left lane on a three or four lane roadway and

making a right turn in front of everyone else. Defensive driving is a must. Drivers change lanes without so much as a glance and will u-turn or stop wherever they please without warning. Maybe this is why I didn't see any old cars on the road!

## Vintage Car/Plane Run

Dave Collis

Last year the Northern Pod had an exceptionally popular run to the vintage car and plane collection of Harold Hanson in Concrete, WA. Dave was able to arrange another visit for Sunday, September 25.

If you need more information or are interested in going, please call Dave at 604-465-9403 or email Win Muehling at [wmuehling@telus.net](mailto:wmuehling@telus.net).

We will meet at 9:00 a.m. at the McDonalds on Sumas Way north of Hwy 1 in Abbotsford, and depart at 9:30.

Bring your passports so we can cross the border efficiently at the Sumas Border Crossing. It is a beautiful drive down Washington Hwy. 9.

This was a big hit last year, so don't miss it! If anyone from further south is interested in this run, you could meet us at Sumas or further south on Hwy. 9. Contact Dave or Win.

# Wood Framed Windows for a Drophead!

Bob Adair

Over the 32 years that I've owned my 1959 + 4 DHC, I've driven many long distance trips. Living in Boise means it's a long distance to anywhere! I always



packed windows with me. They have steel frames, real glass and weigh close to 18 pounds for the pair. They haven't been made for several decades and are unobtainable. I was always concerned about breaking them or having them "lifted" from the car and thought it would be a fun project to make some using white ash and Plexiglas.

I decided to make them in time for the Canadian Rockies Tour last September. So in my woodworking shop I traced the outline of the windows on craft paper and noted dimensions for each side, latch plate in the front corner, size and



location of mounting studs and length of the two pieces of glass. I ripped and planed the ash to size. The bottom pieces are 15/16 x 15/16, sides and tops are 3/4 x 15/16 in cross section. I laid the pieces on the drawing to mark length



and angles on each end. With these cut I dry fitted the pieces for each window to make sure the joints were tight. Next I dadoed the grooves on the inside of the pieces for the windows: two each top

and bottom, one each on sides. The dadoes are located the same as on the original window frames so the front window half slides back on the outside. I cut the top frame piece dadoes deeper in order to lift the Plexiglas window units out if they ever got damaged. Using 3/8 bolts and nuts for mounting studs, I epoxied nuts in holes drilled with a forstner bit on the underside of the bottom frame piece. I cut the heads off of the bolts, threaded one end 3/8 x 24 and used blue Locktite to secure the coarse thread end into the epoxied nut in the frame.



In order to hold the frame sides together as I glued each corner, I fastened guide blocks on each side of each frame piece on a plywood base



and glued the corners with good exterior waterproof glue. Each corner was then doweled with 3/8" red oak dowels up from the bottom and down through the top. The contrast of the red oak dowel with the white ash, although subtle, is nice. The corner latch plate was fitted and glued. Wood knobs were turned down from hardwood drawer pulls. The frames were then given five coats of Minwax clear wiping polyurethane. The coats are thin so you have to build it up (steel wool between coats). The windows look nice on the car (see photos), and kept the rain off of Leah and me on the Canadian Rockies Tour. They weigh slightly less than four pounds.

## October 15 and 16 Bob Nelson Run 2005 Bill Button and Kay Jones

The 4th annual Bob Nelson Run goes over 3 mountain passes this year! It's fun and casual. And the fall colors will be spectacular. Head to Leavenworth, WA, about 120 miles east on Hwy 2 over

Stevens Pass, anytime Saturday and enjoy the tourist town. The main drive starts Sunday morning, October 16th, in Leavenworth.

IMPORTANT! Book your motel/hotel/B&B accommodations NOW for Saturday night as the fall colors bring lots of tourists. You are on your own as to choice. Check out [www.leavenworth.org/lodging](http://www.leavenworth.org/lodging) to get started. Dinner is planned for 7:00 P.M. at a German restaurant (TBA).



The run back to Seattle, about 240 miles, follows a very scenic route (see map). Northern residents may want to do just the Leavenworth portion of the event (~215 miles from Vancouver) or follow the scheduled route (~385 miles home). This is sure to be a great event all will enjoy. Contact Bill or Kay to RSVP or for more information. Hope to see you!



In case you have not visited MorganVille, a web site hosted by Tony McLaughlin, I would like to invite you to do so. The URL is [www.morganville.org](http://www.morganville.org), and it includes many fun things about our favorite car. Foremost among them is the Morgan Registry, which has currently over 3000 Morgans listed from around the world. Tony says that over 7% of all Morgans ever produced are listed on here! It is an excellent reference source for owners of Morgans, and gives the chassis number, color, city and country in which the car lives. It also provides the owner's name and email address, which is a terrific way for one to meet up with a fellow Morgan owner in any city to which you may be traveling. I have used it many times in my travels, and have met many new friends.

All of us are proud of our steeds, and are usually happy to show them off, and when a fellow enthusiast from somewhere else shows an interest, that makes it even more delightful! The Registry also provides contacts with other owners of the same type car one has, and therefore the ability to communicate with them about some mutual problem or solution. The Registry specifically does not list the addresses of the owners, and it is preferred that each person communicate with another via email first. This establishes a layer of safety with each of us.

There are Morgans listed from 1910 up to the present date, and I have found that I can search out any key word or place or model and find exactly what I am looking for. For example, I can look up all the Plus 4 Plus's by just typing in that name! In fact,

**MorganVille has ...**

A Morgan Registry - 3000+  
Morgan owner contact  
Morgan bibliography  
Morgan trivia  
Morgan news  
Morgan poll  
Search capability

[www.morganville.org](http://www.morganville.org)

all 26 of them are listed!

Other things in MorganVille include an excellent Morgan Bibliography, which has over 700 references to Morgan literature that has been published over the years, dating back to 1929. This also is on a database to assist one in searching out a specific date or item.

There is a Trivia page, which lists various trivial questions concerning stuff one may not have realized about their car (and may not have cared!). The Home Page keeps the latest news items about Morgans, and also enables any reader to insert a news item of his choosing. In fact, any reader can insert news or trivia questions directly at any time.

One newer item that has found a place in MorganVille is the Morgan Poll. This is an actual poll of the latest question at hand that all readers can vote on. It is strictly informal, and has no weight anywhere, but the questions I've seen have been a lot of fun! Tony is always on the lookout for new poll questions, he says! He states he has had this site since 1999. There is a Photo Album, but Tony states that it has been supplanted by Tcherek Kamstra's <[smogthis.net](http://smogthis.net)> which is listed on the links.

All in all, I think this is an excellent site to draw all Morgan owners together, and enable them to relate to one another all over the world. I will heartily recommend all Morgan owners to list their cars on the Registry, for in doing so, it will make it that much more comprehensive to all who will use it.

Tony asks that anyone with a new idea or addition to please contact him, as he always is looking for some way to improve the Registry. Please contact him at [ldmcjr@morganville.org](mailto:ldmcjr@morganville.org) or go directly to [www.morganville.org](http://www.morganville.org) and leave a suggestion.

## Salt Spring Classic

Ken Griffin



On July 1 the Salt Spring Antique and Classic Car Club held its annual Show 'n Shine in picturesque downtown Ganges on Salt Spring Island. There were 152 cars of all makes and ages present from Vancouver Island and

the Lower Mainland as well as local entrants. Two of the local cars being Morgans owned by the club's cofounders.

The venue, Centennial Park, is right on the shore of Ganges Harbour, surrounded by the quaint shops and restaurants of this artistic seaside community. This is definitely a car show that appeals to the ladies who can shop all day long for unique arts and crafts.

The show featured continuous entertainment, including Canadian icon folk singer Valdy, the award winning Young Jazz Players, a young country group called Georgia Straight, and the Salt Spring Concert Band. In what proved to be one of the day's highlights, the Concert Band presented Tchaikovsky's 1812

Overture complete with the firing of a live cannon at the conclusion. The cannon was both built and fired by Morganeer Marv Coulthard who appeared in full costume as Captain Marv from HMS Coulthard. To further celebrate the day Canadian flags were in evidence everywhere and a monstrous birthday cake was piped in at noon.

All in all it was a great way for families to celebrate Canada's birthday in a car friendly environment.



# MOG35

Ken Miles

Since Pat and I began attending MOGWEST in Cambria in 1999, we have often discussed the possibility of attending the similar Morgan meet in the eastern United States. When the organizers of MOA IV decided to plan that event for late spring ending in mid June, the opportunity presented itself. We quickly registered for the event and made plans to make use of the two and a half weeks we would have to kill before MOG 35 commenced on July 1<sup>st</sup>.



June 30<sup>th</sup> found us driving north through West Virginia from Spartanburg, South Carolina, with Lee and Trisha Gaskins of the Washington, DC club. We had planned to overnight along the route and arrive in Shepherdstown, West Virginia, early on July 1<sup>st</sup> so that we could clean our Morgans early and party with everybody as they arrived. We were making good time and after phoning the resort, decided to push on for Shepherdstown arriving late in the afternoon. This allowed both Lee and Trisha and ourselves to do some preliminary cleaning of our cars that evening, look at some beautiful Morgans, many of which had been trailered and meet some new and old Morgan friends.

July 1<sup>st</sup> was a beautiful day without a cloud in the sky and hot temperatures in the nineties promised. Lee and I were up early in the morning trying to get the cars finally cleaned and polished before mid morning to escape the heat. Success was with us and by 9:30 we were able to sit down for breakfast with the cars ready for the big concours the next morning. We spent the remainder of the morning meeting with other people who had arrived the previous day before

finally going into Shepherdstown for lunch at a delightful old bakery. Returning early in the afternoon, we poured a beer and basically set up camp in the covered entrance greeting Morgan drivers and navigators as they arrived. Some of them were old friends that Pat and I had met on MOA III and IV and many were people that we had never met but all were anxious to get a cold drink and share stories together. It was a great afternoon followed by registration in the early evening before dinner. The regalia room was open and it was like little kids going to a candy store but all the candy was Morgan stuff. At 9:00 the Keg was opened and the party began in the courtyard of the hotel. This noggin was to become a nightly affair for four nights. The Morgan stories were great. Emog was in great attendance especially with the top moose himself there.



July 2<sup>nd</sup> was a repeat of the previous day except this was the day of the concours and the gymkhana. All cars had to be on the grounds, tops up and preparations finished by 10:00. Cars were basically split into classes similar to MOGWEST except for the following differences: Peter Morgan class is for the previous years winners unlike the Premiere class at Mogwest where the previous three years of class winners

are shown along with Best of Shows (forever) and drivers class is any year of car as long as it has driven 8000 miles that year where as at

Mogwest the criteria is an eight year paint job. The other difference is that winner of the Driver class has to compete the following year in the Peter Morgan class along with the winners of all other classes unlike Mogwest where the winner of Driver class moves up to restored class for the next three years but does not go to Premier class unless he wins the restored class. As Pat's car was ready for the show I left her and went to the Judge's meeting to get final instructions for judging the Plus 8 class. The one characteristic of this show

compared to all other shows that Pat and I have been in was the high number of trailer queens which resulted in a high quality of cars. In fact the best two cars in show were not even licensed. After an hour and half of judging, I returned to find Pat in a very nervous situation as they had forgotten to assign judges to the 4 seater class and were just beginning the judging. All the class winners were then pulled forward into a new class from which Best In Show was picked. Pat was happy to be in that new class. A beautiful newly restored Plus 4 SS was best in show and it was truly



wonderful. After completing the concours the Gymkhana was held and that event was a lot of fun. We had various unique things to do whilst learning a little about inventions and driving the car. This ended all planned events for the day except for the Keg at 9:00 that evening in the hotel garden.

July 3<sup>rd</sup> arrived and was warm as usual (thank goodness for the suntop). We started with the car rally starting at 10:00. Pat and I entered the rally and it was a great time. Hidden check points, cars separated by 1 minute intervals and at times at cross streets, seeing various Morgans going in four different directions. After the rally, everybody had free time and Pat and I decided to go on a tour of the Antietam battle site as we had briefly driven through it during the rally. This was a very interesting tour and one that drove home the carnage of the American Civil War. On one summer day over a two square mile battle field



I encourage you to attend one of these Morgan-only meets ... MOG-East or MOG-West.

Continued on page 14

# Bent Disk Wheels?

Hugh Dickson

Got wobbly, elongated, or bent solid steel wheels on your Moggie and live in the Greater Vancouver area?

Well, my 1958 Morgan, with original 5.00 x 16 inch steel wheels was, in recent years, getting increasingly wobbly and shuddery to drive. After all, it had been some 20 years since I last had the wheels straightened.

Up until a couple years ago I was able to offset the out-of-roundness by utilizing a very good tire balancing outfit down the road from my place. And the guys at that joint repeated told me what I already knew; that the wheels were out of round and bent.

I'm still using old-fashioned bias ply tires and I purchased a new set only about 12,000 miles ago, but alas, unlike the olden days when you bought those kinds of tires, no one has the equipment to plane the tires to true round like they used to do. So, yes, there could be some out-of-roundness in the tires too.

The guys at the wheel balancing and tire shop recommended a couple of places, but I decided to go back to the long-established Green's Automotive, based in Richmond, and which celebrated its 50th year in business back in 2003. That's the same little shop that straightened my wheels about 20 years ago. Any joint that's been operating for 52 years oughta know what they're doin', I thought.

I found Green's has moved from the central Richmond area into much bigger and more modern facilities on Westminster Highway in eastern Richmond. And they're very busy.

I took the wheels off my Moggie, stuffed them in the cavernous trunk of my '67 Chrysler 300, and off I went.

I dealt with Bob Green who quickly determined only three wheels needed straightening. I mentioned one of the potential causes of my bent wheels could be the fact that when I switched from 5.00 width tires to 5.25 many years ago, I encountered a bit of tire squeal against the inner frame at the rear and had been using big washers as spacers.

"Ya, that could contribute to bent wheels," he confirmed. He said he could make up proper full-size spacers for the rear wheels.

Two of the wheels were more bent than the other. Cost? \$45 each for the worse two and \$35 for the other wheel,

plus balancing and \$25 each for cutting, drilling and polishing two 3/16 inch thick full size spacers for the rear wheels, plus taxes.

I took the ancient Moggie out for a fast run on Highway 401 to test the newly-straightened and balanced wheels.

Result? A 90 per cent improvement!! Just a hint of shudder from 50 to about 53 miles an hour, possibly from the old-fashioned tires and/or other factors. But ultra-smooth otherwise, nary a twitch in the steering wheel.

I haven't yet tried switching the now-straightened wheels around to find the best two for the front.

Green's business card says it specializes in aluminum wheel repairs, Alcoa and motorcycle wheel repairs, custom polishing, widening and offsetting of aluminum and steel wheels, drive shaft repairs and balancing and rusted frame repairs.

I asked Bob Green about the widening and offsetting of steel wheels - "could you widen these old steel wheels outward, so nothing scrapes on the frame or body and could I then switch to radial ply tires?"

"Absolutely," he said.

Hmmm ... food for thought. A nice set of low-profile high-performance radials mounted on dished wheels? But I didn't feel like shelling out extra money for fancy new radial tires when the old bias plys are performing quite nicely now. After all, I bought them only about 12,000 to 15,000 miles ago. And that's what the car came with.

## Wheel Vibration

Steve Hutchens

Interested in learning more about front wheel vibration on a Morgan? Check the article at [www.team.net/www/morgan/tech/art022.html](http://www.team.net/www/morgan/tech/art022.html) by John Blair. John suggests a simple test to see if your tires and/or wheels are out of round:

Place a block in front of a tire (or beside a wheel), then use a screw driver held on the block as a pointer. Jack up far enough to get the desired wheel off the ground (use jack stands for safety). Move the pointer so that it is perpendicular to the wheel and just touches the tire (or just touches the rim where it rolls in - where the bead seats). Spin the wheel and watch for variations in the gap between the pointer and the tire (or rim). If the gap is less than 1/8" the tire (or rim) is OK. If the gap is greater than 1/8" the tire should be replaced (or the wheel will have to be trued).

"MOG35" Continued from page 13

24,000 soldiers were killed, the highest number in US history. It was unbelievable. At 9:00 the Keg was opened again and the stories began of the rally and previous rallies and which year was tougher.

July 4<sup>th</sup> arrived and we were all going racing. Pat and I drove up, only intending



to watch and enjoy the pigpickings BBQ but finally Pat got convinced to race, so I went and stripped the car arranged tech inspection and within an hour we were ready to go. The only trouble was it was getting hot and we had been in the sun for hours. Racing had started at 10:30 and now it was 3:00 and Pat figured we had two hours to wait. We decided to pack it in and head for the hotel to get cooled off. Too bad, I thought it might have been fun but there will be another time. That evening was the awards dinner, which was a wonderful time. Alan Marsh, a Past President of the Washington club and a participant in 3 of the MOAs stood up and made a special presentation on behalf of the participants of MOA IV. I received the Peter Morgan Medal in recognition of my efforts running the driver's meetings on MOA IV. It was a pleasant surprise! Later during the official presentations Pat received the award for best 4 seater, Pat and I each received awards for finishing fourth in the rally and of course furthest driven in a Morgan. Mog35 and the day concluded with the keg and his accompanying stories in the courtyard.

MOG35 was a great event and one that Pat and I will not soon forget. I encourage all of you to go and attend one of these large Morgan-only meets whether it is Mog-West or MOG-East. You will meet new Morgan friends and learn something from some of the internationally know Morgan drivers such as John Sheally, Lorne Goldman, Denis Glavish, Greg Solo, Keith Ahlers, etc. Pat and I are already talking about when we are going back to MOG-East to renew the new friendships we have made and hopefully to make new ones.

## SEPTEMBER - DECEMBER 2005 NWMOGAZINE CALENDAR

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

Date	Days	Event	Contact	Phone	Email or Website
Sep 11	Sun	All Brit Picnic, Hougen Park, Abbotsford	Mike Powley	604-542-0921	mpowley@telus.net
Sep 17	Sat	Whistler All British Run, North Vancouver	Win Muehling	604-299-2425	wmuehling@telus.net
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
Sep 25	Sun	Vintage Car/Airplane Run, Concrete, WA	Dave Collis	604-465-9403	wmuehling@telus.net
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 (see article)	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
Oct 22 or 23	Sat or Sun	Northern Monthly Run	Bob McDiarmid	604-539-4636	rjmcDiarmid@telus.net
Oct 29	Sat	MOGNW Board Meeting	Craig Runions	206-542-7137	mognw@verizon.net
Nov 6	Sun	Ladner-Bellingham All British Run	Steve Hutchens	360-733-3568	sphutchens@hotmail.com
Nov 12 or 13	Sat or Sun	Northern Monthly Run	Chris Allen	604-538-5264	pamelamahony@shaw.ca
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 3	Sat	Northern Pod Christmas Party	Win Muehling	604-299-2425	wmuehling@telus.net -
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

### Coming up: "morgan-centenary.co.uk"

Steve Hutchens

There seems to be a bit of early interest in the Morgan centennial celebration in 2009. Several weeks ago Craig Runions found the promo below on the MMC website and sent it to me for the NWMogazine. I don't follow emog closely, but recently I looked at some of the current activity and found several postings dealing with "www.morgan-centenary.co.uk" and the registration form on the site where individuals can register their interest in participating in the celebration. The registration form generated some privacy concerns from some of the emog participants because of the information requested.

Our webmaster, Marv Couthard, did a bit of "whois" research and found that this domain name was registered to Morgan Motor Company Ltd. on August 31. As of September 4, the factory website, morgan-motor.co.uk, has a centenary page linked from the home page that says that the centenary website will go live on October 1. For a review of the discussion, log onto emog.com and type "centenary" in the search box.



### The Morgan Motor Company Ltd

Is proud to announce that the countdown to its 100th birthday has now started!

We've got just 4 years to organise the biggest celebration the Morgan world has ever seen.

Just imagine a whole year packed with fun, festivities, involvement and nostalgia to commemorate a century of truly British motoring heritage.

But where will YOU be in 2009? Just click to find out...

[www.morgan-motor.co.uk](http://www.morgan-motor.co.uk)

Goes live with Centenary information on  
1st September 2005

Be part of it!

### Body Double?

From MSN Autos, MMC website, & AutoWeek (assembled by Steve Hutchens)

AutoWeek, the weekly car magazine, often has a small column called "Body Double" where they sometimes feature photos of two cars from different eras with similar lines. Recently I noticed a car on MSN Autos that immediately reminded me of the AeroMax. It was a An elegant 1937 Delage D8-120 S Pourtout Aero Coupe (below in a photo by Bruce Whitaker) that recently earned Best of Show honors at the 55th annual Pebble Beach Concours d'Elegance.



1937 Delage D8-120 S  
Pourtout Aero Coupe



2005 Morgan AeroMax Coupe  
(photo flipped for easy comparison)

# Northern Pod Report

Win Muehling

It certainly has been a busy summer and with the moderate temperatures it was perfect weather for top-down driving and certainly made up for the rather damp experience of Van Dusen.

On the July 23/24 weekend ten cars made their way to the Bellevue ABFM, including the Sternes from Vancouver Island and the Coulthards from Salt Spring Island. This was my first attendance at Bellevue and I was pleasantly surprised. It was well organized interesting display of cars and a strong presence of Morgans. The swap meet and cars for sale section was also interesting. The lovely rest room facilities provided by the College were certainly a notch above the porta-potties at Van Dusen. The lovely lunch provided by our Southern friends was enjoyed by all. I'd certainly recommend to anyone that hasn't been before. There's even an easy bus connection to a shopping mall, if anyone were so inclined.

On July 31 we were invited to attend and display their cars at the he open house at the stables of the Women's Canadian Clyde Ride. This was their first time and no one was really sure what we would be doing at a horsey

event. Five Mogs showed up (Greens, Muehling, Burkholder, Theroux, and McDiarmid). It was a lovely day with



some horse demos, square dancing, pony rides and food for all ages, all in the name of charity. Our own Larry Emrick was also present, but not as a Morganeer, but rather disguised as a WWI Cavalryman, complete with all the kit and even his horse. Boy, it must have been hot in that uniform! Following a fun day, we proceeded over to the Burkholder's for a tour of their garage. After seeing the skeleton of Les' Tiger Moth and his three wheeler side by side, it was amazing how similar the construction techniques where: not much wood is being held together by not much else! No wonder Les feels right at home in both.



On August 28 Bob and Sharon Green

organized a run which began at the Campbell River Store in Surrey. Attending in their Morgans were Bob and Sharon, Ron and Yvonne Theroux, Mike and Rosemarie Powley, Les and June Burkholder, David Collis, Ken and Pat Miles, Marv Coulthard and Sue Schult, Bob and Judy McDiarmid and myself. Chris Allen and Pam Mahony brought their daily driver and assumed the role of keeping the flock together.

The first stop was Critter Care, a wild animal rehabilitation facility. The owner and volunteer staff care for injured or orphaned wildlife that couldn't survive otherwise. Clients include raccoons, fawns, bears, beaver, skunks, moles, squirrels, and a bobcat named Hoover.

We then meandered through some scenic parts of Langley to our next stop, the B.C. Farm Machinery Museum in Ft. Langley which was founded by Marv Coulthard's father. The tour through this facility provided all of us the rare opportunity to trace farming and farm life from the present time back to the pioneer days in this area.

Lunch was held at the Lamplighter Gallery Café in historic Ft. Langley where we were joined by Laurie and Verna Fraser who arrived in their Morgan's poor cousin, a Boxster. We all enjoyed the event.



## FIRST CLASS

NWMogazine  
Morgan Owner's Group Northwest  
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