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**NEW DUES POLICY**  
**Dues are due!**  
**\$24/C\$27 thru 12/31**  
**\$30/C\$35 from 1/1**

**2005 Wine Tour**

Wayne Harris

This year's Wine Tour was the seventh outing of Morgans into the Oregon Wine Country. It began, as in the past, with a breakfast at Elmer's Pancake House in Tigard on Saturday morning, August 20. Among those at breakfast were Doug and Lilo Barofsky, Doug and Leslie Davee, Wayne Harris, Bob and Claire Hauge, Roy and Anne Hodges, Rodger and Linda Huntley, Ken and Pat Miles, Bob and Barbara Stinson, Andre Keeley, Jerry Olsen, and making a cameo appearance with the delivery of her famous pecan pie, Dee Buffum.

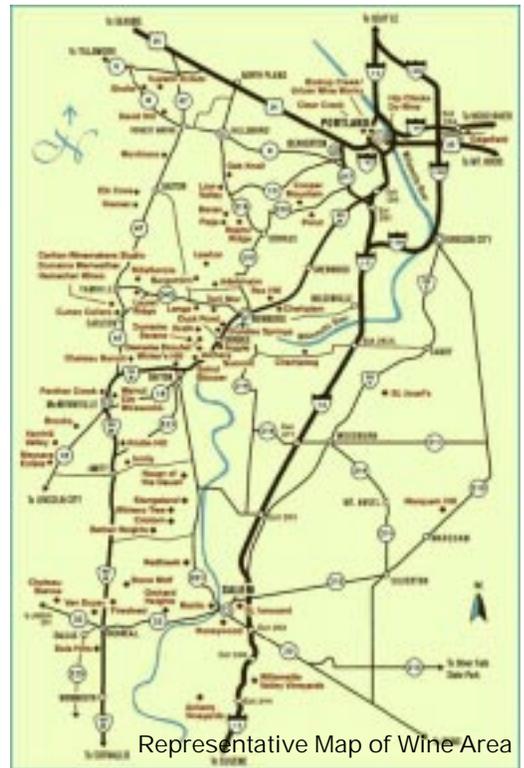
For those of you who have not had the experience of breakfast at Elmer's, you should know that some of our members (nameless of course) found the Fresh Peach Waffle to their liking, one with whip cream, one with ice cream. A sight to behold.

Our drive began though the nearby farmlands and then into the Chehallem Mountains that separate Portland from the western counties. The newly paved road was a delight, since the former gravel surface would have kept us away. We passed areas of beautiful homes with beautiful views of the valley and Mount Hood. After descending to the foothills, we began passing vineyard after vineyard. Most of these were quite small and only a

few have wineries attached. We then traveled to the north end of the valley and to the outskirts of Forest Grove and into the Gales Creek Valley where we visited Shafer Winery.

The Shafers began their winery on a shoe-

Continued on page 7



Representative Map of Wine Area

**Holiday Parties**

Information Provided by Your Four Pod Reps



Join your fellow MOGNW Morganeers at one or more of the holiday celebrations:

Island Pod: Tuesday, Nov. 29, at McMorrans Beachside Restaurant, Cordova Bay. Drinks and chatter at 6:00, dinner at 7:00. Four main course choices for \$27.25 complete. RSVP to Roland Gilbert at 250-652-2159 or mymog@islandnet.com by Nov. 24.

Southern Pod: Saturday, Dec. 3, at Pasta Bella, 709 SW 17th Ave, Portland. Cocktails at 6:00, buffet-style dinner at 7:30. RSVP to Heinz Stromquist at 503-224-9576 (home), 503-281-1949 (work), or henrys@mgsportland.com.

Northern Pod: Saturday, Dec. 3, at the home of Win and Christine Muehling, 341 N. Ranelagh, Burnaby. Drinks and appetizers at 6:00, dinner at 7:00. Ham provided; bring an appetizer or dessert. RSVP to Muehlings at 604-299-2425 or wmuehling@telus.net.

Midlands Pod: Saturday, Dec. 10, at the home of Ron and Jeannette Weiskind, 825 148th St., Arlington. Pot luck dinner, starting at 5:00. RSVP to Weiskinds at 360-652-4704 or jeannetteweiskind@netzero.com.

2005 MOGNW Officers and Board

President	Craig Runions	17759 13th Ave NW, Shoreline, WA 98177	206-542-7137	mognw@verizon.net
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Midlands Rep	Gil Stegen	12930 475th Ave SE, North Bend, WA 98045	425-888-2472	dr_stegen@hotmail.com
Southern Rep	Heinz Stromquist	2618 SW Fairmont, Portland, OR 97201	503-224-9576	heinzal@pacifier.com

TREASURER'S REPORT (10 MONTHS) BILL BUTTON

CATEGORY DESCRIPTION	ACTUAL	BUDGET	DIFFERENCE
BALANCE 1/1/05	\$8,956		
EXPENSE			
30 Year Banquet	\$2,505	\$3,500	-\$995
Awards	\$98	\$100	-\$2
Mogazine	\$1,265	\$1,600	-\$335
Midlands Pod	\$330	\$553	-\$223
Northern Pod	\$443	\$514	-\$71
Southern Pod	\$345	\$495	-\$150
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	\$9,579	\$9,530	\$49
INCOME			
Advertising	\$260	\$400	-\$140
Dues	\$3,839	\$3,500	\$339
Regalia	\$4,696	\$2,000	\$2,696
TOTAL INCOME	\$8,795	\$5,900	\$2,895
GRAND TOTAL	-\$784	-\$3,630	\$2,846
BALANCE 10/25/05	\$8,172		

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\$27 per calendar year (US\$30/CDN\$35 if postmarked after December 31). Partial year memberships are US\$2/CDN\$2.25 per month for each month remaining in the calendar year including the current month. A membership form is available on [mognw.com](http://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 requests: 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](http://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

Well, our driving season here in the northwest is about over for the most part. Yesterday, sunny and 70 degrees. Today, misty rain and much cooler. Tomorrow? Who knows. Darn. But we had a great last three months.

MOGNW runs all over the place! Oregon wine country in August. Whistler and British Columbia in September. Vintage planes in Concrete in September. Eastern Washington, Leavenworth and mountain passes in October. The Northern Pod still has some local runs planned. And other clubs/organizations have a little fight left in them. Like Ladner to Bellingham in November. Oh yes, and the Island folks did a Salt Spring Island tour.

There will not be a club banquet this winter. The emphasis this year was our 30th anniversary celebration in July. Local Pods have planned and/or are planning for local holiday dinner parties this December. Check the event calendar, contact your Rep and enjoy the holidays.

Meanwhile, club business goes on as usual. The Board is already looking toward 2006. Dues and the budget. Preliminary event calendar. Keep your ears tuned for another big inter-club event planned with the Northern California Morgan club to take place in September on the Rogue River in southern Oregon! Remember Crater Lake four years ago? Block out some time in your mind to make it a priority right now. And look for changes and upgrades to our website.



## Concrete Run

Dave Collis

On Sunday, September 25, the Northern Pod held its second annual Run to Concrete, WA, to visit club member Harold Hanson.

Leaving from Abbotsford were the Morgans of Dave and Ruth Collis, Ken and Pat Miles, Win and Christine Muehling, Mike and Rosemarie Powley, Bob and Judy McDiarmid, Bob and Sharon Green, Chris Allen and his nephew Nicholas, and John Rennie and his friend Mario in John's tin top.

After crossing into the U.S. we met with Steve Hutchens and Celia Obrecht in Demming and proceeded south on beautiful Hwy. 9. At one point we thought we had lost Ken and Pat, but Ken had just stopped to talk to a man about a horse!

Joining us at the Concrete Airport were the Morgans of Keith and Nadine Kretchmer, Art Colby, Bob and Barb Stinson, Kay Jones, Craig Runions, Glenn Jewett, and Bill Button, and, of course, Harold's fantastic 4/4.



We all toured Harold's hangers and were very impressed with his aircraft, and the quality of the work that has gone into them.

Lunch time soon came and Harold, his



wife and crew served up BBQ beef, potatoes, salad and desert and various drinks, soft and otherwise. Fantastic!

If you couldn't make it this year, plan to go next time. You won't be disappointed!



Two aeroplanes were rolled out, A J3 Cub and a 1947 Aeronca, and some lucky people went for rides over Baker Lake and surrounding countryside.

A great time was had by all and a very heartfelt thanks to Harold for his hospitality.



# Bob Nelson Run

Keith and Adine Kretschmer

Photos by Pat Miles

Burr! Cold is top down and dense fog, as we near the top of Chinook Pass. Unlike rain the fog is on both sides of the wind screen, but this is the end of the story.

It started for us early Saturday morning with a forty mile drive to Kingston at eight for what was billed as high fiber muffins at the home of Bob and Barbara Stinson. Ken and Pat Miles were there guarding what was left of the muffins so we would get a taste.



The nine thirty ferry took the three Morgans to Edmonds and then a short drive to Denny's™ on Hwy 99 where Bill Button was waiting. Burt and Mary Hunter, Kay and Theresa Jones and our leaders Craig and Judy Runions arrived and we were underway. Forty miles to Goldbar for breakfast for some, and lunch for others. Fifty miles to Mason Creek rest stop and then on to Leavenworth, only twenty miles away.

The Linderhof was booked when we telephoned but they suggested we use an apartment they have in the heart of the village. Vespers were scheduled for sevenish with dinner at eight so our apartment was chosen for sheer size and proximity prior to dinner next door.

The faithful assembled and the numbers grew adding Judd and Marishka Marten, Gerry and Tanya Seligman, Gilbert and Barbara Stegen, Bill and Cassandra Ward, Ron and Jeanette Weiskind and our lone heroine, Loretta Nelson. Dinner at Mozarts was as good as it gets for a crowd this large (in num-



bers, I mean).

It's cold in the morning and my starter is shot. There was a slow grind but start it does not. We called AAA, and then tried it again. We called AAA to cancel our request. It started very well once it was warm, so we lined up the cars on Front Street for departure at ten.

The drive through beautiful canyons with frequent sunshine lighting up the brilliant yellow aspens was spectacular. Next came rolling plains of ranchland and into Ellensburg, then the old Yakima Canyon road with the wide open river full of trout fisherman in waddies or boats. Mountain scenery again with mist and drizzle as we snaked up toward Chinook Pass.

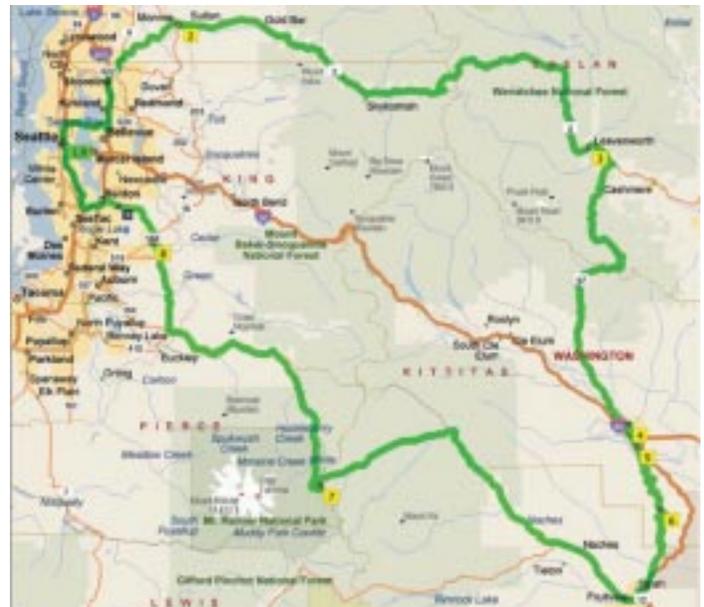
Colder and colder, wetter and wetter, slower and slower, foggier and foggier, as we snaked into the parking area where we had planned to picnic. Everyone was frozen and wanted to get lower and warmer. We ran into the fog near the top so we should have, but didn't, run out as we descended slowly mile after mile of sloppy and slow going, but we did break out eventually and met at a tavern with a warm welcome fireplace,



hot chocolate and chili. It was later than planned so some departed early with others of us staying to get warm.

We started with twelve and lost one early on. When we left the tavern there were only five, so six left without food.

The round trip from Denny's was 350 miles, three passes, and 450 miles for us when we arrived home at seven Sunday evening with warm and wonderful memories of fun, food and many new friends.



# Bob Nelson Run

## Craig Runions & Bill Button

This year was the 4th annual "Bob Nelson Memorial Run". Bob was one of the original organizers of the Midlands Pod. He died suddenly a few years ago. He and his wife Loretta loved nothing more than to just get in their Morgan and drive! Any where. Any time. Any reason. Any season. Mattered not. His good friend, Kay Jones, felt that we should have an Autumn/Fall Run in his memory. In fact, on Sunday on our way home, we drove near Flaming Geyser State Park on the Green River where the first Seattle area Morgan gathering was held about 20 years ago, planned by Bob with a small classified ad in the Seattle Times. His memory lives strong in our hearts and to this day is continually strengthened by the participation of Loretta driving the black +4.

Sixteen hungry Mogggers met Saturday

Leavenworth tantalized us with what was still to come. Fiery red, orange and yellow colors contrasted dramatically with the evergreens. Wow!! The Café Mozart provided a fine German dinner for all of us Saturday night, after a nice pre-function hosted in the Kretschmer's suite next door to the restaurant. We hoisted our glasses in memory of Bob.

Eleven Morgans departed the Leavenworth flagpole gazebo park Sunday morning and toured over Blewett Pass to Ellensburg. (Just how fast was that double tanker truck driving, anyway?) More fall colors on the hillsides all the way. Of course our cars presented some beautiful colors too. A 1952 +4 with trailer (!) to 2000 +8 and

everything in between. Burt Hunter's 54 (55?) twin spare +4 roadster developed "St Malvern's Dance" and headed back on I-90 to Seattle.

However, ten others motored on with Craig in the lead. The drive down the

- Nelson Run Morganeers:
- Bill Button
  - Burt & Mary Hunter
  - Keith & Adine Kretschmer
  - Kay & Theresa Jones
  - Judd & Marishka Marten
  - ken & Pat Miles
  - Loretta Nelson
  - Craig & Judy Runions
  - Gerry & Tanya Seligman
  - Gilbert & Barbara Stegen
  - Bob & Barbara Stinson
  - Bill & Cassandra Ward
  - Ron & Jeanette Weiskind

So off we went down the mountain toward Enumclaw to the Naches Tavern in Greenwater for some hot chili, hot chocolate and coffee and then home. 400+ miles of pure fun!!



morning, Oct. 15th, at 11:00 AM at a little café on Hwy 2 near Goldbar for breakfast. Mary and Burt Hunter were there waiting for us. Considering that they had flown in from New Jersey the previous evening was quite a stretch. Then we were off for the first Fall color driving portion over Stevens Pass. The Tumwater Canyon leading into

Yakima River on Old Canyon Road was fantastic. The fisherman looked rather silly, up to their ankles in the Mighty Raging Yakima River. Mile after mile of fall colors continued up the Naches River on Hwy 12 and 410, but as we approached Chinook Pass and Cayuse Pass, it got cold and foggy. No picnic here as was planned, too cold and wet.

## Bonnet Prop Moggie Mechanic

When I first got my Morgan, I used to hold up the hood on my back whilst I worked on the engine and then I graduated to a broom handle lodged in the tool box. Eventually I started looking around at all the gadgets that others used (Snap-On Tools has a great adjustable support, but it is expensive) and I made some stainless steel supports that work really well and look much better than the broom handle even though it was eventually painted.

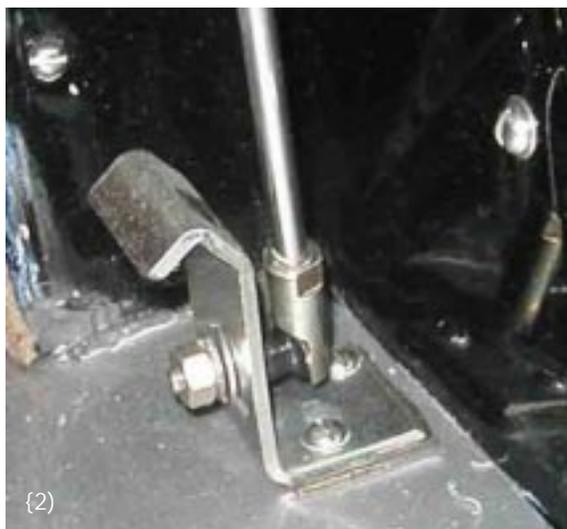
You will need:

- >2 pieces 1/4" x 35" stainless steel rod
- >2 throttle ball joints (picture 1)
- >2 conduit clamps, 1/2"



(1)

as well as a hacksaw and a die to cut threads onto the steel rod. Firstly find out the size and pitch of the socket in the ball joints and, using a die, cut threads into one end of the two stainless rods so that it will screw into the throttle ball joint. Next drill a hole into the hood latch closest to the car interior and attach the throttle ball joint with the rod attached to the inside of the latch (picture 2) using a stainless nut and the



{2}

threaded part of the ball joint. To support the other end of the steel rod cut the bent end off the conduit clamp using



(3)

a hacksaw (picture 3). Then drill a hole through the hood latch nearest the front and attach the cut conduit clamp to the inside of the bonnet latch with a stain-



(4)

less nut and bolt (picture 4). The rod should then rest inside this clamp and with a little bending of the clamp it can be held firmly but easily removed. In some models of Morgans and on some sides you may have to bend the rod slightly to get it round the carbs but this is easily done across the knee.

If you have access to lathe you can turn the free end of the rod support until it fits inside the circles of the hood latch spring. If you are a little less mechanically inclined you can go to the local stationary supply store and purchase a package of erasers that fit on the end of pencils and put one of these on the end of the rod to stop it marking the hood. Try to get the flat sort instead of the wedge shaped ones although the wedge shaped ones can be cut to make them work.

I have found this works really well and it is always there when I need it. Thanks to Ron Theroux who gave me some of the original ideas.

## Lake Cowichan Tour Pat and Roland Gilbert

With sunny weather, six Morgans left the Tillicum center for a run to Lake Cowichan. After 20 minutes on highway #1 we were off on the back roads through Shawnigan Lake, Cobble Hill, Duncan, and on to the Old Lake Cowichan road.

The very scenic run through the lovely fall colours eventually brought us to the village of Lake Cowichan and our destination for our sumptuous lunch at the Trail's End Pub.

Within minutes of our arrival we were joined by two more Morgans. One red +8 being new to us was driven by John and Hazel Allen. The rest of the participants were; Ken and Lesley Douch driving the Reddington's +8 with a rebuilt engine, Leo Lee, Kit Raetzen and Joanne Cockshutt, Ron Akehurst and niece Tanya, Tony Hoar and Gay Wise, Jane Cowan, and Roland and Pat Gilbert.

As we were visiting before getting into our cars to return home, we were visited by one of the massive Mars water bombers that circled over us three times .... as they were looking at our cars, we were staring at this magnificent flying machine!!!! What a wonderful experience to add to our very pleasant outing, which continued all the way to our respective island homes.

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(©) ||| (©)  
=+=+=  
"Mymog"

## Morgans at Mt. Si Craig Runions

The Midlanders monthly social was Saturday, Oct. 22nd at Gil Stegen's home in North Bend. The weather was absolutely incredibly sunny and warm. Soup, sandwiches, and beverages were enjoyed by all. Attending were Bill and Judy Mote (Audi from Arlington), Ron and Jeanette Weiskind (Corvette from Arlington), Gary Van Hook (Corvette) and driving Morgans were Lee Harman from Camano Island, Loretta Nelson from Camano Island, Dick Dice from Bainbridge Island, Mike Amos, Craig Runions and Kay Jones. Kudos to those long distance attendees. Actually, North Bend was quite a distance for all of us, but the weather made it well worthwhile. Many of us had a pleasant drive through the Snoqualmie Valley.

string 28 years ago like many of the early wine makers, and have produced many fine wines. Their tasting room overlooks the valley and includes with their wine sales, a Christmas Gift shop. There was shopping to be had, and it happened. The wines to be tasted, included three Chardonnays, Pinot Gris, Fume Blanc, Riesling, four Pinot Noirs, dessert wines and a sparkling wine. The favorite of many was the 2004 Chardonnay. Like many small wineries, they did not charge a tasting fee and gave us case discounts on every thing we bought. They were very hospitable hosts.

A short drive took us to Montinore Winery. This is located on a beautiful old estate that faces east toward Portland and Mount Hood. The estate and home was built in 1905 and was named by the owner who came from Montana after the states. "Mont in Ore". The grapes were planted in 1982 and 1983 and wines have been produced since 1987. They had a number of wines to chose from, Pinot Noir, Pinot Gris, Gewurztraminer, Riesling, as well as some Merlot, Cabernet, and Zinfandel. Following the tastings, we adjourned to the lawn in front of the house for some light snacks. These included gaspacho, french bread with cream cheese, rolled ham with green onions and more.

The tour continued with a drive around Hagg Lake and on to McMinnville to the Harris back yard. Relaxation in the shade, cool beverages and conversation. Dinner followed with cold salmon, cold salads, and desserts. As the evening ended, some remained in McMinnville for the events of Sunday and some returned to their homes.

We started Sunday with breakfast at the Hotel Oregon, a McMenamin's restoration. It's always fun to park our Morgans on the main street and draw the attention of passersby. Then on to the Air Museum and Antique Air Show. The Miles and Stinsons viewed the Spruce Goose and displays in the museum before heading north. The Hodges, Barofsky and Harris went to the Air Show across the highway at the Air Port. Hundreds of antique and experimental planes were on display. Rides were offered in sail planes, World War Two trainers and two open cockpit biplanes. Roy Hodges displayed his vast knowledge of every plane that was on the field.

Once again, the Wine Tour was a success. Those who took part are always the reason.

Plan to join us next August 19 and 20 for the next Wine Tour 2006!

## Electric Stub Axle Greaser

Bill Button

Things are changing on Morgan front suspension greasing:

>No longer is it fashionable to squirt oil into the top of the king pin by pressing the button in the cockpit. The factory quit this system a couple of years ago.

>The factory has also quit using bronze bushes and now uses Devol plastic bushes. Many of us have found a new material, used in the South African mining industry, called Vesconite.

>John Sheally II and Australian Roger Shawyer make up a replacement for the bronze pad and damper blade called "Roger's Thingy." This is a thrust bearing and makes low speed steering much easier for +4s and +8s.

At the same time, because my Morgan friends are neither oiling nor greasing their stub axles regularly, I have adopted the use of a Perma electric greaser. I bought one and am installing it on my +4. Every time I turn on the ignition key, the Perma dispenses a bit of grease. It can be programmed to dispense either a bit each time the key is turned on or .69cc to 8.33cc every 100 hours of operation depending on how the dip switches are set. The one I have has a 60cc reservoir but 120cc and 250cc reservoir models are available.

I have also figured out how to do this without extending the oil hole down to the stub axle, although if it is all apart this is really is no problem. The grease I



am using with the Perma is Lithium-based and suitable for this application.

I hear all the "Macho Morgan Men" tell me that one must crawl under their Morgan and grease the zerks on a regular basis, that this area must be inspected, etc., etc. Well, I don't and haven't for years and further do not intend to. It sure is hard to lead an old horse to a new pond.

Next issue: A reprint of an article by the late Bob Nelson on this topic.

Just in time for Christmas - a Morgan classic back in print!

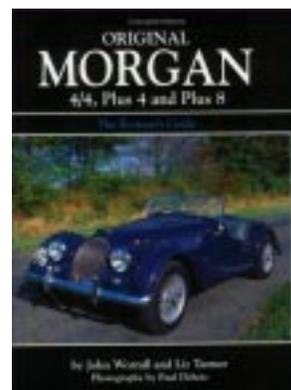
## Original Morgan

Steve Hutchens

Originally published in hardcover in 1992 and out of print for some time, Original Morgan by John Worrall and Liz Turner is back in paperback. The new edition is full size and complete, including color photographs by Paul Debois.

Appropriately subtitled The Restorer's Guide, Original Morgan is an important part of a Morgan enthusiast's library. It covers 4/4, Plus 4 and Plus 8 models and includes production data and dates various changes were introduced. The beautiful color photography presents details of the cars that help restore or maintain a proper Morgan. The text describes the each model in considerable detail and is written in a style that is enjoyable to read.

I started looking for Original Morgan after seeing a friend's first edition, and was most pleased when I found that it is once again available.



Original Morgan is available from Amazon.com for \$15.72 and may be available at your favorite bookstore.

WRITE A BOOK REVIEW

Doubtless many of you have favorite books on Morgans in your library. I suspect that many members would enjoy reading your book reviews, especially on books that are still in print. Just send them to the editor!

THE TOY BOX  
has room for your stuff



1963 Morgan

- \* Cars \$100 per month
- \* Boats & Trailers by size
- \* Small projects may be OK
- \* Newer heated building
  - \* Easy Access
  - \* Northgate Area

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'03 +8 Connaught green/biscuit leather, piped in green, 2k one-owner miles, as new

'00 +8 BRG, Tan Leather, 5k one-owner miles

'98 +8 Fiat "Avorio Chiaro," tan leather, 4.6k

'89 +8 Connaught green, tan leather, alloy body

'79 4/4 ROADSTER Tan/brown wings

'66 +4 Putty beige tan w/back, fresh restoration and Big Price Reduction!

'64 +4 New tundra green, new green interior

'64 +4 Raspberry, brown leather interior

'63 +4 4 SEATER ROADSTER Regency red, restoration by factory authorized dealer

'62 +4 DHC BRG, chocolate leather, gorgeous restoration, one of the most beautiful DHC we've ever had.

'52 +4 FLAT RAD ROADSTER Ming blue, brown leather, SS bucket seats, hot TR motor

COMING SOON THREE WHEELER Blue

**OTHER MARQUES**

'98 PORSCHE 993 CABRIOLET

'90 HONDA, GB500 TOURIST TROPHY

'89 ASTON MARTIN, VOLANTE

'67 LOTUS ELAN SE ROADSTER

'65 AUSTIN HEALEY 3000 MK III ROADSTER

'62 MGA MK II ROADSTER



# October 29 Board Meeting Summary

Pat Miles, Secretary

Meeting Called to Order: The Board Meeting was held at the home of Craig Runions, Shoreline, WA, at 10:00. Present: Craig Runions, Dick Dice, Kay Jones, Ken Miles, Pat Miles, Mike Amos, Bill Button, Bob Hauge, Win Muehling, Heinz Stromquist, Gill Stegen, and Steve Hutchens. Apologies: Mike Powley and invited guests Wayne Harris and Ron Theroux. The welcome by Craig Runions, MOGNW President, was followed by adoption of the agenda and approval of the minutes of the last meeting without changes.

Financial Report: Bill Button treasurer: A report was circulated showing an initial balance of \$8,956 and a final balance as of Oct. 29 of \$8,172. The 30<sup>th</sup> Anniversary party came in \$955 under budget. Cash in the bank is approximately the same as last year. The financial report was accepted. Anticipated expenses yet this year are the year-end holiday parties, the NWMogazine and some regalia on order. Dick Dice reports that profit on regalia is running at about \$500 for the year.

Old Business: Peter Morgan Memorial Window: Craig Runions. The memorial window fund was over contributed before our \$180 donation was made. Hence, it was moved and passed that we refrain from donating. Win Muehling suggested that we support a new perpetual trophy and there was much discussion before it was agreed.

Old Business: 30<sup>th</sup> Anniversary Report: Mike Amos. Mike thanked the executive for approving the money for the 30<sup>th</sup> Anniversary. The original poster by Bert McCabe was raffled off and won by Bill Sterne. 24 bottles of wine were given away in the trivia contest, 131 dinners were served and there were 43 cars on the lawn. All 120 badges have been sold. Craig Runions thanked the committee for a job well done and Mike Amos thanked his son for his help.

Rogue River Run - An Event Planned with the Northern California Morgan Club: Ken Miles. The meeting is arranged for September 23-25, 2006, at Grants Pass, Oregon. Lodging (about \$100/room including tax) is at the Riverside Inn with 38 rooms being set aside. Details will be in the January NWMogazine.

100<sup>th</sup> Anniversary Party in the UK: Ken Miles. Ken talked about current prices for shipping cars to the UK for the 100<sup>th</sup> anniversary in 2009. Information will be in a future issue of the NWMogazine.

Northern Pod Report: Win Muehling. The Northern Pod has had many successful meetings since the last executive meeting, with at least one run per month and different members taking responsibility for organizing the runs. Runs have been fairly well attended. He had been trying to get some of the inactive members to attend with some success. Upcoming events are in the NWMogazine calendar.

Midlands Pod Report: Gill Stegen. Gill reported that they had a successful Bob Nelson Memorial run with a good crowd in Leavenworth. He hopes to have more activity next year as more of the new people are coming out. They have had several meetings at the Claim Jumper and have now changed to North Bend where members brought their Morgans and some "tin tops". Christmas party is going to be December 10<sup>th</sup> at Ron Weiskind's

Southern Pod Report: Heinz Stromquist. Heinz reported that they continue to have monthly meetings at the Portland Brewing. The Christmas party will be held on December 3<sup>rd</sup> at Pasta Villa, time being 6 for 7.30. The menu has been worked out and prices will be fixed later. There will be a Devils Punch Bowl run next year.

NWMogazine Report: Steve Hutchens. Steve reported that six issues of 12 to 16 pages were published in 2005. Contributions from members have been outstanding and have made this possible. Nine point Arial allows more content in less space. Interesting articles from other Morgan club newsletters will appear in 2006. Distributing the email issue by direct link to the club website has been popular.

MOGNW Website Report: Steve Hutchens with input from Marv Coulthard. Marv had reported via Steve that we are getting lots of hits on the website. The website has been an effective method of finding new members.

Regalia Report: Dick Dice. Dick gave a report of regalia on hand. Most items in inventory are selling well. The fleece jackets have been quite popular, as have denim hats. All 30<sup>th</sup> badges have been sold; Raven badges are available. More inventory will be arriving in November.

New Business: Vancouver Island Pod. After two or three years of talk an item was on the agenda to establish an Island Pod since there are now 24 members on the Island. It was noted that the Father's Day Picnic is essentially their ABFM. It is always an incredible function, but they had to pass the hat to cover expenses. Discussion ensued about financial issues, distance and ferry issues. Kit Raetsen has offered to be the Pod rep and has the support of most of the Island members. It was felt that it was important for an Island Pod to be represented at board meetings, so it was discussed about subsidizing the rep to attend by paying the cost of the ferry. A motion was made by Dick Dice, seconded Bill Button, to establish a new Pod on Vancouver Island and that we reimburse the Pod representative for the cost of the ferry up to \$200 to attend executive meetings and set up a committee to modify the bylaws so that this can take place. The motion passed. Craig appointed a committee consisting of Craig Runions, Win Muehling and Mike Amos to change the bylaws.

New Business: Dues for 2006: There was a discussion re the date at which dues were due. Motion – the dues to MOGNW will be US\$24 if paid before December 31<sup>st</sup> 2005 and there after be US\$30. Proposed by Steve Hutchens, seconded Bill Button, Passed. Steve is to put it prominently in the Mogazine and the Pod reps are to remind members by email or phone about this decision. Canadian dues to be CDN\$27 if paid on or before December 31, CDN\$35 after December 31.

New Business Website: Steve has a new template for the NWMogazine download page which will soon include a NWMogazine Archives. Files will be available in .pdf format. Colours will blend with the existing site, with design colours pulled from the Raven badge. Following discussion of privacy issues, it was decided to leave the downloads password-protected but to publicize how members can access this page directly with a bookmark. The board directed several design changes in the website.

New Business: Preliminary Budget for 2006. Craig Runions introduced a proposed budget for MOGNW with four Pods: Northern (44), Island (24), Southern (37), and Midlands (55), unassigned (11). He suggested \$900 for variable funding. Awards would be increased. After much discussion it was decided to allocate an additional \$100 to the President's discretionary fund, \$200 to Awards and \$200 to the Island Pod for ferry costs for the member attending the executive meeting. The mildly modified budget passed and currently stands as follows:

2006 Officers and Reps: The Midlands Pod rep will be Mike Amos. All members indicated that they would stand for another year.

Awards: As there is no winter banquet, Craig said that he was going to coordinate the awards. Steve Hutchens was asked if he could include a portion on the awards in the Mogazine with members suggesting who would be worthy recipients to the President.

2006 Calendar Postings on GoMOG: Lorne Goldman has a calendar of events on the GoMOG site and it was decided that Marv would put our calendar on the MOGNW site and Craig would contact Lorne Goldman and give him permission to include any calendar posting from our site in his calendar. Moved Bill Button, Seconded Steve Hutchens. Passed.

2006 Calendar of Events: Pod reps were requested to send to Craig their events list for 2006 within two weeks so that he can construct a 2006 calendar of events which will be sent to board members for approval and then to Steve Hutchens for posting on the website and inclusion in the Mogazine.

Next Meeting: February 11<sup>th</sup> at 10.00 at the Runions residence. Meeting adjourned at 2.30 PM.

2006 MOGNW BUDGET		Expenses	
		Northern Pod	\$598
Income		Island Pod	\$485
Advertising	\$250	Midlands Pod	\$659
Dues	\$3,500	Southern Pod	\$558
Regalia	\$2,000	Awards	\$400
Total	\$5,850	Mogazine	\$1,600
		Presidents Discretionary	\$500
		Regalia	\$1,500
		State Tax	\$50
		Website	\$300
		Island ferry subsidy	\$200
		Total	\$6,850

## A Morgan Journey Through the Northwest "Lismore" Returns

Gordon C. A. Craig

Reprinted with permission from the Sep/Oct Morgazette, newsletter of the Morgan Sports Car Club of Northern California

About five days have passed since returning from my three week backroads meander to the NW and Victoria, BC. I am dreaming, still driving it, full of fond memories and many thanks to all the Mogs who graciously hosted myself and Maggi (who joined me second week in at Seattle), and thanks to Matt at Bristol Motors in Victoria, "Lismore" sports a much more robust, improved and firm front end with +8 stub axles.

This old +4 handles beautifully now, goes right where you want it to, no wandering, no manhandling the wheel, just responsive, light (well, for a +4) steering and a tight, controlled sureness to the handling on turns, dips, twistys and the slings and arrows and potholes the roads throw at our roadsters. As you may recall, I embarked on this road adventure with some questions not quite resolved about the stub axle conversion and an 11th hour welding repair to a cracked frame section under the passenger side. Apparently, this problem began eight or nine years ago when I installed new flooring and drilled a hole for a mounting screw and it became the seeding point for a tiny crack that worked its way across the flat and up eventually to the mounting holes for the exhaust pipe bracket. All those years of flexing worked it open and wide and it was an arresting sight to watch the scuttle and door frame work up and down like a squeezebox (plus, Maggi couldn't get the door open, necessitating yours truly to be ever the gentleman) in the latter days before Mike Anthony came to the rescue and brought his gas rig over to my house. Three hours later the crack was beaded top and underside and strapped to boot. A Morgan Master Mechanic who makes house calls. We Mogs in the Northern California area are blessed. Thanks so much Mike.

The next day, I headed out with Morgan the Border Collie, dropped him off for Summer Camp in Penngrove with Paul and Leslie, went north to Eureka on 101, passing through the Redwood Empire and Wine Country to the Coast. Between Eureka and Northern California's Central Valley is the aptly named Coast range and the road over to Weaverville to meet up with Hwy 3 north to Yreka (just below the Oregon line) is 200 miles of stunning scenery and those two roads climb and twist to altitudes of 3-4 thousand ft., plunge into long valley meadows and back up again. More mountain roads like that would come later in Oregon on the roads from Medford to Bend and then up to Hood River and then again up and along the east side of both Mt. St. Helens and Mt. Ranier as one approaches the Seattle area. Put together, these routes come close to about 700 miles of beautiful scenery and challenging driving where you have the roads less travelled, mostly to yourself and each turn opens to more amazing vistas. Mt. St. Helens, the blown out moonscape from the caldera goes for some forty miles of surreality between resurrecting flora and fauna and blasted, permanent lava flows. From a viewpoint 25 miles away from the summit I asked a local fellow who was out of harms way the day it blew, "If we were standing here that morning..." He finished the sentence for me, "...We wouldn't be standing here." Says it all.

For these roads and driving instructions I must thank Dave Hammond, Doug Davee and Bill Button who provided the maps and info. I stayed with Dave (whose huge basement/garage houses a classic BritCar collection to kill for) and Doug (whose eagles nest outlook affords views of Mt. Hood to the south, Mt.

St. Helens to the north and a bountiful Hood River Valley in summer harvest below to the west, such a fitting place to undertake a +4 restoration in the adjacent barn.) Later on, having met Maggi at SeaTac, we would meet up with Bill Button and Craig Unions at the Alfa Romeo Concours and repair to Bill and Geri's waterfront cottage south of Seattle for a delightful, hilarious visit. I saw the +8 project in progress, that S-10 rearend is in and awaiting further instructions as Bill builds the body framework from scratch, well done.

From mountain twistys and valley roads  
to city traffic to yet another mode,  
ferry passage. Waiting for them and  
aboard them,  
little mini cruises to the San Juans  
and harbors at Orcas and Friday,  
past the international line  
(where the Coast Guard escort turns back,  
leaving us like a WWII convoy...huh?  
To the Wolfpacks of Canada?)  
and onto Sidney, BC, 20 miles  
north of Victoria.

The next four days, as prearranged with Jim, "Lismore" had its make-over at Bristol Motors. The +8 stub axles (more correctly, +4 performance stubs) are much more substantial and larger in all dimensions when compared next to the stock items. But it all bolts in as before using the same springs top and bottom and a modified chrome kingpin/bush set up machined to grease the top segments of the sliding pillar as well as the bottom, no more need to use the flash oiler. The critical business about the hubs over which I had fretted whether to buy new +8 hubs or modify MG B hubs or whatever completely dissolved as the my old hubs were machined .0025 to accept the new larger bearings. There is plenty of metal to accomplish this without compromising the load bearing of the inner bore of the hub. Because of the larger steering arm on the stub axles the hub/rotor must be shimmed out slightly with appropriate sized shims but only two were used each side and these can be had from any old gearbox. So this is not rocket science and the results have really transformed "Lismore" better than ever for road handling. And, the price is right, too. Matt also did some additional brake work and replaced the torn up seal on the steering box and adjusted it so now the "free play" is just a wee sweet spot, no longer all over the place. That done, a new Morgan (long spring) t'stat to replace the old Subaru t'stat I had put in there and had forgotten about and a new headlight and "Lismore" was back in business, almost.

While all this was being accomplished, Maggi and I did daily walking tours of Victoria and the harbor, afternoon tea at the Empress and a bus tour of Buchart Gardens, all highly recommended in this part of the world. "Lismore" came back to us for the last day, a full tank of Shell's finest and a run up to Nanaimo and back in time for the evening ferry to Port Angeles. Alas, it was not to be, for 20 miles out the engine started to misfire and run like crap and literally no poop to get up the long hill to Mill Bay on Rt. 1. We turned around and chugged back to Bristol, and Matt and I tried new ignition wires, another coil, checked spark plugs, fuel delivery, retarded the ignition, etc. Then he asked me where I got the gas. Apparently two other customers had the exact symptoms a week before and now he was sure it was bad gas, so he put some "Dry Gas" in the tank and eventually the engine sang as it did before. But the day was nearly gone so we had dinner at Ribs and Bones (highly recommended) on Douglas St. near Bristol Motors and caught the evening ferry to the US. Good-bye, Victoria, I'll be back soon.

On down the Olympic Peninsula to Hoodsport and we had a

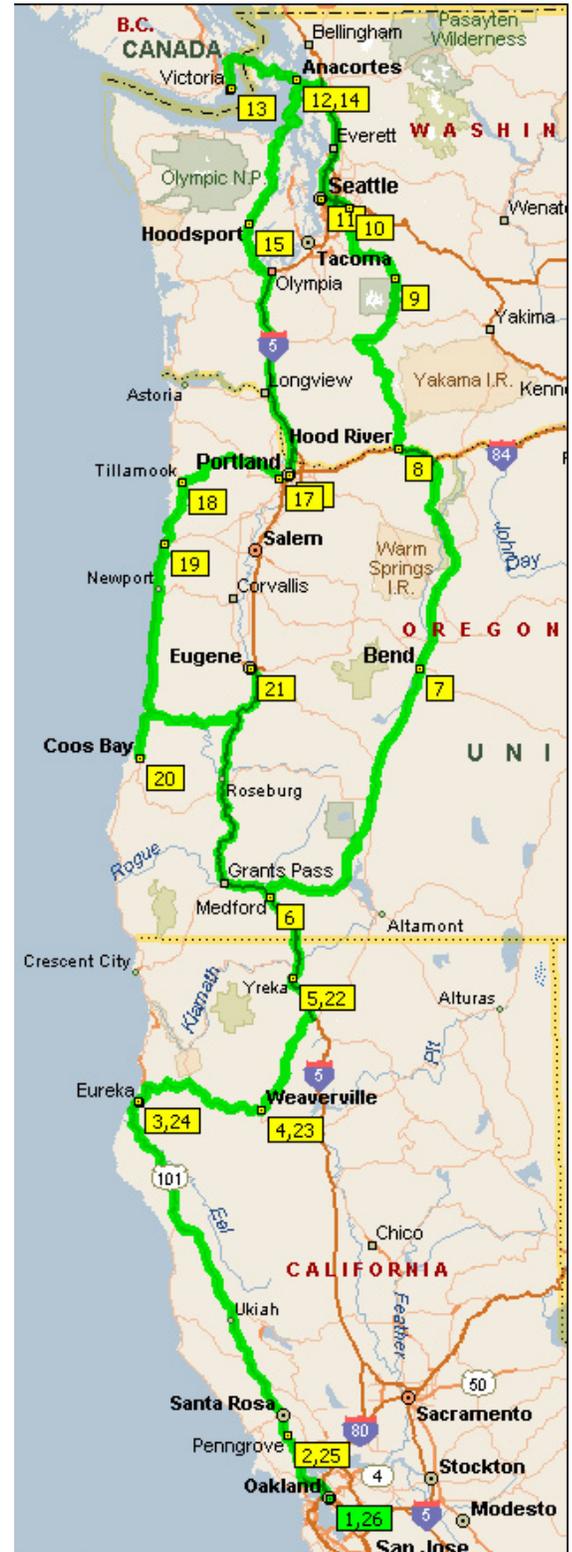
nice warm visit with Gary Bell and Pam. As he himself has posted, Cuthbert is thankfully recovering very well from his week-long stay at hospital and he has another test or two to do but he is out of the woods and back in his beautiful backyard woods and adjacent to Hood Canal. What another great place to have a Morgan shop! Next day, we drove to Portland and had a grand two day stay-over with Dick and Ann Tilden. Dick let me drive his 4/4, a first time for me, and he and Ann took off in "Lismore". Driving a 4/4 is like learning to drive a Morgan all over again, very different from +4, like JHS said, featherlight and effortless with plenty of oomph to get there. That slider shifter is really neat and once you get the technique down, lightening quick shifts are the norm, no Moss notchiness. However, one must absolutely wear ballet shoes and not the clodhoppers I happened to be wearing as the pedals are very close together and I kept jamming the accelerator and brake together at the same time. Dick kept waving for me to catch up on our all too short run about the lanes of Beaverton. His 1923 Bentley Speed is a wonderful racer, large tractor like carriage and high seated, high center of gravity. Everything about it is massive, including the missing engine which is out for repairs to the crank after some babbitt bearings let loose, ouch. Dick drives this amazing racer to and from historic and vintage races and long distance drives to Laguna Seca and Thunderhill in California don't faze him, this is no trailer queen. We had a visit from a Vintage Volvo friend of mine, Cameron, and I think Dick and I got him musing about Morgans, I hope.

Unlike California, most folks in the NW and BC know what a Morgan is. I was often asked "That's a Morgan, isn't it?" vs. "Is that a kit car?" I even got hip-hop acclaim, as in "That car is pimp!" Not likely I want to hear that again, but our cars rep precedes. On a ferry to Whidbey Island, I met some Model A guys on their way to a meet and we got so wrapped up in our cars gassing about this and that, all six of us nearly missed the ferry, they waited for us. Before, up in Victoria, we were driving about a residential area (just after filling up with that bad gas) when I became aware we were being followed by a van, left turn, then right turn, then left again. I began to think, "What gives here?" and I pulled over to let them pass. The van pulled up and a women rolled down the window and asked, "Is that a Morgan?" I said yes, it is a +4 built in '61. She smiled, jumped out of the van, looked it over front to rear, and proclaimed "My husband recently bought a +8. Lorne is a friend and helped him locate one from the states". My God, Lorne, just like that, what a small and Morgan world it is! So I know Danielle and her husband will be in good hands back there in Montreal as they embark on their Mog adventures.

But the days were closing where Maggi and I would have to become worker drones again so we had one long drive down the Oregon coast past the dunes, and then again southern Oregon and the Marble Mountains. Again in northern California. I know we will be visiting this part again in October for the 10th annual FlogMog run and go on to Mt. Lassen, but I wanted Maggi to see this part as she missed it on the way up. So, it comes to the last day approaching the SF Bay Area about an hour away from my home in Oakland, 10 pm on a busy stretch of Hwy 101 just south of Santa Rosa. I'm driving along, doing 70, I'm thinking about the wonderful trip and all the wonderful people in it, when "Lismore" starts swerving ... wow, that is a strong crosswind, so I correct a little and keep going until, BANG, there goes the driver side rear tire, the rear end starts to come around, and through sheer dumb luck I let up on the pedal, don't brake, find a slot in traffic to pull over to the narrow shoulder. We get out quickly, I lay out some emergency flashers behind, and we hoof it for the next exit, which is conveniently signposted to be one mile away. As we are walking along, a young Mexican fellow stops his van (at some risk to himself) and he takes us to the exit and a gas station. He speaks no English, I don't speak Spanish, but he knows he has my eternal thanks. I call AAA, get a transporter, and Mitch the driver becomes yet another convert to Morgans as we load it on. BTW, he can sure handle that ramp system so the car won't bottom and have minimum tail drag because of a flat. By sheer coincidence, the blowout happened quite near Paul and Lesleys where Morgan is at summer camp, so we go there, spend the night, next morning complete the journey using a borrowed spare from Paul. I learned 2 things: 1) get a cellphone, stupid 2) don't drive on 8 yr. old tires no matter good they look, idiot!

So, nearly 2000 miles and three weeks in "Lismore" all's well. I do have new tires as of yesterday (Dayton 165-15s). A bump or two along the way, but the road beckoned with beautiful sights, grand vistas, harbors, campgrounds, funny and chance encounters, and above all, warm and gracious friends who I got to know on this forum and who invited Maggi and I into homes and worlds we never would know otherwise ... I am thankful to all of you for these riches,

Best wishes, gordon #4641 "Lismore"



# Northern Pod Report

Win Muehling

## Hougen Park All British Picnic

September 11 was the All British Car & Motorcycle Picnic at Hougen Park, a few miles east of Abbotsford. This is on a much smaller scale than Beacon Hill Park, but very pleasant and a good excuse to pack a picnic and drive the Morgan. We arrived there at about 10:30, being joined by the Powleys and Larry Emrick. MOGNW members Steve and Liz Blake were also present, but with their TVR, claiming some excuse about the Morgan needing new tires. None of us had any award winning picnic baskets, but lunch never-the-less was most enjoyable under the blue sky and warm sun surrounded by beautiful automobiles.

The Blakes of course pulled off another award with their TVR, which indeed, though not a Morgan, was a lovely example of a British sports car.

## Whistler All British Run

A busy summer drew to a close with the Vancouver to Whistler all British Run which, after last year's wash out, was blessed with weather that was absolutely magnificent and just perfect for top-down motoring.

As usual, we met at the Jag dealership at the Northshore AutoMall to pick up our run packages and a quick coffee. This is a pretty relaxed event, where your group can leave whenever they want and make their way via Marine Drive to Squamish and then on to Whistler, arriving there early afternoon.

We had a good turnout of Morgans: Win and Christine Muehling ('86 Plus 8), Mike Geluch ('83 Plus 8), Dave and Ruth Collis ('63 4/4), Les and June Burkholder ('69 4/4), Doug and Gill Seager ('60 Plus 4), Mike and Rosemarie Powley ('72 4/4), Chris Allen and Pam Mahony ('72 Plus 8), Bob and Judy McDiarmid ('66 Plus 4), Graham and Val Bailey ('59 Plus 4 DHC), Craig and Judy Runions ('62 Plus 4), Rick McDonald ('65 4/4), Hugh Dickson ('58 4/4), plus a guest, John Kenna and Debbie ('51 Jowett Jupiter). Unfortunately, Jane and Devin Cowan had to pull out at the last minute due to brake problems, as did Bob and Sharon Green, with Bob being bucked off his horse and being a little under the weather.

By the time our little group, under the leadership of Mike Powley, passed through the traffic light at Marine Drive and Taylor Way, some of us took a

wrong turn and ended up on the Upper Levels Hwy rather than Marine Drive. We all managed to arrive at the same time at the Shady Tree Pub in Squamish, where we enjoyed a leisurely lunch on the outdoor patio. Not a bad place, except for the waiter spilling Christine's tomato soup onto my crotch. Thank goodness it was only luke warm!

Hugh and Mike decided not to carry on to Whistler, so having said our good-byes, we headed off to Whistler, arriving at Blackcomb Village about 2:30, and as usual, the last group to arrive. Upon



arrival we ran into Laurie and Verna Fraser who had arrived with the Aston group, their new Plus 8 still being sorted out. Steve and Liz Blake were also present, having opted for the relative comfort of their TVR. No awards for Morgan members this year – not even Liz and Steve.

Following the short awards ceremony, we headed up to Pemberton, a lovely half-hour drive, with Chris and Pam and Rick opting to stay in Whistler. The accommodations at the Pemberton Valley Lodge were excellent, and everyone crowded into the Muehling suite for cocktails. Les Burkholder received the eternal turn signal award. We then had a short walk over to the Wild Wood Bistro where we enjoyed some excellent food.

Sunday morning was another lovely day, and following a short detour to Mt. Currie (my navigator was a little sleepy due to loud partying going on at the hotel – possibly Powleys?), we did manage to find our way to breakfast at the Big Sky Golf and Country Club. Shortly after 9:00 we headed for Lillooet over the famous Duffy Lake Road and then along the



Fraser River to Lytton. It was indeed a great drive. Excellent scenery, a good twisty road, and virtually no traffic.

Lunch was at a picnic site just a few miles north of Lytton, overlooking the Fraser River, and here Burkholders and Baileys bade us farewell. The remainder of the trip home was enjoyable with only light traffic through the Fraser Canyon. Best of all, the cars all behaved themselves, obviously trying to make a good impression on the Jowett Jupiter. The Jowett, by the way, was a lovely sight to behold and in spite of having almost half the horsepower of most Morgans, it held its own, with the exception of some of the hills. Total distance for the weekend was approximately 500km.

## Concrete Vintage Aircraft Run

Our September run, organized by Dave Collis, was on the 25th. It was an excellent event and you can read more about it in Dave's article elsewhere in this issue. There are also several photos of cars and planes.

## Cranberry Run

Sunday, October 23, found us on Bob McDiarmid's Cranberry Run in the Fraser Valley. It was a drizzly morning when we met at one of our favourite meeting places, a McDonald's, but this time in Walnut Grove. There were six Morgans: the Plus 4s of McDiarmid ('66), Theroux ('58), Hutchens ('62), and Muehling (a new to them '66), the Burkholder's 4/4, and from Victoria, Charlie & Barb Baker's '94 Plus 4. Daily drivers brought Chris Allen & Pam Mahony and, from Oregon, Wayne & Linda Harris who were in the area for a writer's fair where Linda was promoting her book (Koenig's Wonder by Linda Kuhlman) which I hear is excellent. We enjoyed having Wayne & Linda with us. Also present were James Theroux with friend Denise, driving his beautiful Tiger. James is our newest member, having recently acquired a 1968 4/4 in pieces. (With all that expertise in the family, it should be ready for Van Dusen in 2006!)

After some tire-kicking and coffee, we followed Bob on a circuitous route

through the rural fall countryside until we arrived at the Cranberry Lady's farm. We were greeted by the Cranberry Lady herself, who gave us a tour of her facilities and enlightened us about the world of cranberries. Never will we look at cranberries in the supermarket again in the same light! After

sampling special juices and stocking up on various cranberry products, we drove along the banks of the Fraser River to Jimmy Mac's Pub in Langley. Here we were joined by Laurie & Verna Fraser and Brian & Tina Tomlinson for an excellent lunch. Before we knew it, it was time to head home.



Yes, it was as wet as it looks - but it was fun!

## 7° of Separation

Marv Couthard

Now some if not most of you folks in the club know yours truly is oft to come up with some pretty daft notions. Our daily driver "Wille" (cuz we bought it from Wille Dodge in Victoria), has been suffering badly from the Chrysler paint peel syndrome. The hood has looked like a bad complexion similar to a leper. Over the past winter the tail gate was following suit. I got a quote from the local cheep body shop. A thousand bucks Murikami tells me. I can get my money back if I want to sue Chrysler, but its not worth it. Now I would hate to get a good quote from a dealer or a top of the line body shop. Hey, I know I have the garage, I have the paint gun, I have the compressor, I have the

sanders, and best of all I have the spare time. Yea! I will get right on it in my spare time.

First to happen was the tail gate. I removed all the chrome pieces and the lock. "Hey, I like the looks of this." I say to myself. I back-plated the lock and filled it in with Bondo. The only thing on the tail gate now is the licence plate. Next the hood. So in the process of stripping the paint down to the bare metal I removed the hood ornament. Looks cool I think.

Now ... looking at it ... lets see ... a scoop ... naaa ... I wonder what louvres would look like on the hood. I draft something up in PhotoShop and yes, I like it. Now where to get it done.

Last week I was over at my favourite muffler, brake, and tire shop in Duncan. I ask George, "George, do you know of anyone on Vancouver

Island that does louvres?" He says, "Nope, don't know but will find out for you." Three phone calls later he hands me a note.

John at H&J in Shawnigan Lake, with a phone number. Later in the week I call and ask for John.

"Yes, that me." is the reply.

"Hi, Marv Coulthard calling from Saltspring Island" I say. "I am told you have a machine to do louvers."

Short pause.. "Do you want them in your Morgan?" is his response.

I am floored, He chuckles and then explains he is John Allen, owns a Morgan, too, and is a member of MOGNW.

Turns out he does not have the machine, but he did put me in touch with a shop in Sidney that does. Next week Wille get a louvre job.

## Botanical Beach Picnic

Joanne Cockshutt & Kit Raetsen

After weeks and weeks of glorious sunshine, the forecast finally changed and called for some desperately needed rain ... great, I thought, the garden could sure use it but please, please not Sunday. The only day in August that it was to rain was, of course, the day of our picnic on Botanical Beach.

We waited until the morning of the run to make the final decision on whether it would be a go, it had rained overnight and we were not optimistic, but when we got up and saw that the skies were clearing we went for it.

Roland and Pat Gilbert, Hal Irwin, Leo and Trisha Lee, Jane Cowan, Joanne and I met just outside of Sooke and headed for Port Renfrew. In Otter Bay, Lesley and Ken Douch and Treacy Reddington joined the pack and we were off on a great run.

We arrived at Botanical about 12:30 and had a short hike before hitting the beach. We found some great logs on the beach that made

nice benches, spread a table cloth on the sand and dove into our lunch. After lunch a few of us took the time to explore a tidal pool or two. As dark clouds were once again looming we thought it best to pack up and head for home. We managed to get about one third of the way there before the skies opened.

By the time we got to Jordan River it had stopped again, just long enough for us to gather a few special Jordan River stones for Trisha's rock garden. The rain started to pour down in earnest, so we went the tops, and everyone headed home. The weather gods (or perhaps Treacy, our good weather fairy) were kind enough to keep us dry for the most part and even supply us with a couple of hours of glorious sunshine and it ended up to be a fun day.



## Obituary

September 24, 2005

Ken Griffin

Salt Spring Island and Port Moody

It is with sadness that we announce the death of MOGNW member Ken Griffin who passed away on September 24. He is survived by his daughter, Heidi, and brother-in-law, Ken Miles.

A memorial service for Ken Griffin was held on October 12 at St. John the Apostle Church in Port Moody.

After a few photos we gathered at the Fulford Inn pub to raise a glass to Ken. Ken's daughter, Heidi, and her husband, Hames, were present for the event, driving Ken's Morgan, and Ken and Pat Miles, Heidi's aunt and uncle, were also present. Ken will be fondly remembered by all his friends in the Saltspring Antique and Classic Car Club. This run will become an annual event here on the last Sunday in September.



## Ken Griffin Remembered

Ken Miles



## Ken Griffin Memorial Run

Marv Coulthard

On the cool and rather blustery afternoon of Sunday, Oct. 23rd, the Saltspring Antique and Classic Car Club held a run from downtown Ganges to the Fulford Inn via the back roads. The run was in memory of Ken Griffin, one of the club's founders. It was a route that Ken often enjoyed in his Jensen, TR6 and especially in his Morgan. Twenty-five members and guests with fifteen cars did the route at a slow pace with headlights on.

## Easy NWMogazine Downloads

Steve Hutchens

For those of you who don't like using the login and password at mognw.com, you can bookmark the NWMogazine download page then go directly to it. The page is at:

[www.mognw.com/mogazine05.html](http://www.mognw.com/mogazine05.html)

I often get more photos for the NWMogazine than I have room for. Soon we will have a photo gallery for these photos at NWMogazine Online.

## Planning Ahead ...

Steve Hutchens

As the 2005 draws to an end, many of us start planning for 2006. And I'm sure that many of us find that our calendars fill rather quickly when we start writing down "have tos" and "want tos." There are several major MOGNW events that are so special that you may want to pencil them in now while you still can. Dates in some cases are the best available as this issue goes to press.

**VAN DUSEN ABFM - MAY 20 (NP):** A class event not to be missed; where else can you find so many Morgans and British cars of all types amid a beautiful botanical gardens?

**CABOOSE RUN - JUNE 3-4 (MP):** An annual event that should have a place on your 2006 calendar. Your editor hasn't been, but has heard so many good things about it is a must in 2006.

**FATHER'S DAY - JUNE 17-18 (IP):** Always one of the highlights of the MOGNW year, plan to be there to celebrate the new Island Pod. The picnic is itself a feast not to miss.

**DEVIL'S PUNCH BOWL - JUNE 23-25 (SP):** A MOGNW classic that attracts Morgans from all Pods. I'm sure you've heard how good it is, so maybe this is the time to put it on your 2006 calendar!

**ROGUE RIVER RUN - SEPT. 23-25:** Based in Grants Pass, OR, this is a joint event between MOGNW and NCMSCC (Northern California Morgan Sports Car Club) Watch for an article in the January NWMogazine.

**AND WAAAAAY AHEAD TO 2009**

Want to go to the Morgan Centenary and take your Morgan? Several MOGNW members are planning to ship their Morgans in 40' containers. Whet your appetite - visit the Centenary site at [www.morgan-centenary.co.uk](http://www.morgan-centenary.co.uk).

to fulfill his dream. Ken was very active on Salt Spring Island where he and Marv Coulthard started the Salt Spring Vintage and Classic Car Club. A run in his honour was held Sunday Oct 23rd on Salt Spring Island by his fellow club members.

## NOVEMBER - DECEMBER 2005 NWMOGAZINE CALENDAR

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

Date	Days	Event	Contact	Phone	Email or Website
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
Nov. 29	Tue	Island Pod Christmas Party*	Roland Gilbert	250-652-2159	mymog@islandnet.com
Dec 3	Sat	Southern Pod Christmas Party*	Heinz Stromquist	503-224-9576	henrys@mgSPORTland.com
Dec 3	Sat	Northern Pod Christmas Party*	Win Muehling	604-299-2425	wmuehling@telus.net
Dec 10	Sat	Midlands Pod Christmas Party*	Ron Weiskind	360-652-4704	jeannetteweiskind@netzero.com
Dec 26	Mon	Northern Pod Boxing Day Run, Surrey	Mike Powley	604-542-0921	mpowley@telus.net

\* See page 1 for more information

### Help Build a Parts Interchange List

Steve Hutchens

Many of us have found aftermarket parts that are either exact or acceptable replacements on Morgans. Recently, I was talking with Craig Runions about a brake light switch for my Morgan. He has a Cadillac part number for an exact replacement for the brake light switch on a +4 and parts numbers for radiator hoses that fit. I have four parts numbers for fan belts (while interchangeable, each brand has a slightly different length - meaning that one of them fits my car better than the others).

Knowing Morgan owners, I'm sure others have similar parts finds. But, to the best of my knowledge, there is no "master list." I'd like to assemble a list for the NWMogazine and post it on mognw.com so Morgan owners can take advantage of it.

Send me your parts numbers, what car(s) they fit, and where to get them (especially if they are hard to find).

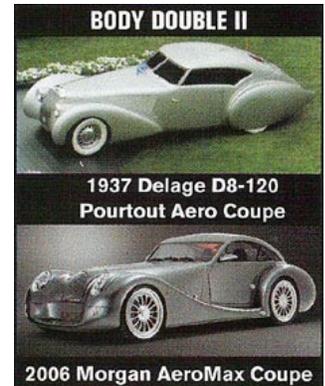
### Double Indeed!

Steve Hutchens

If you read AutoWeek, you can say you saw it here first!

In the last issue of the NWMogazine I published a "Body Double?" article featuring the 2005 Morgan AeroMax Coupe and a 1937 Delage D8-120S Pourtout Aero Coupe.

Just for fun and, perhaps, to see whether professional auto journalists would agree, I sent the two photos to AutoWeek. Much to my surprise, the body double, with a better photo of the Delage, turned up in the September 26 Autoweek on page 47. Body double, indeed!



## WARM REGALIA FOR FALL AND CHRISTMAS GIVING

### Blue Denim Shirt

Long sleeves go with fall, and if you've never had one of these perennial favorites now is the time. Embroidered Morgan wings for tasteful identification.

Sizes: S, M, L, XL, XXL

**\$25 Postpaid**

### Sweatshirt

Sweatshirts just go with fall. The embroidered Morgan wings tell everyone about your favorite car in a subtle way.

Color: Grey

Sizes: S, M, L, XL, XXL

**\$20 Postpaid**

### Other Items Available

Morgan Wings Polo Shirt: \$23

Raven Badge Polo Shirt: \$25

Morgan Beauty Polo Shirt: \$19

Morgan Beauty "T" Shirt: \$10

MOGNW Cap: \$10

Lid Latch (a cord with two clips to secure your cap with the top down): \$2

Ladies V-neck "T" Shirt: \$22

Ladies Tank Top: \$18

Raven Car Badge: \$35

MOGNW Lapel Pin: \$2

### Fleece Jacket

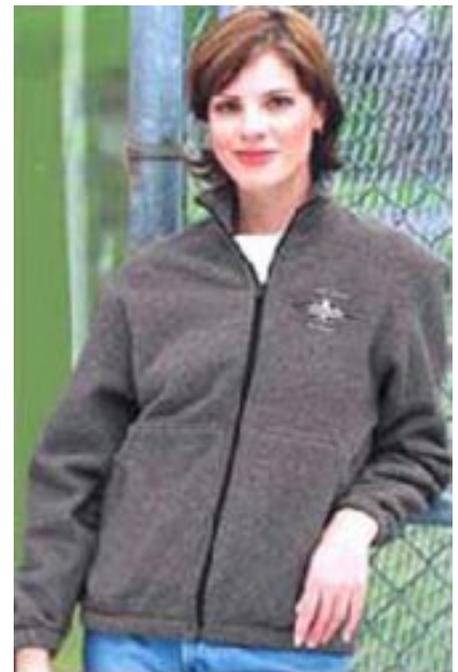
Stay warm on fall Morgan tours. Nicely styled to go with most casual attire. Morgan wings on left front.

The 13 ounce filament polyester fabric has an anti-pill finish to retain its looks. The neck is twill-trimmed. Elastic cuffs and waistband help keep warmth in. Velcro close slash pockets keep your stuff where it belongs. This jacket, new to our line of regalia, is becoming a MOGNW favorite.

Unisex sizes: M, L, XL

Colors: Dark Green, Navy (Note: Midnight Heather, shown, is not available)

**\$35 Postpaid**



Order from Dick Dice, your Regalia Chairman

7011 NE Baker Hill Road                      206-855-9628

Bainbridge, WA 98110    dadice@earthlink.net



# FIRST CLASS

NW Mogazine  
Morgan Owner's Group Northwest  
Steve Hutchens, Editor  
2090 North Shore Road  
Bellingham, WA 98226-7864  
USA

**NEW DUES POLICY**  
Dues are due!  
\$24/C\$27 thru 12/31  
\$30/C\$35 from 1/1

## 2006 MOGNW MEMBERSHIP AND DUES FORM (NOTE NEW DUE DATES!)

Date \_\_\_\_\_  
Name \_\_\_\_\_ Spouse \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State/Province \_\_\_\_\_ ZIP/Postal Code \_\_\_\_\_  
Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_  
Cell Phone \_\_\_\_\_ Email \_\_\_\_\_

Do you want your NWMogazine by Postal Mail  or Email\* ?  
\*(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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2006 Annual Dues: US\$24/CDN\$27 due on or before 12/31  
(US\$30/CDN\$35 January 1, 2006 or after) (NOTE NEW DATES)

Dues for New Members: US\$2/CDN\$2.25 per month for each month remaining in the calendar year including the current month (US\$22/CDN\$24.75 in February, US\$14/CDN\$15.75 in June, US\$6/CDN\$6.75 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

Questions: Email [wmbutton@comcast.net](mailto:wmbutton@comcast.net) or phone 206-935-3616