

**IT'S DUES TIME!  
US\$30/CDN\$36**



## Christmas Party Reports

### MOGNW Pods Reps Report on Holiday Parties!

MOGNW Morganeers joined together at our traditional Christmas celebrations. The Buttons made three of them!

**Island Pod:** The Island Pod Christmas Party was November 25, the evening the big snowstorm began. The falling snow made it seem more like December 25 and added to the festive feel of the evening. Unfortunately, the snow also closed some roads and prevented several people from attending. Tony and Gay, we were disappointed not to see you and your trifle and we hope that you found someone to share it with.

Twenty-three Morganeers were able to get to our home, bearing, like the three wise men, gifts of food and drink. After an hour or so of socializing, dinner appeared as if by magic: a wonderful variety of amazing dishes presented by the gang to go with the Christmas turkey and ham. Judging by the sudden silence in the house, dinner was enjoyed by all.

Meanwhile, it had turned into a winter wonderland outside as departing guests headed home on snowy roads. Some out-of-towners wisely spent the night here or at a local hotel, but were able to get home the next day, or in the case of Bill and Geri Button, two days later. There was one suggestion: that we should hold the party in August next year, and we do hope that this year's snowy weather is the exception, otherwise we may have to consider doing that.

We, along with much of the southern island, had a power outage the next day, and were very fortunate to have lots of leftovers from the party to see us through the next four dark and chilly days with no electricity. Our thanks again to all the talented cooks. In fact, we had a second dinner the following evening with Jim Walters, who, although a little late with his dessert, did make it over the Malahat.

We received a \$5.00 donation from everyone that attended the party to be donated to a local charity that provides Christmas gifts for needy children. Thank you all very much. You made someone very happy on Christmas morning.

Best wishes to all in 2007!

**Midlands Pod:** Craig and Judy Runions hosted the *Midlands Pod Holiday Festive Fling Food Feast* event this year at their home in Shoreline on Saturday night, December 2nd. The phrase *hosted* is used because in reality all guests graciously contributed (co-hosted) to the potluck evening with something that came from their secret family repertoires! There was no predetermined menu other than the turkey and ham main course provided by the Midlands Pod. The hors d'oeuvres, side dishes and desserts were spectacular! We ate desserts in the

## Winter Banquet in La Conner

Date: Saturday, March 24

Location: La Conner Country Inn; We blocked all 28 rooms at \$109 plus tax; for more information: [www.laconnerlodging.com](http://www.laconnerlodging.com)

Reservations: Call 360-466-3101 (you can't reserve online because

the rooms are blocked). Deadline for the special rate is Wed., Jan 24. As of 1/12, 14 of the 28 rooms are taken, so call now! Cancellation Deadline: Thursday, March 1, 2007.

Don't miss this: La Conner is a beautiful place to visit. Join your MOGNW friends for this biennial event (it won't come around again until 2009). You might even want to take your Morgan!

Dining/Catering: Station House, La Conner. Menu: Corned beef Irish dinner with cabbage, Guinness and all the fix'ins. So easy and so good! Cost: Only US\$15 each, including Guinness!

Decorations and Ambience: Mike Amos will do decorations and general ambience for the room, prizes, favours, etc.

### Plan NOW to be there!

beginning, appetizers at the end and enjoyed MOGNW camaraderie all evening!

Craig transformed his 2-car garage into a 1-car (Morgan prominently displayed, of course) with adjoining carpeted beverage service/sitting area opening into the house. Santa was there, having driven his Morgan, the only other Morgan in attendance (!), replete with ornamentation and large wrapped package on the luggage rack. Way cool!

A wonderful evening was enjoyed by all. Lots of friendship, food and beverages prevailed. About 35 attended, mostly couples. Buchan, Button, Couch, Dietz, Green, Santa Harman, Hunter, Jones, Miles, Moran, Mote, Nelson, Ozuna, Runions, Seligman, Tinnea, and Weiskind. Everyone was safely and responsibly back on the road home by 10 pm. The Runions were in bed by 10:30 pm.

**Northern Pod:** On Saturday, December 9, we had a terrific Christmas Party hosted by Bob and Judy McDiarmid at their Langley home. Judy did a wonderful job of decorating their home in keeping with the spirit of the season. Bob did an equally wonderful job in cleaning out his garage and turning it into a banquet room, in addition to reorganising his workshop in preparation for the inevitable shop tour and, of course, the unveiling of his new 1966 drophead coupe.



2007 MOGNW Officers and Board

President	Win Muehling	341 N Ranelagh, Burnaby, BC V5B 1H9	604-299-2425	wmuehling@telus.net
Secretary	Pat Miles	15410 Kildare Dr, Surrey, BC V3S 6B9	604-576-8036	pat_miles@hotmail.com
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Historian	Mike Powley	12972 16th Ave, Surrey, BC V4A 1N7	604-542-0921	mpowley@telus.net
Island Rep	Kit Raetsen	7852 W Saanich Rd, Saanichton, BC V8M 1S4	250-544-2026	kitjo@shaw.ca
Midlands Rep	Mike Amos	8056 161st Ave NE, Redmond, WA 98052	425-881-2054	meamos@gte.net
Northern Rep	Heidi Marshall	936 Maywood Ave, Port Coquitlam, BC V3B 5M5	604-945-7978	hhmarshall@telus.net
Southern Rep	(position open at the time of publication)			

**TREASURER'S REPORT - DEC 31, 2006** BILL BUTTON

<u>CATEGORY DESCRIPTION</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>DIFFERENCE</u>
<b>BALANCE 1/1/06</b>	<b>\$7,327</b>		
<b>INCOME</b>			
Advertising	\$226	\$250	-\$24
Dues	\$4,250	\$3,600	\$650
Regalia	<u>\$2,887</u>	<u>\$2,000</u>	<u>\$887</u>
<b>TOTAL INCOME</b>	<b>\$7,363</b>	<b>\$5,850</b>	<b>\$1,513</b>
<b>EXPENSE</b>			
Island Pod	\$485	\$485	\$0
Northern Pod	\$597	\$598	\$1
Midlands Pod	\$376	\$659	\$283
Southern Pod	<u>\$537</u>	<u>\$558</u>	<u>\$21</u>
subtotal	\$1,995	\$2,300	\$305
Awards	\$294	\$400	\$106
Island Pod Rep Ferry	\$172	\$200	\$28
NWMOGazine Newsletter	\$1,231	\$1,600	\$369
Oregon Business License	\$50	\$50	\$0
President's Discretionary	\$407	\$500	\$93
Regalia Expense	\$4,747	\$1,500	-\$3,247
Website	\$173	\$300	\$127
Foreign Exchange Factor	<u>\$24</u>	<u>\$0</u>	<u>-\$24</u>
<b>TOTAL EXPENSE</b>	<b>\$9,093</b>	<b>\$6,850</b>	<b>-\$2,243</b>
<b>YEAR-TO-DATE (NET)</b>	<b>-\$1,730</b>	<b>-\$1,000</b>	<b>\$730</b>
<b>BALANCE 12/31/06</b>	<b>\$5,597</b>	(See 2007 Budget on p. 13.)	

**MEETINGS & EVENTS**

Driving events and social meetings are held in each of our four Pods: Island Pod (Victoria), Midlands Pod (Seattle), Northern Pod (Vancouver), and Southern Pod (Portland). Times and locations are listed on the MOGNW calendar. Please contact your closest Regional Rep for more information on activities in your area.

**ADVERTISING**

Limited non-commercial advertising is free to MOGNW members. Commercial advertising, priced below, is available. Please pay MOGNW in advance in US\$ and provide suitable digital or scanner-compatible copy. We publish six issues per year.

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**

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**DUES**

Full year: US\$24/CAN\$27 per calendar year if paid by 12/31 (US\$30/CAN\$36 after 12/31). Partial year for new members: US\$2/CAN\$2.25 per month for each month remaining in the calendar year, including the current month.

**SUBMITTING MATERIAL FOR PUBLICATION**

**Address:** Please send all content to the Editor at either the email or postal address above.

**Deadlines:** The 15th of Feb., Apr., Jun., Aug., Oct., and Dec.

**Digital Submissions:** Content can be sent in an email, as an attachment to an email, or it can be mailed on CD or 3.5" disk. Text files should be in .doc, .txt, or .rtf formats. Photo and illustration files should be in .tif, .jpg, .gif, or .bmp formats.

**Please Note:** Try to avoid .doc files that include photos and all .pdf files. These formats require additional steps for insertion in the NWMOGazine and may result in lower quality photos. Send them only as a last resort.

**Paper Submissions:** Photos, typed or hand-written text, and illustrations can be mailed to the Editor.

**Reservations:** The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for the NWMOGazine. Material that is not time sensitive may be saved for publication at a later date.

**Spelling:** Please use Canadian, U.S., or U.K. spelling consistently and as appropriate. A reference for all three can be found at <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

Win Muehling, President

wmuehling@telus.net

It was about January 1999 that I seriously thought about buying my first Morgan, never even having heard of MOGNW and now 7 years later I find myself assuming the position of MOGNW President. It seems like yesterday, but when you are having fun, the time just flies! We have made a lot of good friends, discovered some great roads, learned a lot about Morgan cars, and attended some great parties!

The cars have definitely been great, but it was the people who have made it a great experience. From our first contact with the club at the 1999 Van Dusen ABFM, we were made welcome and it wasn't long before we were regularly attending as many club functions as we could. There have been some challenges, as we found out, typical of owning a Morgan, but we never felt that we were going it alone when trying to solve our problems. There was always help at hand, whether by phone, e-mail, website or personal visit from a knowledgeable member. Without the club support, more than likely our car would have become a conversation piece, rather than a driver. Not only did we conquer all of the gremlins that our '86 Plus 8 came with, but we became quite confident as to its reliability and ventured on numerous overnight trips. Trying to tour in a Plus 8 naturally led us look enviously at the cargo room of the four seaters, and as luck had it, last year we were able to mortgage the farm and acquire a 1966 Plus 4 4-seater. Yes, we definitely are hooked!

Two years ago I was asked to take on the job of Northern Pod Rep, which again gave me a different perspective of the club. You soon realise how many hours went into organising those club events that one had taken for granted. One really starts to appreciate the help of that core group of people who are always there to volunteer their help, no matter how busy they are. It gave me an opportunity to meet more of our members but also to work with our board of directors. I had no idea what the job entailed, but with the help of some of our old-timers, I soon was up and running. Thanks to all of you who have assisted me and made it such a rewarding two years. I am certain that the same level of support will be given to my successor as Northern Pod Rep, Heidi Marshall.

It will be hard to fill outgoing President Craig Runions's shoes. He leaves your club with more members than ever and with a solid financial footing. Fortunately, he will not be leaving our board, but rather be moving over to fill the Treasurer's job left vacant by the very capable Bill Button who decided to step down. Bill will no longer be looking after the club's finances, but I am certain that he will continue to be one of the great ambassadors of your club. Unfortunately, Southern Pod Rep, Heinz Stromquist has decided not to carry on and at the time of writing, no one has volunteered to take his place.. Thanks, Bill and Heinz, for all your work! Fortunately, Secretary Pat Miles, Historian Mike Powley, Regalia Czar Dick Dice, Island Pod Rep Kit Raetsen and



our Editor Steve Hutchens are all able to carry on with their jobs. It will be good to continue work with all these dedicated individuals, plus our new Rep, Heidi Marshall, and I am looking forward to an exciting year.

Yes, this is your club, but remember that it is only as good as you make it. You may enjoy getting a rather good newsletter every couple of months, but there is more to it. You are missing out on what the club is really all about - having fun! The club exists to promote the preservation, promotion and enjoyment of the Morgan automobile. The best way to accomplish this goal to drive our cars and ensure that they are seen not only at shows, but also on the road. After all, Morgans were made for driving, and especially top-down driving. Finding them, fixing them, or restoring them is only half the fun. Driving them is even more fun!

You may doubt your Morgan's reliability at times, but being a simple car, it will usually get you home, since roadside fixes are usually possible. An automobile club membership will take care of the infrequent time that a roadside fix isn't possible. From personal experience, I can tell you that even this aspect of Morgan ownership can be quite pleasant, since it seems everyone loves a Morgan in distress and help will abound.

The club tries to put on monthly events so that you have an opportunity to drive your Morgan and enjoy the company of fellow Morgan owners. There are times, when our Morgans are just not driveable. Come in your daily driver. You will enjoy it never the less and you may even be inspired to get that Mog back on the road sooner than later!

Finally, I'd like to mention probably the most important person in any club - the newsletter editor. He loves to hear from you! We are a fairly far-flung club, and the NWMogazine is the glue that binds us together. I am sure that you all have some exiting stories to tell involving your adventures with Morgans. Why do you own a Morgan? Where has your Morgan taken you? How were you able to overcome some of the mechanical challenges? Support your NWMogazine by becoming a contributor. No need to be shy, Steve will correct all typos.

Happy New Year to one and all and may your Morgan reward you with many miles of exiting motoring!

**Video FLASH!** Just in - check out this video on Ron Theroux's Morgan as it aired on [drivingtelevision.com](http://drivingtelevision.com): [www.drivingtelevision.com/segmentviewer.php?episode=106&segment=2](http://www.drivingtelevision.com/segmentviewer.php?episode=106&segment=2)

## Farewell To Two Very Long Time Board Members

**Craig Runions,  
2005-2006 MOGNW President**

Please join me in recognizing and thanking Southern Rep Heinz Stromquist and Treasurer Bill Button for their years of service as MOGNW officers. It's regrettable and yet understandable that they have chosen to retire and not stand for 2007 nomination. May their dedication and passion for MOGNW and all things Morgan continue on into the future and serve as an inspiration to all of us.

**18 YEARS:** Our newsletter archives going back to 1989 show Heinz as Southern Rep the whole time!! That's *at least* 18 years of continuous service as a MOGNW officer!

**6 YEARS:** Bill assumed the Treasurer's duties in January, 2001. That's 6 years of continuous service!

THANKS  
Heinz and Bill!

**Lady Jane Colwyn (nee Sonia Morgan) Passes  
Malvern, September 5, 2006**

The Morgan Wire notes with regret the passing of Lady Jane Colwyn, nee Sonia Morgan on September 4. Daughter of Peter Morgan and sister of Charles Morgan, Sonia Morgan was also a shareholder and director of the Morgan Motor



Company. Known as Lady Jane Colwyn, from her earlier marriage to Lord Colwyn, Ms. Morgan will be forever remembered as the lovely young lady adorning the Plus 4 Plus in the MMC's promotional campaign for the car in the sixties.

**£5 Factory Visit Charge Revisited  
Malvern, November 7, 2006**

We have recently been advised of the following: The October 6th advisory to the dealers describing the new £5 charge to have access the Factory premises has been recently clarified. There will be no charge to Morgan owners, MSCC members (the UK Morgan Club), or those invited by the Factory.

**Morgan of the Rockies to Close  
Fort Collins, USA, November 2006**

Morgan of the Rockies, the Morgan Colorado Agent, will be closing its doors. "My enthusiasm for the Morgans and the Morgan community remains undiminished," says Al Parker, the popular MOTR owner. "We did very well on the traditional cars, but it is impossible to pay the rent on Aero sales alone." He will be turning his attention to his other businesses. The agent's closure reflects the implosion of the US new Mog market caused by the cession of traditional Morgan deliveries.

**Worcestershire eMogger!  
Abberley, UK, November 2006**

A casual idea quickly blossomed into a wonderful weekend event at the venerable Elms Hotel here for the weekend of the 29th September. This unannounced emogger quickly spread into an engagement for the whole hotel for the three day weekend and attracted 21 cars, enthusiasts and notables from the Continent, the US east and west, Canada and the UK. The hotel's award winning chefs outdid themselves for the group and the weekend ended with a private gourmet luncheon at the lovely Three Choirs Winery.

**AERO III  
Malvern, November 2006**

The MMC has announced that the Aero display at the 2007 Geneva Automobile Show will be increased in size and complexity. The "focus for 2007 is Aero." Reports indicate that the Aero III, the latest version of the Aero on the road has not had the reception hoped for in the US. The sales debut of the car in California this summer, spearheaded by Charles Morgan and the MMC sales team, garnered no orders.

**Club Morgan Aero 8  
St. Tropez, September 28, 2006**

Club Morgan Aero 8 (CMA8) had its first event here at the Chateau de la Mesardiere. The event drew 19 Aeros from the factory, agents and owners.

**FOR MORE MOGWIRE AND MMC ITEMS VISIT**  
www.mogwire.com and www.morgan-motor.co.uk

# Amazing What This Stuff Does!

**Source: Numerous Websites  
Submitted by Win Muehling**

The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40.

The Convair Company bought it in bulk to protect their Atlas missile parts. The workers were so pleased with the product, they began smuggling (also known as "shrinkage" or "stealing") it out to use at home. The executives decided there might be a consumer market for it and put it in aerosol cans. The rest, as they say, is history.

It is a carefully guarded recipe known only to four people. Only one of them is the "brew master." There are about 2.5 million gallons of the stuff manufactured each year. It gets its distinctive smell from a fragrance that is added to the brew. Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you. When you read the "shower door" part, try it. It's the first thing that has cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle! Then try it on your stovetop ... Viola! It's now shinier than it's ever been. You'll be amazed.

Here are some of the uses:

- Protects silver from tarnishing
- Cleans and lubricates guitar strings
- Gets oil spots off concrete driveways
- Gives floors that 'just-waxed' sheen without making it slippery
- Keeps flies off cows
- Restores and cleans chalkboards
- Removes lipstick stains
- Loosens stubborn zippers
- Untangles jewellery chains
- Removes stains from stainless steel sinks
- Removes dirt and grime from the barbecue grill
- Keeps ceramic/terra cotta garden pots from oxidizing
- Removes tomato stains from clothing
- Keeps glass shower doors free of water spots
- Camouflages scratches in ceramic and marble floors
- Keeps scissors working smoothly
- Lubricates noisy door hinges on vehicles and doors in homes
- Gives a children's play gym slide a shine for a super fast slide
- Lubricates gear shift and mower deck lever for ease of handling on riding mowers
- Rids rocking chairs and swings of squeaky noises
- Lubricates tracks in sticking home windows and makes them easier to open
- Spraying an umbrella stem makes it easier to open and close
- Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers
- Restores and cleans roof racks on vehicles
- Lubricates and stops squeaks in electric fans
- Lubricates wheel sprockets on tricycles, wagons and bicycles for easy handling
- Lubricates fan belts on washers and dryers and keeps them running smoothly
- Keeps rust from forming on saws and saw blades, and other tools
- Removes splattered grease on stove
- Keeps bathroom mirror from fogging

## NORTH AMERICAN MORGAN DEALERS

(Assembled by the Editor from the MMC website)

### Auto Europe

33828 Woodward Avenue  
Birmingham (Detroit area), MI 48009  
telephone: 248 642 5622  
fax: 248 645 5007  
email: eric@autoeuropesales.com  
url: <http://www.autoeuropesales.com>

### Capitol Motorcars (Georgia) (also sells Panoz)

205 Tidwell Drive  
Alpharetta, Georgia 30004  
telephone: 770 777 7007  
fax: 770 777 0069  
email: sales@capitolmotorcars.com  
url: <http://www.capitolmotorcars.com>

### Capitol Motorcars (Virginia) (also sells Panoz)

Valley Industrial Park  
37251 Richardson Lane  
Purcellville, Virginia 20132 (the old Cantab location)  
telephone: 540 338 2211  
fax: 540 338 2944  
email: sales@capitolmotorcars.com  
url: <http://www.capitolmotorcars.com>

### Chariots of Palm Beach Inc. (also luxury rentals)

2400 N. Florida Mango Road  
West Palm Beach, Florida 33409  
telephone: 561 640 1090  
fax: 561 640 1070  
email: chariotspalmbeach@hotmail.com  
url: <http://www.chariotsofpb.com>

### CMC Enterprises (1990) Inc.

12944 Albion Vaughan Road  
Bolton, Ontario, L7E 5R9 Canada  
telephone: 905 857 3210  
fax: 905 857 3210  
email: cmcmog@idirect.ca

### Deportivos Britanicos de Mexico S.A.

Avenida Universidad, 1144  
entre popocatepetl y Rio Churubusco  
Mexico DF, Mexico  
telephone: 56058282  
email: calizc@hotmail.com

### Isis Imports Ltd. (home of the Corvette-powered Mog)

PO Box 2290  
Gateway Station  
San Francisco, CA 94126  
telephone: 415 433 1344  
fax: 415 788 1850  
mobile: 415 297 5999  
email: billfink@morgancars-usa.com  
url: <http://www.morgancars-usa.com>

### Land Rover Houston (no Morgans on their website)

7019 Old Katy Road  
Houston, Texas 77024  
telephone: 713 293 6120 or 713 293 6020  
email: alucks@mindspring.com  
url: <http://www.landroverhouston.net/>

### Morgan Cars of New England and Morgan Spares Ltd.

225 Simons Road (new & used Morgans and parts)  
Ancram, NY 12502  
telephone: 518 329 3877  
fax: 518 329 3892  
email: Morganspares@taconic.net  
url: <http://www.morgan-spares.com>

**Morgan of the Rockies** (As of December 1, 2006, MOTR will no longer be a Morgan dealership. It is being acquired by Norb Bries, Northshore Sportscars, Lake Bluff, IL. The primary reason for Morgan of the Rockies no longer being a Morgan dealer results from the fact that a great portion of our sales was driven by the traditional Morgan which is no longer available for US distribution.)

### Morgan West Inc. (also other special interest cars)

3003 Pico Blvd.  
Santa Monica, CA 90405  
telephone: 310 998 3311  
fax: 310 998 3306  
tollfree: 877 Morgan0  
email: dennis@morganwest.net  
url: <http://www.MorganWest.net>

### Northshore Import Sportscars (also other sportscars)

1225 Rockland Road, Route 176  
Lake Bluff, IL 60044  
telephone: 847 247 0447  
fax: 847 247 0446  
email: nbries1@tds.net  
url: <http://www.northshoresportscars.com>

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### **“Amazing What This Stuff Does” - Continued from page 4**

Keeps pigeons off the balcony (they hate the smell)  
I have even heard of folks spraying it on their arms, hands, and knees to relieve arthritis pain.  
Florida's favorite use was "cleans and removes love bugs from grills and bumpers  
The favorite use in the state of New York--WD-40 protects the Statue of Liberty  
WD-40 attracts fish . Spray a LITTLE on live bait or lures and you will be catching the big one in no time. Also it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing are not allowed in some states.  
Use it for fire ant bites... It takes the sting away immediately, and stops the itch.  
WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.  
Also, if you've discovered that your teenage daughter has

washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and rewash. Presto! Lipstick is gone!

If you sprayed WD-40 on a wet car distributor cap, it would displace the moisture and allow the car to start.

WD-40, long known for its ability to remove leftover tape mung (sticky label tape), is also a lovely perfume and air freshener!

Sprayed liberally on every hinge in the house, it leaves that distinctive clean fresh scent for up to two days!

Seriously though, it removes black scuff marks from the kitchen floor! Use WD-40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off.

Just remember to open some windows if you have a lot of marks.

Bug guts will eat away the finish on your car if not removed quickly!

P.S. The basic ingredient is FISH OIL.

## Morgan Differentials

**Dwight Smith, MOGNW member in Lake Oswego, OR, in an Email to Craig Runions (with permission to publish)**

This is probably old news, but I just read where Dana is in receivership. Dana is the U.S. company connected to Salisbury, the company that produced the rear axles/differentials in most Morgans from the early 1950s to sometime in recent years.

The interesting part about Dana is that they manufactured several differentials that will fit a Morgan. Back in the 1960s there were a lot of rumors about a Studebaker having the same differential as a +4. At this point in time, however, that is like alerting everyone to start looking for a needle in a haystack as Studebaker differentials are certainly not a common item in any junk yard for those of you who are scroungers. However, according to several Morgan sources, Studebaker did use Dana differentials.

I am told by a Morgan restorer in California that one model of Jeep used a differential that is exactly the same as his early 3HA Salisbury (1950s to early 1960s +4), except that the Jeep differential was "limited slip." He got it from a local junk yard in central California for \$35, which certainly indicates that those parts are not rare, if you have the right model, year and cross reference numbers. Exact ring and pinion ratios available can be found. The same person is pretty sure that Dana also still makes ring and pinion gears for 7HA Salbury axles (all Morgan models from about 1963 to ??). He was in the process of some research on that the last time I talked to him. Parts are available from Dana is the point.

I'm not sure if anybody has an interest to know the above, but I thought it was pretty unfortunate that a potential replacement parts source for all older Morgans is in serious trouble. Some parts for old axle assemblies have been considered impossible to find in recent years, such as ring and pinion gears, because Salisbury of England folded up completely years ago. Newer rear axle assemblies as currently used by Morgan are coming from Australia at a cost of somewhere near \$2000.

A company in the UK has been manufacturing some axle parts, but doing business in the UK is expensive now, not cheap. So, having a potential parts source of either new parts or even parts out of junk yards could be valuable information if you happen to be the unlucky one with a differential problem. \$35 for the correct used part sounds a lot better to me than over \$2000, and that's not to say that NEW Dana parts aren't available if we have the right information to cross reference to buy them.

I do not have any real details about how Dana is restructuring, or if they plan to restructure. I will leave that to others that may know more through stock sources or other types of corporate information or business connections. Let's hope they survive.

*[Editor's Note: This type of information would be valuable to all Morgan owners, not just do-it-yourselfers. It would be an important contribution to a comprehensive cross-reference, proposed a year or so ago. While common parts are easy to come by, interchange information for assemblies like differentials isn't. Yet the information is out there somewhere, just waiting for the light of day. Most of us drive Morgans that are 40 years old or older so the need for parts beyond normal maintenance will only grow. Obtaining information like this would be a real contribution to the Morgan community and great project for a dedicated Morgan owner looking for a challenge!]*

## Northern Pod Report

**Win Muehling**

The last couple of months have been rather quiet. The last big driving event of the year was the Ladner to Bellingham Run, reported on in the last NWMogazine. With November being a record-setting month for rainfall, it was just as well that there were no other driving events.

The Northern Pod Christmas Party at McDiarmid's was a huge success! See Page 1 for my report.

Our year formally come to a close with Powley's annual Boxing Day event, another success. See Page 9 for the report.

This is my last Northern Pod Report as I move on to the President's job. Many thanks to all those who assisted me during the past two years. Heidi Marshall will be your new Northern Pod Rep. She is full of enthusiasm and new ideas and I am certain that she will be working hard on your behalf. Please give her the same support accorded to me.

## Morgan LIFECar

Submitted by Steve Blake from the MMC website



Look carefully and there appears to be a Morgan grill! See the May/June 2006 issue of the NWMogazine for the story! This is a much better drawing than we had when the article was published.

### Christmas Party Reports - Continued from page 1

The 36 guests were neither disappointed by the car, nor the festive spread put on for them. The food was sumptuous and no one went away hungry. Too many people to name, but it should be noted that Bill and Geri Button from our Midland Pod were able to attend. President Craig unfortunately was not able to make it and send his regrets and best wishes.

After dinner and before heading to the dessert spread, we took time for a few formalities. A toast to our host for the wonderful job they did, as well as a toast proposed by Ken Miles to all those who were no longer among us. Ron Theroux, in his capacity as nominating committee member, announced my appointment as MOGNW President, succeeding Craig Runions. When I put out a request for volunteers to fill the soon-to-be-vacant slot of Northern Pod Rep, Heidi Marshall graciously volunteered and received much applause.

The evening was a great success and before we knew it, it was time to go home. Thanks, Bob & Judy, for doing such a great job.

# The World's Oldest Morgan

Steve Blake

Arriving at the Prescott Hillclimb, I parked my car next to a young couple who were unloading their three-wheeler Morgan. The VCC number plate designates it as a 1913 Morgan runabout. The owner said the car has been in their family since his grandfather bought it in the 1930s and it was now their turn to show it off.

The car was built in 1912 and registered for the road in 1913. This is the oldest known surviving Morgan automobile. It is in original condition as can be seen by the patina of the bodywork and leather upholstery.

They plan to keep the car in the family and their young son will one day become the next keeper of the keys.



# MOGNW Board Meeting

## Pat Miles, MOGNW Secretary

Meeting held at the home of Craig Runions, Shoreline, WA, on November 11th, 2006.

Board members: Craig Runions, Dick Dice, Win Muehling, Pat Miles, Mike Amos, Bill Button, Kit Raetsen, Mike Powley, and Steve Hutchens. Guests: Ken Miles and Joanne Cockshutt. Regrets: Heinz Stromquist, Wayne Harris and Ron Theroux.

Meeting called to order at 10:40 AM.

Adoption of the Agenda: The agenda was adopted with the addition of Calendar and Sunshine to New Business.

Minutes: The minutes of the February 11th, 2006, meeting were approved as circulated. Moved to accept, Steve Hutchens; seconded, Win Muehling. Passed.

Financial Report (year to date): Bill Button, treasurer. Bill circulated a report showing the beginning balance for the club was \$7,327. The expenses were \$7,239. Income was \$7,049, giving a balance of \$7,137 on 10/31/06. Bill explained that this included monies in both the Cdn and US accounts and the foreign exchange factor was because of the variation in the exchange rates. He also noted that the new badges cost more than expected and were not included in this year's budget, hence regalia is over budget. Moved to accept, Pat Miles; seconded, Mike Powley. Passed.

### OLD BUSINESS

Amendments to the Bylaws to allow for a Canadian bank account: Craig Runions. The following changes to the bylaws were recommended by the Ad-hoc Bylaws Review Committee and approved by email vote after the February 11th meeting and are included here so that they appear in the minutes.

Article II Section 2 was changed to: "The annual dues shall be collected in US or Canadian currency with the rate based on US dollars set yearly by the officers at the last quarterly business meeting. The equivalent Canadian dollar rate shall be based on the accepted foreign exchange rate as of December 31st or as agreed upon by the board. The rate shall be recorded in the minutes of the meeting and published in the next newsletter."

The following resolutions were recommended by the Ad-hoc Bylaws Review Committee and adopted by MOGNW Officers in accordance with the bylaws:

1. Resolved that an unincorporated Association bank account be established in Vancouver, BC, according to Article V Section 3 Treasurer.
2. Resolved that three signatures (Secretary, Northern Representative and Historian) be authorized and that any two of them be required to sign checks according to Article VII.
3. Resolved that Pat Miles, MOGNW secretary, be appointed MOGNW Assistant Treasurer, that the Assistant Treasurer shall report to the Treasurer, and that the Assistant Treasurer shall perform only those duties as defined and directed by the Treasurer according to Article VII.
4. Resolved that the Canadian bank account be used solely to collect Canadian dues and disburse Canadian funds for Canadian expenses according to the annual operating budget.

The changes to the Bylaws and the resolutions were passed by email vote.

### REPORTS

Northern Pod Report: Win Muehling. Win reported that the Northern Pod has had a very busy 2006 and it was basically a repeat of the 2005 year, although they have had a decrease in members due to the formation of the Island Pod. Meetings up until summer were well attended despite the terrible weather. VanDusen, the Father's Day Picnic, the Whistler Run and the Concrete Run were well attended. He reported that the Northern Pod has three new members but has lost one.

Midlands Pod Report: Mike Amos. Mike reported that the Midlands Pod continues to have their monthly meetings at the Claim Jumper and is trying to get a better turnout. Bellevue had twelve cars. The Pod has one new member and has lost one.

Southern Pod Report: Heinz Stromquist. No report. Craig reported that the party after the Portland ABFM was held in a restaurant as no one volunteered to host it.

Island Report: Kit Raetsen. Kit reported that the Island Pod has had a very good first season and the Father's Day Picnic had record attendance. They are planning their Christmas Party for November 25th and are hoping that during the coming year some they can convert some potential members to members.

Regalia Report: Dick Dice. Dick circulated a report that showed his clothing inventory had gone from \$3,637 to \$2,921 but with the purchase of new club badges the badge inventory went from \$595 to \$3,150. He plans on ordering more denim shirts and fleece jackets and instead of charging club membership to nonmembers purchasing badges he is adding on \$10 to cover postage and packing. A discussion ensued about the old club badges and to whether they should be retained in inventory since they are to be used for club purposes. Dick assured the executive that they can still be sold and badge collectors may be looking for them.

NWMogazine Report: Steve Hutchens. Steve reported that he has been able to put out six NWMogazines this year, each with 16 pages. He is pleased that the content is still coming in well but he always needs more. Steve was commended on the NWMogazine and asked if he would be less stressed if he made it 80% perfect rather than strive for 100% to which he replied he could not do anything that was not the best he could do.

Website Report: Steve Hutchens. Steve reported that he puts the NWMogazine on the website as it is finished but would favour putting the latest NWMogazine on without password protection. There was a lot of discussion on this topic but no consensus was reached.

Historian Report: Mike Powley. Mike reported that he is still working on finding the missing NWMogazines for the website.

### NEW BUSINESS

Nominating Committee for 2007 Officers: Craig Runions. The nominating committee submitted the following roster to serve the 2-year term of 2007-8:

President: Win Muehling; Secretary: Pat Miles; Treasurer: Craig Runions; Editor: Steve Hutchens; Regalia: Dick Dice; Historian: Mike Powley; Island Pod Rep: Kit Raetsen; Midlands Pod Rep: Mike Amos. The positions for Northern Pod Rep and Southern Pod Rep have yet to be filled. Moved to accept the report, Bill Button; seconded, Steve Hutchens. Passed.

2007 dues and Canadian exchange: Bill Button. There was discussion as to whether the dues should be increased for those that request the NWMogazine by mail and it was decided that those mailing the NWMogazine would try to persuade members to take their newsletters electronically. Motion stated as follows: It will be the policy of MOGNW that the NWMogazine be sent out by email to all those with email addresses except those that make a special request to have it mailed. Moved to accept, Dick Dice; seconded, Kit Raetsen. Motion passed.

A motion was proposed by Bill Button, seconded by Pat Miles, that an insert be included with the next NWMogazine mailed that states, "If you have an email address this will be the last NWMogazine you will receive by regular mail unless you contact Bill Button or Pat Miles." Motion passed.

A motion was proposed by Mike Amos, seconded Mike Powley, that the rates will remain the same for the 2007 year at US\$24 and CDN\$27, but increase to US\$30 and CDN\$36 if they are not paid by January 1st. Motion passed.

The 2007 budget is to be discussed via email but Win noted that we should be discussing the budget in conjunction with the fees so that they can be balanced.

Winter Banquet 2007: Mike Powley. Mike confirmed that the Banquet will be held on March 24th and the LaConnor Inn will hold the rooms and prices until January 24th. More details are in the latest NWMogazine. Mike noted that Mike Amos has volunteered to help with the US Pods' registration.

2007 Calendar: Win Muehling. Win stated that the Northern pod has plans for the following:

Jan 24th - Robbie Burns Run, Mike Powley  
Feb 14th - Hearts and Tarts Run, Steve and Liz Blake,

Sunshine: Pat Miles. Pat requested that money be allocated in the budget so that cards, etc. can be sent to members who are ill or on bereavement but it was the decision of the group that this was not required and any requests should be directed to the President who would deal with each situation as he sees fit.

The meeting adjourned at 1:00 PM with a note that the budget and the calendar will be done via email and the next executive meeting will be held in March.

# Boxing Day Event

Mike Powley

The empty dumpty MOGNW, Northern Pod Boxing Day event was Dec. 26th and it came off without a Morgan, well just one,



More Morgans inside than outside on Boxing Day!

anyway, escorted by Bert & Mindy McCabe, meeting at the usual Art Knapp rendezvous at the decent hour of 11:30 AM.

First in

were the Blakes, with Steve chomping at the bit to get to the trains and after solicitous enquires learned that a "whistle system" for his set up would set him back around \$300.00 ...his acquiescing on this "whistle system" made Liz one happy lady.

We were in due course joined by John Rennie, the McDiarmids and the Burkholders. After touring the outdoor train setups we pushed off. This year's route, carefully planned by yours truly, was a challenge indeed; first crossing into the oncoming traffic north bound the intrepid group in their big machines cautiously followed the little Morgan out into the busy King George Highway traffic. All made the challenge safely, as well as several other similar opportunities.

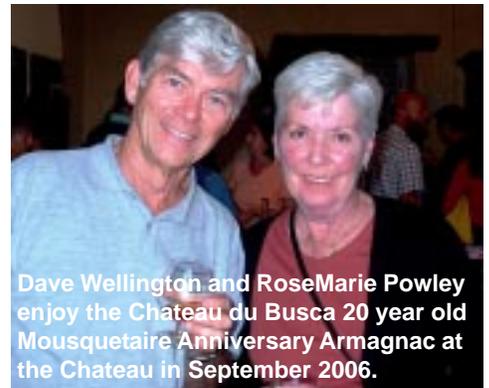
Once into the safe zone of pleasure driving our leader once again created an unexpected challenge by turning south on a dead end road, just to see if all were paying attention. That

being scary enough once sorted the leader then took the SUVs etc. on a bit of "off roading" to achieve the goal of heading to White Rock for the main street parade as we usually do. This year the feeling on the part of the citizens of White Rock viewing, to them, the sole Morgan parading down the main street was one of usual resignation as they have seen this nut driving around before and they always wonder how he gets a car like that on a day pass to drive with no supervision. Oh well ...we proceeded to the house for the best part of the day the "eating & drinking" event.

Here the numbers slowly doubled as guest bearing gifts of food and drink arrived, first the Therouxes, the Muelings, the Greens, and the Wellingtons with David's sister, Jane. All were offered the "traditional" opening Bloody Caesar concoction, many takers with others opting for the mulled wine or other libations. Once settled in the food was laid out and the feeding frenzy was underway. Special thanks to all who contributed.

The "topping off" for this year was a round for all takers of a snifter of the Chateau du Busca 20 year old Mousquetaire Anniversary Armagnac. There seems to be enough left for next year as an incentive for those who were unable to attend.

In all the empty dumpty MOGNW Northern Pod Boxing Day event was a great opportunity for members to socialize in a warm setting, even if most took respite from the rigors of driving their Morgans.



Dave Wellington and RoseMarie Powley enjoy the Chateau du Busca 20 year old Mousquetaire Anniversary Armagnac at the Chateau in September 2006.

# Lemans 1962

Steve Blake

Morgan has entered the Lemans 24 hour race on a couple occasions but 1962 was the year of its great success. Morgan finished 13th overall and won the under 2-litre class. In 2002 Morgan made a limited run of 80 special Lemans 62 models. These cars have the "Lemans 62" script on the back.

While we were at Prescott this summer, Liz spotted one of these cars in the car park. I

thought this script would look pretty good on my 1962 +4 so enquired at the factory to see if I could get one of the badges. I



begged and grovelled to no avail as they were keeping replacement scripts for the 80 special cars only.

Liz and I left the reception and started our tour through the factory. A few minutes later the parts fellow caught up to us and said he asked the manager for me and a special exception was made. I could have one of the scripts for £30 (yes, Morgan is making a profit!). Now I just have to figure out how to stick it on without it bouncing off on some rough stretch of road!

As for the 1962 race, I picked up an August 1962 Motor Sport magazine and here is what they had to say:

*The leading car began to sound slightly rough towards the end but with no opposition the drivers could afford to slow down, going on to win with ease for Ferrari's sixth win, Gendebien's fourth and Hill's third. The Lumsden/Sargent E-type began to suffer gearbox trouble and dropped back to fifth behind the similar car of Cunningham and Salvadori, while the Hobbs/Gardner Elite, which had sounded superb almost to the end, went off tune with valve trouble, losing seventh place overall to the Barth/Herrmann Porsche Abarth, but they had the consolation of winning the Index of Energy category. The only other British cars to finish were the Lawrence/Shepherd-Barron Morgan, which won its class and finished 13th overall, and the Harper/Proctor Sunbeam Alpine, which finished 15th.*

- 1st: P. Hill/O. Gendebien (Ferrari 4-litre V12), 4451.255 km, 185.469 kph
- 2nd: P. Noblet/J. Guichet (Ferrari 250 GTO)
- 3rd: Elde/Beurlys (Ferrari 250 GTO)
- 4th: B. Cunningham/R. Salvadori (Jaguar E Coupe)
- 5th: P. Lumsden/P. Sargent (Jaguar E Coupe)
- 6th: R. Grossmann/E. Roberts (Ferrari 250 GTO)
- 7th: E. Barth/H. Herrmann (Porsche Carrera Abarth)
- 8th: D. Hobbs/F. Gardner (Lotus Elite)
- 9th: E. Hugus/G. Reed (Ferrari 250 GT)
- 10th: G. Sala/M. Lucca Lizzano (Alfa Romeo GSVZ)
- 11th: J. Wyllie/C. Hunt (Lotus Elite)
- 12th: R. Buchet/H. Schiller (Porsche Carrera Abarth)
- 13th: C. Lawrence/R. Shepherd-Barron (Morgan), 3629.288 km, 151.220 kph (remarks on the Morgan: "Minor troubles experienced such as a broken exhaust manifold, otherwise ran steadily.")

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Heather, shown, is not  
available)*

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**Wrinkle Paint for Your Facia**

**Cuthbert Twillie (an Epistle to the Mognoscenti)**

Friends,

This won't be my longest Epistle, but it may prove helpful and can certainly spiff up your Mog. So read on MacDuff and the devil take the hindmost while I tell you how to refinish your facia.

First, remove the wood dash so you can get at the metal instrument panel, called the facia in the land of funny names (photographs before you start and at each stage of the disassembly are a good idea). Now remove the metal instrument panel (held to the wooden dashboard by six woodscrews). Carefully remove the instruments, switches, etc., from the instrument panel, marking the wires and pieces so clearly that even your Granny could understand how they all go back, cuz they do, indeed, all have to go back. While you have easy access, this is a great time to reline the glove box and make any wiring repairs that might help avoid problems in the future.

With the old piece of wrinkle-painted metal out, strip the old paint with paint remover. You could sand it or use a scraper, but be careful not to gouge the metal. Now you're ready to paint.

[Editor's Note: At this point Cuthbert says, "You may have trouble finding a spray can of wrinkle paint." No kidding! He mentioned Krylon, but an auto supply didn't have "wrinkle" listed nor did the Krylon website. Sources I found for "wrinkle" paint:

- [www.kennedymfg.com/touchup.htm](http://www.kennedymfg.com/touchup.htm) (brown, black, gray)
- [www.tubesandmore.com](http://www.tubesandmore.com) (brown, black, gray; search "wrinkle")
- [www.eastwoodco.com](http://www.eastwoodco.com) (black only; search "wrinkle")
- [www.hvra.org/wrinkle.htm](http://www.hvra.org/wrinkle.htm) (for paint application tips)]

Now assemble and install the dash (remember your photos).

**Morgan Oasis Garage, Hoodport, Washington**

# Morgan: Three Wheels Are Enough

Ken Gross, Road Warrior (posted 7/24/2006)

The late Ken W. Purdy, indisputably America's best motoring writer of the last century, wrote an automotive best-seller, *The Kings of the Road*, in 1952. As a kid, I devoured every entertaining page, learning about fabulous cars I'd never seen: Mercer and Duesenberg, Bugatti and Alfa Romeo, Bentley and Mercedes-Benz. Purdy's colorful prose extolled '30s-era driving legends Tazio Nuvolari, Rene Dreyfus and Rudi Caracciola. He awakened my budding car genes and made me an enthusiast for life.

He had lots to say about Morgan's eccentric prewar three-wheeled sports car, and he purchased one of those, too. Following in his footsteps, so did I.

Thirty-five years ago, *Road & Track* magazine's classified section was one of the best places to find vintage sports cars for sale. I responded to an ad for a 1934 Morgan Super Sports owned by a chap in Bristol, England. The car had a 990cc Matchless MX4 water-cooled V-twin, mounted in front of the radiator, a 3-speed gearbox and chain drive to the rear wheel. After the "trike," as the Brits called it, arrived at the New Jersey docks, I greased a few palms with 10-dollar bills and trailed my project home.

Britain's Morgan Motor Company dates back to 1910. Its venerable works on Pickersleigh Road in Malvern Link, Worcestershire, has been described as "King Arthur builds a car." The three-wheeler came about because of Britain's taxation policy. For decades, a car with three wheels, and weighing less than 850 pounds, was taxed as a motorcycle at just 4 quid per year.

For cash-strapped working-class British families, a Morgan was an affordable step up from a motorcycle and sidecar. Enthusiasts realized the Super Sports roadster, with its lusty 42.5-horsepower JAP (John A. Prestwich) or Matchless V-twin, was as quick as an MG Midget. With sliding pillar, independent front suspension (like Lancia's) a Morgan three-wheeler was nimble, Ken Purdy had promised, and great fun.

In those days, my employer maintained offices in Bowater House, near Hyde Park, so I made countless trips to London, ostensibly on business, but really to meet fellow Moggie owners, chase parts and drink beer.

Starting a Morgan trike is a lot like getting ready for a dawn mission in a WWI fighter plane. Valve lifter up, fuel on, tickle those twin floats, switch on, contact (don't forget to retard the spark), a swift upward pull on the crank handle and the big twin bursts into life with a distinctive plonkaplonkaplonk. You vault into the cockpit, over the twin chromed exhausts, turn off the choke, tug up on the throttle (all controls are on a steering wheel quadrant that turns with the wheel!) and accelerate bravely away.

A well-tuned 3-wheeler fairly leaps off the mark. A contemporary road test in Britain's *Motor Cycle* compared it to a good 500 single bike. The actual road test clocking of zero to 75 in 38 seconds, from a standing start, seems snail-like, but it feels like real speed. Your elbows practically touch the ground; the exposed engine's rocker arms whiz up and down; the entire car vibrates and bounces on any uneven surface. Famous racers Gwenda Stewart and Harold Beart, topped the ton (100 mph) at

Brooklands. My best road speed was maybe 80, but the needle was bouncing, so who knew for sure?

You were probably wondering about the brakes. They're cable-operated, like a Type 35 Bugatti. Yank the floor lever to engage the two fronts (they were optional until 1923). Stomp on the pedal to lock up the single rear brake.

The steering is very, very quick, about 3/4ths of a turn lock-to-lock, so you just move the wheel a tad to change lanes. They all were right-hand drive, but the car is so small, that's not a

problem. Shock absorbers were also an option, just in front. I've driven Mogs with and without them — there's no difference. The ride is still like a trip hammer.

With practice, you can steer a trike with its throttle and easily break the rear end loose. The concentration of weight up front makes for extreme understeer unless the throttle is applied, so you back off before a corner, then power on through.

The smooth-running MX4 engine burbles along all day at a quarter throttle, good for 55 mph. Close to 80, there's a complete change of character. The engine snarls, the pipes crackle and there's a fine oil mist from the constant-loss system. Purdy wrote, "The oil comes out of everything,

including the tire valves, and it gets into everything, including your hair." The presence of wet black dots on the windscreen at "high" speeds was my rev limiter.

For wet weather, the Super Sports has a perfectly absurd top (even for British cars), that can only be erected if you're inside the car, and must be lowered before you can escape. With the top up, visibility is rotten. Meanwhile, you could die of carbon-monoxide fumes. A vestigial single Lucas vacuum wiper is fitted. At high speed, the top and wiper are window dressing. Just keep moving and you won't drown.

My car had the optional electric starter, but even with the valve lifters up, it only spun a cold engine in short, painful jerks. The Mog would sometimes start at the press of a button when the engine was very hot, but it was far more satisfying to hand crank it. "Daddy, wind up the car and let's go," my two then-little boys would say, and off we'd motor. The trike's factory ID plate was a St. Christopher medal (really!) with the chassis number stamped on it. That tells you something.

People were always asking, "Did you build it yourself?" I'd reply that if I had, I'd have used four wheels. "Is this a German car?" was another popular query. I'd say, "No, it's English. The Germans would never have tolerated such a contraption."

Morgan V-twin 3-wheelers were produced until 1939. In 1946, a last shipment of 10 Super Sports, assembled from leftover factory stores, were shipped to Australia, where they were quickly snapped up. Morgan produced F-Type trikes, with 4-cylinder Ford engines, until 1952. I kept my car for four years, then sold it to a man from Ohio who wanted a Moggie to round out his British bike collection. We had a love/hate relationship, that car and I, but it held a strange fascination for me for a long time.

I went on to own three 4-wheeled Morgans over time. Today, looking at the racy Aero 8, or even better, the Anniversary Edition 4/4, or the new 4-seater, I'm sometimes struck with longing to own a Morgan again. There's actually a dealer in my little Virginia town, so I'll occasionally see a new Mog nipping along Route 7. Thus far, reason has prevailed. I think I'm safe unless Morgan comes out with a 3-wheeler again.



Here's my old 3-wheeler, now back in the U.K., beautifully re-restored and finished in black. Accidentally touching those exposed chrome exhaust pipes can cause a bad case of "Morgan Elbow," — if you forget, a sudden searing pain and the sizzle of seared flesh remind you they get hot. (Photo courtesy of Ken Gross archives)

Source: [www.edmunds.com/insideline/do/Columns/articleId=116269](http://www.edmunds.com/insideline/do/Columns/articleId=116269) (Gross has numerous articles at [edmunds.com](http://edmunds.com))

## USE PET-SAFE ANTIFREEZE

Used courtesy of BC SPCA, Fall/Winter 2006,  
Submitted by Pat Miles (because some Morgans leak)

IF YOU DRIVE A VEHICLE, YOU USE ANTIFREEZE. If your cooling system leaks, you may be inadvertently killing animals. Ethylene glycol antifreeze, the antifreeze most people use, is highly toxic to pets and wildlife. Just a few teaspoons can be fatal to a cat or dog.

Animals looking for water are attracted to the small pools of the sweet-tasting liquid that sometimes drip from cars. Once ingested, it takes only a few hours for the poison to fatally damage kidneys.

Fortunately, there is a safer alternative. Propylene glycol-based antifreeze performs to the same standard in automobiles, yet it is nontoxic to animals. Ask your mechanic to only use propylene glycol; it is readily available under several brand names from your auto supply store. (see [www.sPCA.bc.ca](http://www.sPCA.bc.ca) for more information).



## Thanks, MOGNW Contributors!

### Steve Hutchens

In the last NWMogazine I thanked a list of contributors for content. Only hours after the issue was finished, I realized that I'd overlooked Les Burkholder for his contribution of great event photos. I hope I didn't overlook anyone else!

## Burns Run, Jan 28

### Mike Powley

Yes, it is time for the Robbie Burns Birthday Run. After diligent research, still yet another "cunning" little historic route has been devised, following still yet another Burns route along the mighty Fraser.

We'll assemble at 11:30 AM on Sunday, January 28, at another Sir Sunbury McDonald landing called Ladner McDonald's (5776 Ladner Trunk Road, just west of Hwy 17 and Ladner Trunk Road). Unlike in 1790, this location has washrooms and coffee available.

We will have a short run in and out of Historic Ladner including views of the lovely Chilukthan Slough. There's a brief farm tour, then we'll get on River Road, pass under the other Fraser's bridge to end at the Tidewaters Pub & Grill, 10190 River Road, Delta, about 12:30 PM.

You don't need to travel by Morgan - any kind of car will do. If you can't make the run, come for lunch at the pub about 12:30 PM. Not sure of any of this, but wanna come along? Please call me at 604-542-0921 to express your wonderment at such historical research (we also need to know if you're coming to the Pub for a head count). Check out the Tidewaters Pub at [www.tidewaterspub.com](http://www.tidewaterspub.com).

See you for lunch, the run, or both ... hoot mon!



## MOGNW 2007 BUDGET

<u>CATEGORY DESCRIPTION</u>	<u>US\$</u>
	0.89
<b>INCOME</b>	
Dues - Midlands Pod	\$1,320
Dues - Southern Pod	\$720
Dues - Other US	\$240
US Total	\$2,280
Dues - Northern Pod	\$1,080
Dues - Island Pod	\$480
Canada Total	\$1,560
Sub-Total, All Dues	\$3,840
Advertising	\$250
Regalia Sales	\$2,000
<b>TOTAL INCOME</b>	<b>\$6,090</b>
<b>EXPENSE</b>	
Midlands Pod	\$760
Southern Pod	\$619
US Sub-total	\$1,379
Northern Pod	\$715
Island Pod	\$506
Canada Sub-total	\$1,221
Sub-total All Pods	\$2,600
Island Pod Rep Ferry Trips	\$200
Awards	\$400
NWMogazine - US	\$450
NWMogazine - Canada	\$225
Roster - US	\$75
Roster - Canada	\$38
NWMogazine Miscellaneous	\$12
Foreign Exchange	\$0
President's Discretionary	\$500
Regalia Purchases	\$1,500
State Registration Fee	\$50
Website	\$300
<b>TOTAL EXPENSE</b>	<b>\$6,350</b>
<b>SURPLUS/DEFICIT</b>	<b>-\$260</b>

## Old Ragtops and the Urn

### Steve Thompson (reprinted from AutoWeek, Jan. 8, 2007, p. 16)

The gent sat down next to me, smiled and asked, "So how did you know Gordon?"

I told him about how we'd met and the column I'd done because of my respect for Gordon's work as president and chief instructor of Drivetrain USA. As I finished, we both glanced at the urn standing in the center of table in the parish hall of St. Francis Episcopal Church, in which the ashes of Gordon's earthly remains rested.

Gordon Booth died at 61 of lung cancer on Nov. 25, 2006, and as friends of his, both the gent next to me and I knew that he would have relished the fellow's next question. "Maybe," the man said, "you could help me. My last British car was an Austin-Healey 3000 that I sold a long time ago, and now I want a '60s British car to have as much fun in as I did with my TR3A and my Healey. Got any suggestions?"

There followed the inevitable car-guy bench-racing session, in which he learned about me and I learned that what he was really after was a ragtop that wasn't so much fast every day as motor-around fun on Sunday, with a "wave factor." It's defined as a car that people would enjoy seeing so much, they'd smile and wave. He owned a daily-driven Porsche 911 SC, and despite the excellence of the car, he missed the grins that his old Triumph and Healey triggered for him as well as for other people. I thought about his goals as the table talk quite properly centered on celebrating Gordon's life. When it seemed appropriate, I caught his eye.

"A Morgan," I said. "You need a Morgan."

He grinned, and we began discussing Morgans in the modern world. By the time I had to leave, I could see he was seriously considering the idea. I looked again at the urn that could no more contain the personality and achievements of Gordon Booth than words could summarize why the Morgan is a perfect antidote to modern vehicles packed with everything but the essence of what attracted so many of us all to sports cars in the first place, back when Commander Booth, Royal Navy, was flying fighters for Her Majesty. An Englishman by birth and American by choice, Gordon understood perfectly. And somewhere, I thought as I left, he was smiling.



# Oil is Killing Our Cars!

**Keith Ansell**

*Keith Ansell is President of Foreign Parts Positively, Inc. in Brush Prairie, Washington (www.foreignpartspositively.com) in the Portland area. Submitted by Malcolm Buffum, Portland, OR. The article is from the Columbia Gorge MGA Club's MGAnnouncer; Their disclaimer: "Contents, including technical advice, are the views of the author and do not necessarily reflect the views of the organization. Application of this advice (and all advice in technical articles) is at your own risk."*

About a year ago I read about the reduction of zinc dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A month or so ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant at assembly was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly.

This got me on the phone to Delta Camshaft, one of our major suppliers. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines.

Next call: To a major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel-rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Redline). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products." They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible." Sounds stupid, doesn't it, "New-Approved" but inferior products, but it seems to be true for our cars.

To top this off, our representative from a major supplier of performance and street engine parts (EPWI) stopped by to "warn us" of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphate are causing very early destruction of cams and followers." They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil is the time the additives are needed but remain skeptical that the first change is all that is necessary. Their statement: Use diesel-rated oils such as Delo or Rotella that are usually available at auto stores and gas stations.

This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding.

Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes, The second surprise was that he was "VERY" aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding.

Comp Cams put out "#225 Tech Bulletin: Flat Tappet Camshafts." They have both an assembly lube and an oil additive. The telling sentence in the bulletin was "While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the shelf oil."

Next question: Now what do we do?

From the camshaft re-grinders (DeltaCam): "Use oils rated for diesel use," Delo (Standard Oil Product) was named. About the same price as other quality petroleum-based oils. They are not API formulated and have the zinc dithiophosphate we need in weights we are familiar with.

From the camshaft manufacturer (Crane): "Use our additive" for the first 500 miles.

From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil; it's only about \$14.00 for each oil change for an 8-ounce can (this problem seems to be something GM has known about for some time!).

From Redline Oil: Use our street formulated synthetics. They have what we need! [Malcolm Buffum note: recommend 10W-40]

From Castrol: We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are diesel-rated, 4-cycle motorcycle oils and other specified diesel oils. [Malcolm Buffum note: or GTX 20W-50]

Last question: So what are we at Foreign Parts Positively going to do? After much research we are switching to Redline Street rated oils and stocking the Castrol products that are diesel-rated. This is a difficult decision as we have been a dealer and great believer in all Castrol products for over 40 years. We have been using Castrol Syntech oil in new engines for about three years so the cost difference is minimal on new engines. The actual cost in operation is also less as the additive package in Redline makes a 1-year or up to 18,000 mile change recommended! Yes, it is a long change interval but with lowered sulphur levels and the elimination of lead and many other chemicals in the fuels there are less contaminants in our oil from the fuel which is the major contributor to oil degradation. We will continue to offer the Castrol products but will now only stock the suggested diesel oils that they produce.

Too many things are starting to show up on this subject and it has cost us money and time. Be aware that "New and Improved," or even products we have been using for many years, destroys our cars as it isn't the same stuff we were getting even a year ago.

If you have any additional input let us know. We need to let every flat tappet engine owner, i.e. every British car owner, know that things are changing and we MUST meet the challenge.

Oil is Killing Our Cars, Part 2

Last month's report on this subject is turning out to be just the tip of the iceberg! Many publications have had this subject of zinc-dialkyl-dithiophosphate (ZDDP) covered in varying depths over the last few months. Some publications have even had conflicting stories when you compare one month's article with

their next month's article! They are all ending up supporting our report.

I have had the good fortune to have the ear of quite a few leaders in the industry including some wonderful input from Castrol. We have been very reluctant to "dump" Castrol as it has been such a great supporter of our cars and industry over the years. Castrol hasn't really abandoned our cars, just shifted to a more mass marketing mode. Many Castrol products are not appropriate for our cars today, some still are.

Now for the latest report:

#1 Castrol GTX 20W-50 is still good for our cars after break-in! 10W-40, 10W-30 and other grades are NOT good. Absolute NOT GOOD is any oil (any brand) that is marked "Energy Conserving" in the API "Donut" on the bottle; these oils are so low with ZDDP or other additives that they will destroy our cams. Virtually all diesel-rated oils are acceptable.

#2 Castrol HD 30 is a very good oil for break-in of new motors. This oil has one of the largest concentrations of ZDDP and moly to conserve our cams and tappets.

#3 Only an unusual Castrol Syntec 20W-50 approaches the levels of protection we need when we look to the better synthetic lubricants. We are attempting to get this oil but will be using Redline 10W-40 or 10W-30 as these are lighter weights for better performance, flow volume, less drag and has the additive package we need.

#4 The trend today is to lighter weight oils to decrease drag which increases mileage. Most of these seem to be the "Energy Conservation" oils that we cannot use.

#5 Redline oil and others are suggesting a 3,000 mile break-in for new engines! Proper seating of rings, with today's lubricants is taking that long to properly seal. Shifting to synthetics before

that time will just burn a lot of oil and the engine won't run as well as hoped.

#6 The "Energy Conservation" trend was first lead by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. We don't have catalytic converters and the mileage gains are not that significant for most of us.

For you science buffs: ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to "Stand" the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metal of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in diesel engines.

The second part of the equation is molybdenum disulfide (moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems, lack of this material reduces the effectiveness of the ZDDP. The percentage by weight is from .01% to .02% (not much, but necessary).

Latest conclusions:

> Running our older, broken-in engines on Castrol GTX 20W-50 is OK.

> Break-in a new engine for 3,000 miles on Castrol HD 30.

> New engines (after break-in) and fairly low mileage engines will do best with the Redline 10W-40 or 10W-30 synthetic.

We'll keep you apprised of any new findings. Happy motoring for now!

## THE START OF THE 2007 MOGNW CALENDAR

A complete 2007 Calendar may be available in the March NWMogazine. Please send updates and corrections to sphutchens@hotmail.com.

**Colour code (if you get this digitally - otherwise everything is black):** Island Midlands Northern Southern All MOGNW

Jan 16	Tue	Southern Pod Social @ Portland Brewing's Tap Room			
Jan 20	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Jan 28	Sun	Northern Pod Robbie Burns Run	Mike Powley	604-542-0921	mpowley@telus.net
Meet at 11:30 AM at McDonald's, 5776 Ladner Trunk Road (just west of Hwy 17), Ladner; Lunch, 12:30, at the Tidewaters Pub & Grill, 10190 River Road, Delta.					
Feb 17	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Feb 18	Sun	Northern Pod Hearts and Tarts Run	Steve & Liz Blake	604-943-6416	steveliz@telus.net
Meet at 11:00 AM at the old Fantasy Gardens at No. 5 Road and Steveston Highway. We will do a drive followed by lunch, location TBA.					
Feb 20	Tue	Southern Pod Social @ Portland Brewing's Tap Room			
Mar 17	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Mar 20	Tue	Southern Pod Social @ Portland Brewing's Tap Room			
Mar 24-25	Sat-Sun	MOGNW Winter Banquet, La Conner, WA	Mike Amos	425-881-2054	meamos@gte.net
This is a biennial celebration, so you won't want to miss it. Enjoy a weekend getaway in scenic La Conner with your MOGNW friends. See page 1 for details!					
Jun 21-24	Thu-Sun	Devil's Punch Bowl XI (let's make this the best ever!)	Heinz Stromquist	503-224-9576	heinzal@pacifier.com

## Mike Powley Receives Award!

Ken Miles



Eight members of the Morgan Sports Car Club of Canada (MSCCC) were among the 38 MOGNW members present at the

Northern Pod's Christmas Party on December 9 at Bob and Judy McDiarmid's home in Langley when I presented the 2006 Doug Price Award on behalf of MSCCC.

The Doug Price Award is presented annually by MSCCC to the member who is most enthusiastic and who best resembles the dedication of Doug Price to the Morgan fraternity. Nominations are held at large and endorsed by the executive of MSCCC in December of each year.

I was pleased to have nominated the person receiving the award this year because I felt this person was well overdue for this recognition.

As I read the nomination and was about half way through the narrative, Mike Powley was heard to say, "By God, it's me!" Mike was taken by surprise and was very appreciative of the Award.

## Welcome A New Member

Ron & Diane Maitland, 5361 Montiverdi Place,  
West Vancouver, BC  
604-921-7578 rjmaitland@telus.net  
1966 +4 2-seater

**2007 MOGNW MEMBERSHIP AND DUES FORM**

Date \_\_\_\_\_ Spouse \_\_\_\_\_  
 Name \_\_\_\_\_  
 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?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**2007 Dues for Current Members: US\$24/CDN\$27 through 12/31; US\$30/CDN\$36 January 1, 2007 or after**

**2007 Dues for New Members:** US\$2/CDN\$2.25 per month for each month remaining in the calendar year including the current month (example: US\$24/CDN\$27 in January, US\$22/CDN\$24.75 in February, US\$6/CDN\$6.75 in October)

**Remittance Enclosed: US\$ \_\_\_\_\_ CDN\$ \_\_\_\_\_**

**U.S. Members:** Please make check payable to MOGNW and mail your check and this form to Craig Runions, MOGNW Treasurer, 17759 13th Ave NW, Shoreline, WA 98177.

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

**Questions:** Email [mognw@verizon.net](mailto:mognw@verizon.net) or phone 206-542-7137



# FIRST CLASS

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