

Devil's Punch Bowl
Special Edition



Devil's Punch Bowl XII What a Run - 28 Morgans!

Wayne Harris (Photos by Heinz Stromquist)

It all began on a sunny, beautiful Thursday afternoon, June 21. Morgans began arriving at the Red Lion in Kelso, Washington, then at Bob and Claire Hauge's home in Longview by late afternoon. Finally twenty six Morgans were parked along the streets adjoining Bob and Claire's home. The salmon chowder was ready, the tables were set and the



dinner was on. There were over 50 for dinner. The city of Longview, apparently was grateful for the Morgan display as well, as many of its citizens stopped by for conversation or to photograph our collection of Morgans.



It should be known that MORGAN has a history of inventive and exciting programs and driving events. This ranks right up with the best of them. The McDiarmids and Burkholders arranged to put on an engine rebuilding workshop during the evening. Bob McDiarmid thoughtfully blew a head gasket shortly before arriving at the dinner and was able to provide entertainment and education for all (see page 7 for the story). Bob Hauge located parts near Portland and Dick Tilden made the three hour round trip to pick them up.

Dawn broke early on Friday morning, the sky was threatening, a few sprinkles of rain, and Heinz Stromquist had everyone ready to drive on the dot of 8:30. The cars departed in two groups, one led by Heinz, the other by Bob Hauge. En route from Kelso to Longview, the rains did come down, but soon there were clearing skies during the trip across the Columbia River to Oregon, then west to Clatskanie and to the beginning of Highway 47. This first part of the highway is a wonderful winding drive through the hills and forests. The morning drive wound through northwest Oregon and arrived at Laurel Ridge

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TREASURER'S REPORT - JUNE 30, 2007 CRAIG RUNIONS

CATEGORY DESCRIPTION	ACTUAL	BUDGET	DIFFERENCE
BANK BALANCE 01/01/07	\$5,597		
INCOME			
Advertising	\$26	\$250	-\$224
Dues	\$3,704	\$3,840	-\$134
Regalia Sales	\$2,058	\$2,000	58
Foreign Exchange Factor	\$122	\$0	\$122
TOTAL INCOME	\$4,738	\$6,090	-\$1,352
EXPENSE			
Island Pod		\$506	\$506
Northern Pod	\$430	\$715	\$285
Midlands Pod		\$760	\$760
Southern Pod		\$619	\$619
Subtotal	\$430	\$2,600	\$2,170
Awards	\$185	\$400	\$215
Banquet	\$115	\$0	-\$115
Island Pod Rep Ferry	\$42	\$200	\$158
<i>NW Mogazine</i> Newsletter	\$391	\$800	\$409
Oregon License	\$50	\$50	\$0
President's Discretionary	\$56	\$500	\$444
Regalia Purchases	\$2,264	\$1,500	-\$764
Website	\$163	\$300	\$137
Foreign Exchange Factor	\$0	\$0	\$0
TOTAL EXPENSE	\$3,696	\$6,350	\$2,645
YEAR-TO-DATE (NET)	\$2,216	-\$260	\$2,476
BANK BALANCE 6/30/07	\$7,813		

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

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DUES

Full year: US\$24/CDN\$27 per calendar year if paid by 12/31 (US\$30/CDN\$36 after 12/31). Partial year for new members: US\$2/CDN\$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 *NW Mogazine* and may result in lower quality photos. Send them only as a last resort.

Paper Submissions: Photos, typed or handwritten 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 *NW Mogazine*. 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

As in other years, May and June brought with them some of our best events - the Van Dusen ABFM, Beacon Hill Father's Day Picnic, and Devil's Punchbowl. The weather was a little dicey sometimes but it couldn't lessen the experience of the great venues, wonderful people and of course cars we love and admire or dream about. What's especially neat about these events is the fact that we generally get some pretty good representation from all of our Pods. Considerable distances are covered and a great deal of faith is being put into our old cars to get us there. Occasionally, old Mog does let us down a bit, but there are always members ready to jump in to help out with parts, repairs and advice. Many friendships have been made and for many members large hotel bills are the exception due to the great hospitality of some of our members.



The Van Dusen ABFM

(Saturday, May 19) literally commenced under a large dark cloud and many of us got wet in the early morning downpour on the way to the venue. By the time the gates opened, the grounds had dried out and occasional glimpses of sun could be had. As usual, Morgans were well represented: British Columbia, Alberta, Idaho, Washington and Oregon.

There were not as many Plus 8s as in other years, no three-wheelers, and only one no flat-rad. The oldest Morgan at the show was displayed by nonmember Alastair Black - a 1936 chassis under restoration, displaying its beautiful ash frame - a bit like the king in his new clothes.

During award time, I saw Miles, Rulka, Povey, Hutchens, Dice, Allen and Algar receiving plaques and I know there were some others. My apologies for not having an extensive list of participants and award winners, but with so many people to talk to and so many cars to look at, I simply forgot to take notes - and so it seems did everyone else. Never the less, everyone had a great time and the event lived up to its billing and some beautiful cars received some well-deserved recognition.

As always, a BBQ open to all club members followed the ABFM, with around 50 people attending. This year it was a new location - the Annacis Island Sea Cadet Base, with the event co-hosted by the Burkholders, McDiarmids and Theroux's. A special thanks to Ron Theroux for making the facility available to us at a nominal charge. All comments were very positive and many people expressed hope that we would have it there again. Great food, no rain, plenty of grass parking with a lovely view of the mighty Fraser River as a bonus, definitely a winner. A couple of our members were conspicuous by their absence - Hutchens' and Miles' being tied up with Old English Car Club business whose AGM coincided with Van Dusen this year (Miles being Chairman and Hutchens, Vice-chair).

The weekend after Van Dusen, the Northern Pod attended a wine tasting at Laurie and Verna Fraser's home. Well attended and a good selection of wines, with lot's of nibbles to boot. Three Mogs (Muehling, McDiarmid and Powley) arrived a bit late

as they attended the new St. Georges Day Brit car show in Fort Langley. A rather small affair with only about 50 cars, but lot's of potential.

Beacon Hill Park was nearly a miss for the Muehlings due to visitors arriving from Australia on Saturday afternoon. Rumour has it that the BBQ on the Saturday afternoon at the Reddington's was excellent with the sheep population being reduced by one lamb. We did manage to ferry over for the Picnic early Sunday, alas sans Morgan, and visit with friends and admire the cars. It was a very pleasant and relaxed affair with the Island Pod providing a lovely lunch.

The highlight of these past few events however must be the Devil's Punchbowl event, which Christine and I were fortunate enough to attend for the first time. Heinz Stromquist did an excellent job in once again putting this event together

and needless to say, Bob and Claire Hauge's chowder dinner at their Longview home on the Thursday evening was a bonus. Participation was at an all time high with 28 cars, twice the attendance in the past: good venue, great back roads, wonderful people, great scenery. This was the 12th year that Heinz has organized this event and judging from its popularity, he will have to do it again next year. Thanks, Heinz, for a great event and the wonderful time we had!

This, by the way, was the first long-distance outing for our Plus 4 4-seater and we are happy to report that a 4-seater is a great vehicle for these longer trips. Unfortunately, said 4-seater is now in sick bay due to a prolonged exposure to Seattle's rush hour (see separate article this issue).

Most members by now are aware of the Morgan Car Company's 100th. Anniversary being celebrated in 2009, quite a milestone for any business, let alone a family owned car company. The factory realises this too and already is drawing up plans for all sorts of events commemorating the occasion and is getting ready for an influx of visitors. 2009 may seem a long time away yet, but before we know it, we will be there (literally). Starting in this issue, we will be updating you as to what events the factory is planning as well as what your club is planning.

Already there is talk and some informal planning with respect to shipping a number of Mogs to England. Others are planning to visit without their Mogs, while others are exploring the possibility of renting. Before long, we will have a coordinator for the 2009 activities. Last but not least, we as a club should also be thinking of our own MOGNW event or project to commemorate the centennial. Let me or your Pod rep know if you have any suggestions. Remember this is a really big occasion and none of us will live to see the bi-centennial!

In closing, just another reminder that your NWMogazine editor, Steve Hutchens needs your help to fill those pages. Photos, memoirs, event reports, etc., are always wanted!



Continued from page 1

Winery, near Carlton, for wine tasting and lunch. The drive continued through Carlton and west into the coast range mountains. After twenty miles we took a sharp left turn, headed south on a two way single track road to the top of Bald Mountain and the lookout. Onward and downward toward the coast and after some retracing of the route to avoid a traffic tie up, we all finally arrived at Devil's Punchbowl and Mo's West at Otter Rock for dinner. Many had checked in at the Alpine Chalet, Moolack Shores Motel or The Driftwood, some stragglers arrived only in time for dinner. The restaurant allowed us to take over the entire place as again we were 50 plus, and a great meal was had at the end of a beautiful drive. After dinner the parking lot at Alpine Chalet became the meeting place for all. There were conversations, bonnets up, sunsets, it was wonderful.

Though Saturday is not traditionally a day of rest, at the Punchbowl, it is. No scheduled events except Sticky Buns and coffee, courtesy of the Hagues in the morning, and the pot luck dinner in the parking lot at 6:00 P.M. Weather at the Oregon coast can be dicey, but this year, it was beautiful. The day entailed lots of car washing, looking under bonnets, drives to Newport for lunch, visits to

the Marine Science Center or the Oregon Coast Aquarium, bookstores and grocery shopping rounded out the day. The second scheduled event of the day, the pot luck, began with the gathering of the clan, the opening of beverages, the bringing of chairs, the delivery of food. Oh My, the food - Seafood, shellfish, salads, cheeses, breads, fruits, meats, chips and dips, desserts, and on and on. Once again, the evening degenerated into talk about cars, weather, politics, cars and more cars. The sunset topped it off with its glorious display.

Sunday. It was time to depart, the rain came, cars wouldn't start, tires were flat. The weekend was over. Punchbowl XII is history, but the memories survive. Friends together once again, helping each other, sharing ideas and making plans for the next drive. FYI. Heinz reserved the Alpine Chalet for next year.

A huge thank you to Heinz and Wanda Stromquist for all their efforts in planning and pulling off this great MOGNW event. Thanks too, to Bob and Claire Hauge for the gracious use of their home for the pre-event dinner and for helping Heinz with the planning and organization.

Next year will be Morgans at Devil's Punchbowl XIII. Be sure to plan ahead. You won't want to miss this great event!

PARTICIPANTS

- Malcolm and Dee Buffum ('65 Volvo 122-S Stationwagon)
- Les and June Burkholder ('69 4/4 4-Seater, Thurs. night)
- Bill and Geri Button ('64 Plus 4 4-Seater)
- Doug and Leslie Davee (2007 Kia)
- Dick Dice ('85 Plus 8)
- Ken and Lesley Douch ('68 4/4 2-Seater)
- Roland and Pat Gilbert ('61 Plus 4 4-Seater)
- Eric and Sandy Glover ('56 Plus 4 2-Seater)
- Lee and Judy Harman ('56 Plus 4 2-Seater)
- Wayne and Linda Harris ('58 Plus 4 2-Seater)
- Bob and Claire Hauge ('61 4/4 2-Seater)
- Tom and Mel Henderson ('91 4/4 2-Seater)
- Roy and Anne Hodges ('61 Plus 4 2-Seater)
- Rodger and Linda Huntley ('61 Plus 4 DHC, Sat. night)
- Steve Hutchens and Celia Obrecht ('62 Plus 4 4-Seater)
- Bob and Judy McDiarmid ('66 Plus 4 4-Seater, Thurs. night)
- Win and Christine Muehling ('66 Plus 4 4-Seater)
- Loretta Nelson and Christine ('58 Plus 4 4-Seater)
- Roscoe and Debra Nelson ('89 Plus 8)
- Kit Raetsen and Joanne Cockshutt ('94 Plus 4 2-Seater)
- Lloyd and Treacy Reddington ('71 Plus 8)
- Craig and Judy Runions ('62 Plus 4 2-Seater)
- Gerry and Tanya Seligman ('05 Roadster)
- Dwight Smith ('66 4/4 2-Seater, Thurs. night)
- Bill and Fay Sterne ('72 Plus 8)
- Bob and Barbara Stinson ('05 Roadster)
- Heinz and Wanda Stromquist and Gloria ('87 Plus 8)
- Ron and Yvonne Theroux ('58 Plus 4 4-Seater)
- Dick and Ann Tilden ('62 4/4 2-Seater, Thurs. night)
- Larry and Vicki Vandermay ('56 Plus 4 2-Seater)

CAR ISSUES ON DEVIL'S PUNCH BOWL

Douch: Lesley's purse blew out onto the highway, recovered by Doug Davee and Lee Harman. OK

Harman: Broken the tach cable

Hauge: Lost the gas cap, got water in the gas tank causing it to misfire, purge w/elec pump, OK

Hodges: Loose wind deflector, secured with hex key. Loose coil wire. OK

Hutchens: Generator short discharged battery. New battery from Wal-Mart in Newport and a generator borrowed from Harris got them home. OK

McDiarmid: Blown head gasket. Car towed to Hauge's garage where it was replaced with gaskets obtained from Triumph club members (big job). Some smoke when started, so they headed home along with Burkholders as an escort. Ultimately, it appears to be fine. OK

Loretta Nelson: Flat tire with a soft spare. New tube. OK

Runions: Right rear tail/brake light. Ground connection burnish. OK

Theroux: By-pass hose loose causing loss of water (twice), caused by stripped clamp. New clamp. OK

THE BOTTOM LINE ... We all made it home!!!





Morgans at Bald Mountain Lookout
Steve Hutchens Photo

Island Pod Journeys to the DPB

Pat Gilbert

The trip to Oregon from Victoria was travelled at different times with everyone arriving in due time for Thursday evening. Friday's breakfast at the second hand store in Ilwaco was a gustatory delight.

The Friday run to the winery was enjoyed by all and then finally on to the Devil's Punch Bowl. Mo's Cafe presented the usual very fresh seafood. This begs the question do we get together because of cars or the food.

On Saturday some went to see the air museum in McMinnville which, in spite of a few showers, was enjoyed by the participants. Others shopped until they dropped.

On Sunday, after beach walks on that marvellous sand, the pot luck supper was a superb success. Lotta talking, car admiring and buffing as the machines were in need of some attention before the return trip.

The Raetson/Cockshutt and Gilbert cars were the first to arrive back in Port Angeles, after going through a half dozen hail/rain storms, but it was a pleasant drive anyway. The Douch car arrived later but all returned to Victoria around midnight. The Sternes car returned the next day. All agreed this was a great run!



Malcolm and Dee Buffum and the beautiful 1965 Volvo 122-S they purchased new in Portland. Steve Hutchens Photo.

Morgan Resource Opens

Pierre Brun

To all the Morgan Fans in the NW:

I am happy to announce that The Morgan Clinic in Salem is now open. We offer full service for your Morgan from small repair to full restoration and engine work.

We are located at 4317 Columbine Ct NE, Salem OR 97305.

You can reach us at 503-390-0085 or 818-388-2478 (cell) or by email at themorganclinic@yahoo.com

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McDiarmid's Morgan Mishap

Bob and Judy McDiarmid (Photos by Les Burkholder)



Our trip to the Devil's Punchbowl started with a delightful weekend in Victoria enjoying the festivities organized by the Island Pod for the Father's Day Picnic in Beacon Hill Park. Thanks to Ron Theroux's knowledge of lighthouses, and a fortunate find of a wing shaped piece of driftwood, we managed to win the scavenger hunt prior to the fabulous BBQ hosted by Lloyd and Tracey Reddington.



On Monday morning Les & June Burkholder, Ron & Yvonne Theroux and ourselves departed on the Coho from Victoria to Port Angeles to meet up with Steve & Celia Hutchens for the camping part of our trip prior to the Devil's Punch Bowl run.



Packing a Morgan for a camping trip is an experience we will remember. You have to make choices between bringing car parts or a tent. Fortunately, we were travelling with experienced Morgan campers as Burkholder's and Theroux's had spent 66 days Morganing across Canada.



Pat Gilbert Photo

The first night out we were joined by Bob & Sydney Couch for a dinner of fresh crab and delightful Morgan conversation.

Wednesday evening in Ilwaco we were joined by Roland & Pat Gilbert and Kit Raetson & Joanne Cockshutt who arrived just in time for dinner.

On Thursdays morning, having survived the camping, we started off in good spirits and sunshine for the drive to Kelso. We had a scenic drive along the river when

we came to a huge hill. Going at a great clip, we almost made it to the top, when we wondered why the car had suddenly lost power. We couldn't see behind the car because of the camping gear strapped to the luggage rack, but Gilberts told us they were driving through a cloud of blue smoke, oil, and anti-freeze. It soon became apparent that the car had blown a head gasket. Les held a flare to safely warn traffic about our presence ahead.



A few cell phone calls later the Morgan network went into high gear. A call to Bob Hauge provided us with a recommendation for a towing company and the kind offer of his garage and tools for repairs. Bob also made a call to Dick Tilden who picked up the needed parts and brought them to the pre-run dinner at the Bob Hauge's.



We made a grand entrance to the party on the back of a tow truck. We also provided the entertainment for the evening as Bob and Les Burkholder with oversight from Craig Runions and Ron Theroux repaired the engine. We found that Les Burkholder even travels with a pair of coveralls. Talk about being prepared. With all this help, the Morgan was running again by midnight.

We are still amazed how everyone pitched in to help. Without the help of the Morgan group, we more than likely would have needed to tow the car home. It's a privilege to belong to such a great club. Since we still had some concerns about the reliability of the engine, however, we decided to head home the next morning and, unfortunately, missed the Devil's Punch Bowl.

Next year we will pack more spare parts and less camping gear.



Heinz Stromquist Photo

My Morgan Quest

Dave Doroghy

Special thanks to Stephen Hutchens and the MOGNW for the happy ending to my quest for a Morgan. I have always liked the expression that life is about the journey and not the destination. It has been a dream of mine for the past decade to own a Morgan, and my recent journey to buy one has been joyful, fun and rewarding in itself.

Since 1996 I have been attending the ABFM, hanging out around the entrance to Van Dusen Gardens where the Morgans are parked. I'd admire them, take pictures and occasionally in a shy manner talk to the owners. But seeing the cars was like having a crush on a pretty girl. I'd flirt with the notion of getting involved with one, but never had the gumption or guts to follow through. I was so awestruck and intimidated by the Morgan's beauty and grace that I didn't even know where to begin. And I knew that, like women, Morgans were complicated and temperamental, so I was a bit apprehensive.

In 2004 I moved to London, England, for a year and a half. One weekend there I made the three-hour train trek north from the city to Malvern Link to visit the birthplace of these sleek beauties. My resolve to own one deepened.

After returning home to Canada I had the good fortune of meeting Michael Kelly. Michael, who owns several Midas locations in the Lower Mainland and sponsors the ABFM, is a former Morgan owner and very knowledgeable about the cars. Like my old friend at high school who used to say, "Go ahead, ask her out," he encouraged me to buy a Morgan. He introduced me to his friend Michael Povey, a member of MOGNW, who couldn't have been more friendly and helpful. Michael Povey was like a walking Morgan encyclopedia.

Then one day on a business trip to

Bolton, Ontario, I accidentally stumbled upon CMC Motors. The mechanics at CMC Motors claimed that they were the exclusive Canadian dealer for Morgan. CMC Motors was located in a small rundown wooden shack in the middle of a farmer's field. I'd describe my encounter with our nation's only "authorized Morgan dealership" - which has sold only four new Morgans since its inception in 1987 - as quirky, offbeat, friendly, positive and very colourful. They pledged to keep their eyes open for a clean car for me.

My Morgan quest led next, through



Michael Povey, to Stephen Hutchens, who helped me take out a small want ad for a Plus Four in the MOGNW newsletter. Collaborating with Stephen on the ad copy felt like writing a newspaper "personal" ad in the classified dating column. Would anyone even reply, would I like the car, would we be a match?

Soon, between my overture at CMC Motors and the want ad, I had received about half a dozen emails from people selling their Morgans, but none of them suited me. I test drove one, a 1970 Plus Four in Ladner, but it just didn't feel right. Then one day I got home to find a message on my answering machine from a gentleman named Ron, who had

I Want To Buy A Morgan!

I'm seriously in the market for a Morgan 4/4 or Plus 4. I prefer a two-seater and a car that is in good to very good condition.

Please contact:

Dave Doroghy
604-732-7808 or
Doroghy@hotmail.com

recently bought a 1966 Plus Four from his doctor friend, who had bought it new in Malvern Link. Ron told me that the car had only 28,000 original miles on it, which of course sounded too good to be true. It was British Racing Green, my favourite colour (be still, my beating heart) and had been stored in the doctor's garage on Larch Street in Vancouver for over 40 years. Ron

told me that although he hadn't been all that interested in selling it, my ad had caught his eye, and that I could have it at a reasonable price. His personal circumstances had changed since the purchase and he had no time to enjoy the car.

Within three weeks of the call I consummated the deal. I cautiously moved from one stage of finalization to the other, first showing the car to Michael Povey and then introducing it to my mechanic,

Dave Gilmour.

The day I bought it was the happy end to my Morgan quest. As I drove it home over the Lions Gate Bridge on a beautiful spring evening, I reflected on just how much fun I had had tracking this one down, and I looked forward to adding many more happy miles onto the barely spun odometer.

I bought the car on a Wednesday. Three days later on Saturday morning I attended my first ABFM as a participant instead of an observer. On that rainy weekend in May, as I slowly pulled up onto the hill where the Morgans are always parked, I felt as if I were bringing my new girlfriend to the dance.

Father's Day Weekend 2007

Kit Raetsen / Photos by Les Burkholder and Kit Raetsen

I started the Fathers Day Weekend on Saturday morning by heading off bright and early to the Reddingtons to see if I could be of some help. I arrived to find that all the preparations were long completed: the tents (weather forecast was iffy at best) had gone up on Friday, the spit had been set up on Wednesday, the Douches had the lamb on the spit and Treacy had dinner under control. Shortly after my arrival, Joanne arrived with the truck full of more tables and chairs. All that was left was to put them in place, set up the bar and place flowers on the tables.



Shortly before noon, the Douches headed to 17 Mile Pub in Sooke where the group was to convene for lunch. Ken and Lesley parked their Morgan at the parking area entrance with a very large Union Jack

tethered to it, leaving no doubt about where we were to meet.

After a great pub lunch, enjoyed by about 20 of us, we were sent off to hunt for lighthouses and treasures in the Metchosin/Sooke area. Each team was given detailed directions for the treasure hunt and the race was on (OK, some of us didn't realize that it wasn't actually a race).

We covered about 75k (that's 46 miles for our American friends; more for those of us who got lost), gathered our treasures, gazed at lighthouses and prayed for the rain to hold off.

Prayers were answered, the sun stayed with us and we could run with tops down. By 5 p.m. everyone had found their way to the Reddingtons.

After prize presentations to the winners of the treasure hunt, Treacy and Lloyd provided us an amazing dinner: lamb, spit-roasted to perfection by Ken (with a

little help from friends and neighbours), barbequed salmon (great job, Lloyd), and an array of delicious side dishes (all prepared by Treacy and Lesley and they did an amazing job).

Then, for those with any room left, a table full of wonderful desserts, again all home-made. After an evening of good food and drink and even better camaraderie, it was time to call it a day. The rain finally did arrive mid-evening,

making the ride home a little soggy for some.

The next morning we loaded up Lloyd and Treacy's vehicles with the picnic lunch goodies and it was off to Beacon Hill Park for the Fathers Day Picnic.

By noon the sun appeared, warming us all up, and after checking out each other's Morgans (there were 21) and the rest of the British cars and motorcycles, everyone tucked into the picnic feast. This year's Morgan picnic, complete with tablecloth and candelabra, made us the envy of the other clubs, as always.

Mid afternoon everyone packed up and headed home to get ready for their next Morgan adventure. Some were leaving Monday morning to meander to Kelso for the Devils Punch Bowl, some left on Wednesday morning, also for Kelso, the long and scenic route, and some were heading to the east coast for the Morgan Pub Crawl.

On behalf of the Island Pod and MOGNW, THANK YOU to Treacy and Lloyd Reddington for hosting the barbecue and to Ken and Lesley Douch for setting up the Lighthouse run and providing us with a great weekend. A big thank you too to all those who helped with the cleanup on Saturday and Sunday.

We had asked people for a donation and we collected \$270.00. Half was donated to the Sooke Hospice and the other half to the Sooke Foodbank. Thanks to all.



Our First Year In Oz

Vern Dale-Johnson

Well, it's been about a year since leaving our friends in Canada so of course it's time for an update specific to Morganeering. July 12, 2006, we arrived in Cronulla (just south of Botany Bay where Sydney's Kingsford Smith International Airport is located) with only minor difficulties. Air Canada check-in didn't like the weight or number of our carry-on pieces! Oh, and storms in Toronto that day delayed our flight to Vancouver by almost two hours, meaning a 30 minute international connection in Vancouver. We did make it, thanks to the AC ground staff and understanding US customs/immigration personnel (never thought I'd use "understanding" and "US customs/immigration" in the same sentence!). First order of business was to collect our new daily driver, our third Subaru Forester XT. As we were scheduled to visit the wet coast of Canada in early September (including a dinner with the Miles and Stinsons), we had elected not to receive our chattels, including the +8, until early October.

Back here in Oz, it was mid-October when we got the call from the agent used by our movers to discuss the import of the +8, no real issues. New South Wales (NSW) Road and Traffic Authority (RTA) wanted lap-sash belts instead of our 4-point comp harnesses (go figger!), issues with a few rusty bits in the Z-frame, need for two headrests (we only had one), re-clean of the undercarriage (already done in Toronto), weighing of the vehicle (\$\$\$s to flatbed to/from the scale), not major issues, just annoyances. The good news was our side-exit exhausts and ceramic packed silencers would pass if we did not present the car with sidescreens or the hardtop (again, go figger!). Oh yea, they measure noise from a position 10 meters behind the car. Thanks to those side exhausts, noise was not an issue. With the rusty bits of frame removed and replaced by new metal, lap-sash belts installed, and a borrowed headrest the Morgan was ready for pickup in mid-November. Subsequently I've had several Morgan owners incredulous that we were able to import what with a non-original engine configuration, those side exhausts, not to mention noncompliant wheel vs fender clearances, etc, etc.

Some may recall when we elected to sell one or both of our Morgans in prep for the move to Oz. We immediately found a home for OLBIDII, the +4 4-seater (now residing in Win & Christine Muehling's Burnaby garage), delivered to them in September 2005. A week later, on my way home in the +8, a wayward valveseat resulted in a trashed engine. After discussions with Martin Beer, we decided to scrap the old engine in favour of a new RPI-prepared high-performance 4.5. Installed over the winter and ready by spring 2006, this was one sweet engine and with the additional unplanned investment convinced us to bring the +8 with us to Oz. Besides, it is a RH drive car. After a few hundred pleasant kilometers in and around Toronto, the oil pressure suddenly dropped from 40ish to 10ish pounds. Not good, but with only days before we were to leave it was decided we'd investigate when the car arrived in Sydney.

Fast forward to November 2006 and delivery of the +8 in Sydney. Still no oil-pressure, so time to look into the problem. Several email discussions began with Martin, Chris Crane of RPI, Ron Allen, a local mechanic I'd found, and a local Morgan guru, Denis Elborn. Systematic removal of the oil pump, re and re of the front engine cover, and checking the oil pickup resulted in no change. Second time through the engine, examination of the cam bearings from the sump side suggested something was amiss with bearing #4. After reviewing photo evidence, Martin and Chris concurred and it was off with the intake manifold to reveal a bearing improperly set in the block. Basic synopsis: it had gradually worked itself out, wearing against the adjacent valve lifter until eventually it opened the gallery oil port

dropping the overall oil pressure. Again, with several emails back to Martin and Chris, and Chris working with Ford/Rover, it was agreed Rover would supply a new block. Installed by Ron Allen, we now had another sweet engine. Through RPI's efforts, a very nasty issue had been fully corrected with only minimal cost to ourselves and the loss of the Morgan for most our summer! Thank you Martin, Chris, Denis and Ron.



I believe the local Morgan Club members (MOCA) thought we were dreaming. We'd been in Oz for eight months and they still hadn't seen The Beast!

We have been active in Morgan events. During February we were in New Zealand with 13 other couples (in aging Japanese tin-tops, not Morgans) for a three week tour. This might seem strange, but with quarantine issues on both sides of the Tasman, the cost of shipping (not much different than the cost from North America to New Zealand) it was deemed prudent to spend the money elsewhere. The tin-tops did not detract from the camaraderie or the fantastic tour of New Zealand. Early in the run we met up with Alan & Kathy Lytle and Bob & Barbara Stinson who were doing yet another tour of New Zealand. They ensured our tour got off on the right foot by donating a case of NZ Sauvignon Blanc to the cause! Most enjoyable, and thanks again Alan, Kathy, Bob and Barbara!

March, and we have the +8 in the garage ready for our first MOCA run. Up early, and heading towards the mouth of the Hawkesbury River for a visit and lunch at one of Sydney's local auto restorers. Yes, the group agreed, we do have a Morgan! Our next major MOCA run will be in late June.

As we continue to drive around the Sydney area we find ourselves reflecting on the +4s versatility and the factory's decision to produce a 4-seater Roadster. Hmmm ... time to put some feelers out re the +8. If you've heard rumours, yes, we have advertised the +8 for sale. If it sells, we'll be banking the money while we look for a replacement. We might even invest in something non-Morgan for a period.

What's on the schedule? The above mentioned June MOCA run, followed by events throughout July and August (our winter). In September I'm off to Canada, all the way to Newfoundland to



Trade a Morgan Plus 8 for a Lotus Elise?

participate in Targa Newfoundland 2007 with my friend Neil Young. We'll be campaigning Neil's Caterham Super Seven. Post Targa, Amanda and I will be in Toronto for a couple of weeks. Until then, enjoy the ride!

Southern Pod Report

Wayne Harris

The Southern Pod has been meeting regularly on the third Tuesday of the month at Pyramid Brewing's Tap Room. Attendance has been about 10 to 12 each month. The most recent meeting in June was focused on the upcoming "Morgans at Devil's Punchbowl" which was held the weekend of June 22, 23, 24. As reported elsewhere, it was a roaring success.

The next driving event for the Southern Pod will be the MOGNW Wine Tour on the weekend of August 18th and 19th. The wine tour is on Saturday. Sunday is an optional day to visit the Evergreen Aviation Museum and see the Spruce Goose among many outstanding exhibits. An announcement is on page 16 and will be sent to MOGNW members by e-mail.



Also for future planning is Portland's All British Field Meet. The meet will be at Portland Raceways and will be on September 1st. Make plans now to attend this fun weekend.

Join us on the Whistler Run

Win Muehling

Join us on September 22 and 23 for the Whistler Run and a great tour on some spectacular roads! The Pemberton Valley Lodge is holding 10 studio rooms for MOGNW at a cost of \$99 per night for the night of Saturday September 22. Please contact the Pemberton Lodge directly to make your reservation Please contact Laura Arnold at 1-877-894-2800 or laura@pembertonvalleylodge.com for reservations. Please let me know as well if you have booked.

The plan for the weekend is as follows:

1) Saturday - 10:00 A.M. - Meet in North Vancouver at the North Shore Auto Mall and participate in the Vancouver to Whistler All Brit Run (register with the run organizers - \$25 fee - details regarding this run will for forwarded to all club members shortly)

- lunch in Squamish
- arrive in Whistler and display cars until about 3:00 PM
- drive to the Pemberton Lodge in Pemberton, possibly with a short side trip up the Pemberton Valley.
- a "happy hour" followed by dinner at one of the local restaurants

2) Sunday - After breakfast we will drive the scenic Duffy Lake Road to Lillooet and Lytton

- picnic lunch on the banks of the Fraser River.
- return to Vancouver through the Scenic Fraser Canyon.
- total mileage will be about 102 km on the Saturday and 340 km on the Sunday and we should reach Vancouver by 5:00 PM. All roads are paved.
- the night in Pemberton should be fun since a contingent of Old English Car Club members will be staying there as well!
- plan to be there!

Another Cam Killed!

Win Muehling

Little did I know that when I read Craig Runion's article "New Cam and Lifters: Did Oil kill my Cam?" in the May/June NWMogazine, that two months later I would be going back to reread it more carefully. Now, the beginning of July, the subject of Plus 4 cams is of greater interest to me.

Ever since I purchased my '66 Plus 4 in September 2005, I noticed that my tappets were a bit on the noisy side and valve adjustment didn't have any effect. Not serious and something that I could live with since the engine sounded sweet and pulled nicely. All this was to change with our first major trip of the year to Devils Punch Bowl XII (a great affair, by the way). The car performed well until on our return trip when we headed north on I-5 during rush hour. What a mistake! Having left Craig Runion's home in Shoreline, we were sitting at idle our driving in first gear for 1 ½ hours. Watching both oil pressure and engine temperature, I was pleased that neither was abnormal during this ordeal.

By the time we reached our Burnaby home, however, there was a very noticeable tappet noise. I adjusted the valves the evening before departing for Salt Spring Island, taking up a bit of excess clearance. Unfortunately, I did not go for a test drive. As we were racing towards our ferry, it was quite evident that the noise was still present and the car lacked power and didn't quite sound the same. Maybe I erred in my valve adjustment. The next morning, I checked the valves again, this time taking even more care, but the clatter persisted. I even checked a second time, but there was no question that whatever transpired, it wasn't going to fixed with a valve adjustment.

Upon carefully driving home, I did a compression test and all cylinders had adequate compression, so it wasn't a faulty valve. I tried pin pointing the noise with my stethoscope, but each valve produced the same clatter. I spoke to Ron Theroux and Craig Runions, and they essentially confirmed my suspicion that I may have a badly worn cam. Next I gave Martin Beer at CMC Motors in Toronto a call as he had replaced the Plus 4's cam back in 2001 for the previous owner. Martin didn't take long to give me the bad news that it definitely sounded like a bad cam. Interestingly enough, he had another one of these cams fail at fairly low mileage and has since switched to a different cam supplier (from the U.K.), who he felt was providing a more consistently reliable product.

Did oil kill my cam? Maybe, but probably not. I learned from Martin that the TR2/3/4 range of engines has a cam and followers that are only splash lubricated. This normally is quite adequate as lubrication increases with engine speed. The trouble is that with extended idling, not enough oil is splashing up around the cam, even though engine oil pressure is perfectly normal! I further learned from one of the cam suppliers that the greatest load on the top of the cam lobe is at idle. (Hence the run in procedure of 20 minutes at 2000 RPM, as described in Craig's article). Furthermore, the tappets which are designed to rotate do not do much rotating at idle speed.

My new cam (Piper BP270) is on order, along with new followers. Stay tuned for the next instalment.

Oil Update

Steve Hutchens

Castrol has recently introduced Tecton Extra 15W40, specifically labelled as containing ZDDP, and available in gallons at Wal-Mart. See www.castrol.com for information.

THE 2007 MOGNW CALENDAR

Please send updates and corrections to sphutchens@hotmail.com. The March NWMogazine should have a complete 2007 calendar.
Colour code (if you get this digitally - otherwise everything is black): **Island** **Midlands** **Northern** **Southern** **All MOGNW & Other**

Jul 6-8	Fri-Sun	Rally in the Valley, Kelowna	Bill Sinclair	250-868-0408	www.okvalleyrally.com
Jul 13-15	Fri-Sun	25th Annual MogWest, Morro Bay, CA	Bill & Teresa Wilson	650-965-7158	wilsonwj3@yahoo.com
Jul 17	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Jul 21	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Jul 22	Sun	Island Pod Tour to Brits on the Beach	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Jul 22	Sun	Brits on the Beach, Transfer Beach, Ladysmith, BC	Wayne Peddie	peddie@telus.net	members.shaw.ca
Jul 28	Sat	19th Annual Western Washington ABFM, Bellevue	Arnie Taub	www.abfm.com	ataub@worldnet.att.net
Aug 4-5	Sat-Sun	Historic Motor Races, Mission Raceway, Rivers Edge, BC			www.vrcbc.ca
Aug 18	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Aug 18-19	Sat-Sun	Wine Tour IX	Wayne Harris	503-472-1911	harriswl@verizon.net
Aug 18-19	Sat-Sun	All British Meet at Filberg Gardens, Comox, BC	Karen Whitworth	250-388-0026	www.oecc-comox.com
Aug 21	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Sep 1	Sat	Portland AFBM, Portland International Raceway			www.abfm-pdx.com
Sep 15	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Sep 18	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Sep 21	Fri	Island Pod N&N, 7 pm (location TBA)	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Sep 22	Sat	Whistler All British Run	Colin Fitzgerald	604- 253-4145	
Oct 16	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Oct 19	Fri	Island Pod N&N, 7 pm (location TBA)	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Oct 20	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Nov 4	Sun	Ladner-Bellingham All British Run	Ken Miles	604-576-8036	kenmiles@shaw.ca
Nov 16	Fri	Island Pod N&N, 7 pm (location TBA)	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Nov 17	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Nov 20	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Dec 1 or 8	Sat	Pod Christmas Parties are traditionally one of these dates - contact your Pod Rep!			
Dec 15	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Dec 18	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Wayne Harris	503-472-1911	harriswl@verizon.net
Dec 21	Fri	Island Pod N&N, 7 pm (location TBA)	Kit Raetsen	250-544-2026	kitjo@shaw.ca

Charlie Baker Remembered



It is with great regret that we learned of the passing of Vancouver Island Pod member Charlie Baker. Charlie and Barb moved to Victoria about four years ago along with their red '94 Plus 4. They frequently could be found attending Northern Pod functions until his health deteriorated.

He will be missed by all his Morgan friends everywhere. Our condolences

to Barb and Charlie's family.

A memorial service was held Monday afternoon, July 23, at the First Memorial Funeral Home in Saanich. The service, at which nine MOGNW families were represented, was followed by a reception. The memorial bulletin captured Charlie:

He Has Achieved Success

- Who has lived well, laughed often and loved much;
- Who has gained respect of intelligent men and women, and the love of little children;
- Who has filled his niche and accomplished his task;
- Who has never lacked appreciation of earth's beauty or failed to express it;
- Who has looked for the best in others and given the best he had.
- Whose life was an inspiration.



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 Home phone: 425-868-0921
 email: itchin@prodigy.net
 1964 Plus 4, Green, #5354

Dave Doroghy
 1725 Dunbar St.
 Vancouver, BC. V6R 3L9
 Home phone: 604-732-7808
 email doroghy@hotmail.com

1966 Plus 4, BRG

Address Changes:
 Kirsty Rulka
 #77 - 15500 Rosemary
 Heights Crescent
 Surrey, V3S 0K1

Mark & Analee Reutlinger
 4627 Wayneworth St. W.
 University Place, WA
 98466-1031

A Blog from Morgan Pub Crawl

Heidi Marshall

Several Morgans from MOGNW undertook a five-week road trip to the Morgan Pub Crawl on the East Coast, a substantial adventure by any measure. Details of the trip can be found on Hames's weblog. Updates will be posted throughout the trip at

<http://hamesmarshall.blogspot.com/>

The blog started as a cyber record of our trip to the Morgan Pub Crawl but has taken on life of its own. There is a way to leave comments on the blog if you're interested.

[Editor's Note: It looks like this may be more adventure than anticipated. The posting for July 19: Pat and Ken Miles have left the group to get their cars repaired and Kathryn and Pat Johnson are now home in MN so reports from the group may be scarce as we have to rely on novice reporters but rest assured that no news is good news.]

1994 Morgan Plus 4 For Sale



Estate Sale of Charlie Baker's
1994 Morgan Plus Four 2-Seater

- Engine: 2 Litre Rover 4-Cylinder T16
- Colour: Corsa Red
- Interior: Black leather, walnut dash
- Equipment & Options: black mohair hood and tonneau plus rear space cover, black sheepskin-lined bonnet strap, 4-seater screens, headrests,

- door handles, mirror, roll bar (under dash), warning lights, underseal
- Agent-Equipped (CMC Enterprises): Safety and environmental package for Canada, side view mirrors, Pioneer radio and associated equipment
- Owner-Equipped: 5 chrome and stainless spoke wheels and tires (new in April 2006), chrome king pins and Vesconite bushings (installed in 2006), MOGNW badges
- Included: 5 original painted spoke wheels and tires (very good)
- Kilometres: 35,000
- Price: \$50,000

For further information please contact
Les Burkholder
604-533-3323
les_burkholder@telus.net



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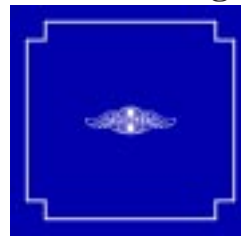


Berry & Lt Gray

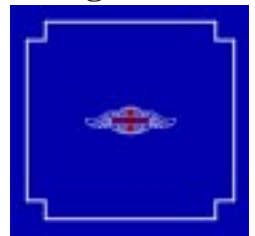


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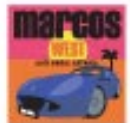
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 '63 **+4** FOUR SEATER Battleship grey body/Black
 '59 **+4** ROADSTER Red

'58 **+4** BRG/Black
 '33 **SUPERSPORT** 3 WHEELER 3/4 SCALE
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 '65 **MGB GT** BRG
 '59 **TRIUMPH TR3A** Black
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9th Annual Wine Tour

Wayne Harris

DATE: Saturday, August 18.

For those who arrive Friday evening, we'll get together for hamburgers and beer at a local brew pub.

MEETING PLACE: Elmer's Pancake House, 14055 SW Pacific Highway (99W), Tigard, OR (503-620-6440)

TOUR PLAN:

- 9:30 - Breakfast at Elmer's
- 10.30 - Drive about one hour
- 11.30 - Winery Number One - Wine tasting and conversation
- 12:30 - Drive about one hour
- 1:30 - Winery Number Two - More wine tasting with snacks
- 3:30 - Drive to the Harris' house in McMinnville for dinner where the entree and drinks will be provided. Bring a dish to share.
- 5:30 Dinner

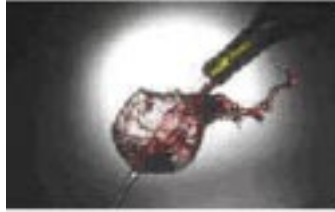
RSVP: Wayne and Linda Harris

825 NW Yamhill Street, McMinnville, OR 97128

503-472-1911, 971-241-2578 (cell), or harriswl@verizon.net

OPTIONAL SUNDAY TOUR:

- Breakfast at the McMenamin's Hotel Oregon
- Antique and Experimental Aircraft Show at McMinnville Airport. 500 - 600 aircraft
- Evergreen Aviation Museum, home of the Spruce Goose, Titan



Rocket and SR-71 Blackbird.

Visit the museum site at: www.sprucegoose.org

In past years, most folks have stayed at the Safari. It is convenient and reasonable. The total list of accommodations in McMinnville includes:

MOTELS:

Safari Motor Inn
345 NE Hwy 99W
503.472.5187

Red Lion Inn & Suites
<http://www.redlion.com/properties/mcminnville.html>
2535 Three Mile Lane
503.472.1500
1-800-RED-LION

Hotel Oregon
310 NE Evans
McMinnville; 503-472-8427
Best Western Vineyard Inn
Motel 2035 S Hwy 99 W
McMinnville
503-472-4900

BED & BREAKFASTS:

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503.472.0821

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www.bakerstreetinn.com
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503-472-5575
800-870-5575

Kelty Estate B & B
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Lafayette; 503-864-3740

Lobenhaus B & B
6975 NE Abbey Rd, Carlton
503-864-9173

Mattey House Inn
10221 NE Mattey Lane
McMinnville; 503-434-5058

Wine Country Farm
6855 NE Breyman Orchards Rd,
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Youngberg Hill Vineyard & Inn
10660 Youngberg Hill Rd.
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