



MORGAN OWNER'S GROUP NORTHWEST

VOLUME 27, NUMBER 5 - SEPTEMBER-OCTOBER 2007

## Nine Morgans on the 9th Annual Harris Willamette Valley Wine Tour

Claire Hauge with photos by Claire Hauge and Fred Henschell



Wayne and Linda Harris (Plus 4) hosted the 9th Annual Willamette Valley Wine Tour on Saturday, August 18. A group of nine Morgans and two support vehicles spent a wonderful Oregon day driving perfect winding Morgan roads. Not one bonnet came up and not one raindrop came down!

The day started with breakfast at Elmer's in Tigard. The Harris' were joined by Doug and Lilo Barofsky (Plus 4 Super Sport), Doug and Leslie Davee (in Roscoe Nelson's Plus 4), Bob and Claire Hauge (4/4), Fred Henschell (Plus 4 4-Seater) and Cindy Henschell (VW Bug), Roy and Anne Hodges (Plus 4), Roscoe Nelson and Andre (Plus 8), Heinz and Wanda Stromquist (Plus 8), Larry and Vicki Vandermay (Plus 4), Malcolm and Dee Buffum (Volvo 122-S) and a surprise visit from Robert Couch (S-10 Chevy Blazer, which became our chase vehicle).

With tops down and tanks full, the group headed southwesterly for about an hour to August Cellars where we were treated to seven different wines ranging from Chardonnay to Syrah. Buffums and Couch agreed to act as wine transport vehicles from this point forward! There was speculation whether we'd see them at the end of the day to collect our purchases or if they might decide to take a different road back!! Heinz was overhead remarking that the wines were good enough to drink with someone or alone. Lucky, we had great company to share them with.

Driving a little more westerly, then northerly, then southerly, uphill and down, we arrived at Aramenta Cellars for another tasting and a light lunch. It's always a wonder what treats are produced from the small compartments in a Morgan.

After more wine, good food and great conversation, the group headed southerly again to the Harris' back yard for an evening potluck barbecue. Wayne treated us all to beef ribs, grilled to perfection.

All good things must come to an end and so did the evening as the group dispersed. Some headed for home and some stayed over. The next morning a small contingent of Morganeers regrouped at the historic McMenamin's Hotel Oregon in McMinnville for breakfast.

From there a few headed home and a few went on to the Evergreen Aviation Museum to see the Spruce Goose, Titan Rocket and SR-71 Blackbird which were very impressive close-up.

The outing was fantastic as was the company. Wayne was already planning the 10th anniversary tour at breakfast on Sunday. Soooooo, for those who haven't yet taken the trip ... and for those who never miss ... mark your calendars and save the date. It's a trip worth taking. Thanks, Wayne and Linda, for the great weekend!

## 2007 MOGNW Officers and Board

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## TREASURER'S REPORT - AUG 31, 2007 CRAIG RUNIONS

CATEGORY DESCRIPTION	ACTUAL	BUDGET	DIFFERENCE
<b>BANK BALANCE 01/01/07</b>	<b>\$5,597</b>		
<b>INCOME</b>			
Advertising	\$266	\$250	\$16
Dues	\$3,729	\$3,840	-\$111
Regalia Sales	\$2,424	\$2,000	422
Foreign Exchange Factor	\$88	\$0	\$88
<b>TOTAL INCOME</b>	<b>\$6,505</b>	<b>\$6,090</b>	<b>\$415</b>
<b>EXPENSE</b>			
Island Pod	\$480	\$506	\$26
Northern Pod	\$430	\$715	\$285
Midlands Pod	\$214	\$760	\$546
Southern Pod	\$0	\$619	\$619
Subtotal	\$1,124	\$2,600	\$1,476
Awards	\$185	\$400	\$215
Banquet	\$115	\$0	-\$115
Island Pod Rep Ferry	\$42	\$200	\$158
NW Mogazine Newsletter	\$524	\$800	\$276
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
<b>TOTAL EXPENSE</b>	<b>\$4,523</b>	<b>\$6,350</b>	<b>\$1,827</b>
<b>YEAR-TO-DATE (NET)</b>	<b>\$1,982</b>	<b>-\$260</b>	<b>\$2,242</b>
<b>BANK BALANCE 8/31/07</b>	<b>\$7,579</b>		

## MEETINGS &amp; 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/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 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

Congratulations to Steve Hutchens for putting out another great Mogazine last month and a big "Thank You" to all those members who contributed, and without whom Steve could not have done it. Especially neat was new member Dave Doroghy's account of how he acquired his first Morgan. It was great to see a nice original car out at Van Dusen and I am sure that we will see more of it since it doesn't sound like it is going to be a garage queen. I am sure that there are many more interesting stories out there about finding a first Morgan (or second or third for that matter), so why not write it down and share it with the rest of the club?

On the subject of Mogazine, I regretfully have to advise that Steve has submitted his resignation as editor. Not welcome news in view of the terrific job he has done for the club. As many of you know, Steve is a busy guy, doing no less than two car club newsletters, keeping his Plus 4 4-seater and two vintage Volkos in good running condition, and is very active in our club as well as the Old English Car Club of BC and the Volvo Club of BC. He's got a Morgan DHC sitting in his garage that he's been trying to resurrect for several years, and now that he has finished his autobody course at Bellingham Tech he is itching to make some real progress. Something had to give. I think most of us would not have stuck it out for so long.

Starting with the January issue we will need a new editor. The NWMogazine is the glue that holds our club together. The editor's position is probably the most time consuming job in the club. It requires certain skills, and, above all, a great deal of discipline to get each issue out on time. Big shoes to fill, but on the other hand we have a lot of talent in this club and I'm sure it is fulfilling when you see your work in print. If you are interested in becoming the editor, please speak up.

With Pat and Ken Miles away on a cross country trip in their Morgans (details of the Miles' adventure with her 4/4 and his Plus 8 will no doubt follow in the next issue - from what I heard, it was quite a trip), I took care of the printing and mailing of the hard copies of the July NWMogazine for Pat. This is always a bit of a shocker, not so much from the effort involved but from the cost of printing and postage. It seems that the roughly 1/4 of members who are receiving hard copies are being subsidised by the other 3/4 who are viewing the NWMogazine online. Please help us keep our dues down by not requesting a hard copy unless you don't have a computer.

With increases in mailing and printing costs, a time will come where we will have to consider either a general increase in club dues or a two tier dues structure with a higher rate for members opting for a hard copy. What I generally do is print an economical black and white copy for bedside reading after viewing all the photos online in full colour. *[Editor's Note: You can print in "fast" or "draft" mode to use even less ink. Some printers produce surprisingly good output in "fast" or "draft" mode even when using colour. To be still more frugal, I use "clone" ink cartridges in my Epson and Brother printers.]*

The weekend of July 28 found us at the Bellevue ABFM. Christine and I departed early Friday morning so we could visit my sister in Sedro Woolley and have a leisurely drive along scenic and quiet Highway 9. Our plan worked great: minimal wait at the border, a nice lunch with my sister, and a lovely drive to the outskirts of Woodinville. We had hoped to run into the Burkholders, McDiarmids and Theroux, but unbeknownst to us their border crossing event turned out to be very lengthy, so no sign of them until the next day.



We didn't expect to hit Seattle rush hour this early, nor this far from downtown Seattle. What a grind to get to Bellevue. We finally pulled off for an early dinner before proceeding to the Larkspur, the official hotel of the ABFM, which turned out to be quite a pleasant place. We decided to forego the ABFM reception being held in downtown Bellevue, as neither one of us felt like going back into the car.

Saturday morning, after a quick wash, we drove to the Bellevue Community College Site and checked in. There were over 500 Brit cars and a good representation of Morgans. All pods were represented except the Island Pod. The swap meet section was also most interesting with a good selection of cars and parts, something Van Dusen seems to lack. It was not only great to meet our members, but to my surprise I also ran into some old motorcycle friends I hadn't seen in years.

After the judging was over, we headed over to Tim and Edie Johnson's place for a BBQ and refreshments where we found that Tim's other love is Porsches. Unfortunately we were heading home that evening, so we had to go a bit easy on the refreshments. Theroux, Burkholders, and McDiarmids joined us for a beautiful evening top-down drive home.

The mission Historic Races were on August 4 and 5. As in the past, a small all male Northern Pod group (Ron and Doug Theroux, John Rennie, Bob McDiarmid, and I) met for coffee at McDonalds and a drive through the Fraser Valley farm country, arriving in time for the first race of the day. Brian Thompson and Larry Emrick were already there with their Mogs plus a couple Mogs owned by nonmembers. Though not a large event, the mix of classes made for interesting racing. At noon the usual "parade lap" around the track was held but the pace car driver took his job very seriously.

I'd like to remind everyone again that 2009 marks Morgan Motor Company's 100th anniversary. This is going to be a big affair. Be thinking about your personal plans and also how we could celebrate as a club. If you have any suggestions, let me or your Pod Rep know. The Morgan website has an events calendar to jumpstart planning ([www.morgan-motor.co.uk](http://www.morgan-motor.co.uk)). You can sign up for email updates if you like.

In closing, just a word of caution about the oil you use in your old car. I read a lot about the reformulation of today's oils. Without question, motor oil has changed quite a bit over the last couple of years. Though not enough time or miles have passed to determine how serious a problem this is, there have been reports of premature camshaft failure. Don't continue with the same oil unless you are confident that it meets the requirements of old engines. Read the labels and become informed on the issue. Even though your oil may still go by the same name, the ingredients are probably not the same as a year or two ago. Investigate, check with a mechanic familiar with old cars and err on the safe side. Engine rebuilds are expensive!

# Join us on the Whistler Run 9/22-23

## 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](mailto: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 be 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 also be staying there as well!



## It's Time for a New Editor

### Steve Hutchens

After much thought I've decided it's time for me to hang up my hat as editor of the NWMogazine and pass the task on to another enthusiastic member. When the December issue is finished I will have served three years as editor, and now I'm preparing to begin a new car-related adventure.

Many of you know that I was enrolled in the professional auto body program at Bellingham Technical College for a bit over two years. I learned a lot but I wanted real shop experience. While BTC had an internship program, it concentrated on collision repair, not restoration, and it was meant for certificate candidates. I didn't fit on either count.

Now, thanks to a contact I made while at BTC, I will begin what amounts to an internship in an auto restoration shop in Burlington. Better yet, I'll be able to learn on our cars. In early November, I'll begin my first project, Celia's '66 Volvo 122-S; second will be our '61 DHC; third will be our '59 Plus 4 4-seater. This opportunity will help me practice new skills and make serious progress on my restorations. To make working at home more enjoyable during cool weather, I'm remodelling two bays of my shop to provide heated work space.

To say that this internship will be time consuming is an understatement. In order to free up time, I have resigned from part-time teaching at Western Washington University and am passing on the NWMogazine editor's position.

Let's explore what's involved in being the MOGNW editor. While you need a computer, any desktop publishing program will work (Word, Publisher, PageMaker, InDesign, or others) and web skills are a bonus. The NWMogazine begins with a format, your format. As Craig Ruions told me, "When you're the editor it's your baby and you can pretty much do it the way you want to." We have six issues/year (Jan., Mar., May, Jul., Sep., and Nov) and they should come out about the 10th of the month. I found that a laptop comes in handy when travelling

because most of the contact with others involved in the process is via email. Just find a WiFi spot and you're set.

Content dictates length, but it needs to be in multiples of four pages to facilitate printing. You dictate what is appropriate to include, then edit and proof as you feel necessary. The final product is emailed to U.S. and Canadian printers as a .pdf for copying and posted on the MOGNW website for member access. And you get a seat on the MOGNW board as a bonus!

Other systems could be developed, and there are opportunities for flexibility in accomplishing the task. Please call or email me with any questions you might have.

As I write this, Celia and I are travelling in our motorhome. In fact, part of this issue was done while we were in Jasper and Lake Louise. We plan to continue to be active in MOGNW with our '62 Plus 4 as this is truly a truly club and we enjoy the members a great deal.

## 1963 Morgan 4/4 For Sale

Series IV or V. VIN # B864. Runs great. 7,000 miles since 1987 restoration in the UK. 1340 cc Ford engine. Located in Port Townsend, WA. Asking \$20,000. Contact Ginny King, 360-385-2026 or [Gal4Fiber@cablespeed.com](mailto:Gal4Fiber@cablespeed.com).



# Meet the Mog 2000

Tom Henderson

In 2006 Mel and I set off on a cross country trip. During two months and 11,500 miles we had ample opportunity to wish that we had fuel injection and more power. Moggie would not idle above about 4,000' and would not climb long hills without downshifting from fifth to fourth and sometimes third. At highway speeds there was not enough acceleration left to readily pass large trucks.

We decided that something had to be done and I concluded that it would not involve the original Ford CVH engine. I considered a couple of alternatives and finally fell back on long years of experience with Hondas as being extremely reliable. So I acquired an engine and gearbox from a 2005 S2000, complete with the alternator, etc. The car only had 26,094 miles on it when it was totalled because of body damage, principally to the right rear. So Moggie's transformation to a Mog 2000 was underway.

Having acquired the engine and gearbox, I sought experience and professional help. I had information and advice from John Burks who had been there and done that in a much earlier Morgan. Thanks John! I also lined up professional help with motor mounts, prop shaft, exhaust system, plumbing and electrical systems. I had neither the expertise nor the equipment to handle these things.

Although I had purchased the engine in



The S2000 engine and gearbox on the shipping pallet

December of 2006, I didn't start the conversion until February of 2007. The Christmas holidays and a trip south caused the delay. I

pulled the original engine and gearbox at home and plan to keep them just in case I ever sell the car and the buyer wants it to be original. I also removed the gearbox cover, the prop shaft cover, the prop shaft and the seats. At that time the odometer showed 50,175 miles on Moggie.

Finally the day arrived for the Mog to be moved to the shop where the S2000 engine and gearbox would be installed. We loaded her onto a ramp truck and away she went. It



The CVH engine and Sierra gearbox and the speedo showing mileage

was a Friday and late in the afternoon, so work was set to begin on Monday. The basic installation was to be done at Chris Hoover Enterprises.

Chris separated the engine and gearbox, removed the exhaust system and a few other items. He found that the Honda gearbox is wider than the Ford, so he did some surgery on the firewall. Then we lowered the engine in and reconnected it to the gearbox just enough to see how things lined up. At this point Chris could determine how to construct the motor mounts and the rear gearbox mount.

At one point Chris had thought of routing the exhaust system under the engine and out the driver's side. We could now see that it would pass too close to the master cylinder, so the decision was made to go out the passenger's side. The Honda headers were going to be too difficult to alter for this route, so Chris ordered the parts to build stainless headers and collectors from scratch.

I purchased a plug-compatible and fully programmable ECU from AEM. I also replaced the mechanical speedometer and tachometer with new electronic units from VDO. Their Vision series look like the originals except that the needles are red.

As Mel and I left for Africa for five weeks Chris was looking at a week or two to finish his part of the project and flatbed the car to Mark Larsen's Import Auto Center. Mark had done the maintenance on our cars for many years and had a mechanic who was a Honda wiz and had done a lot of hotrod stuff as well. I had ordered the ECU to be shipped to Mark. I hoped that by the time we got back home on April 10th a lot of the plumbing and electrical would be done and we would be close to having her back on the road.

When we got home I called Chris. He answered his cell phone in Las Vegas. I finally saw him on April 16th and he had

hardly touched the car while we were gone. I did everything I could think of to keep him working on my car rather than other projects. He finally got tired of me bugging him and started really hitting it to get rid of me.

The position of the Honda motor mounts would put them over weak areas of the chassis, so Chris designed and fabricated a mounting system to compensate. It consists of steel plates and tubular members as shown below. The engine could then be lowered onto the mounts and the rear mount for the gearbox could be done.

I wanted the exhaust to be reasonably quiet without sacrificing too much performance, so I ordered a muffler from Never Rust in Pittsburgh. It is 4" round with internal baffles and is all stainless steel. It



The motor mount system



The engine mounted to the mounts is shown below with the two into one fitting welded to it. By this time the headers had been fabricated.

I set the new tach and speedo into the dash to see how they would look with the smaller original instruments. The originals have bevelled bezels and white pointers. The new instruments have flat bezels and red



The custom made baffled stainless steel muffler

pointers. Still, they look okay together.

The engine was removed to permit cleanup work on the firewall and inner valance and removal of the motor mount for powder coating. The motor mount can be seen more easily below. The plates at the front bolt to



The VDO Vision tach and speedo look fine with the smaller original instruments

the chassis where the original Ford mounts did. The plates at the back bolt to triangular plates that, in turn, bolt to the chassis where it meets the firewall. The cross members provide additional rigidity, as well as mounting points for the skid plates. Since the crank case is cast aluminum, it seemed advisable to provide some protection.

I had told Chris to forget about the gearbox and prop shaft tunnels (I had located someone else to do them) and concentrate on those things he had to do to get Moggie ready for the plumbing and electrical work. To his credit, he stuck with it and the end was in



The motor mount system



The skid plates

sight. It had been frustrating and had taken way too long and had required way too much of my time standing over him. However, I do have to admit that he did beautiful work, and his solutions to various problems were well thought out and executed. At long last we rolled the Mog out of his shop on May 22nd and transported it to Mark's shop.

The wizard in Mark's shop is Bill Duncan - a factory trained Honda technician. He first tackled the coolant plumbing and found that the stock S2000 radiator hoses would fit with a few modifications. The

lower hose must be cut a little shorter. For the upper hose to fit we removed the radiator and took it to a shop to have the top pipe replaced with one a little longer and at 45 degrees. We also had the shop solder a bung into the bottom tank to accept a stock Honda fan switch. Bill found a hose that looked like it was made specifically to connect the return line from the heater to the block. He mounted the original shutoff valve that controls flow to the heater and connected it to the block and the heater. He also found an appropriate place to drill and tap a hole for the temperature gauge sender. We used the original sender so the original gauge could be retained.

With coolant issues resolved, Bill turned to brake lines. Since the exhaust system switched sides, the brake lines would have to do the same. The brake pressure switch was mounted to the left inner valance and front lines went through it from the master cylinder. The rear brake line went from the master cylinder through the chassis (as it had done on the other side) and along the chassis rail to the rear. There it went back through the chassis and up to a steel tubular piece that crosses the back of the car above the drive shaft and battery. It followed that piece to the right side of the car, where it went back down and connected to the original flexible line. In this way it was protected and the lines that connect to the rear wheel cylinders could be left as they were. The brake lines were secured with line clamps with rubber grommets and with pop rivets.

While the car was in the air I took the opportunity to take a few photos.

Fuel lines were next. We used a Honda fuel filter and installed an MSD 2225 in-line fuel pump back near the tank. The feed and return lines we had installed during the original conversion to petrol were just fine and connected easily to the new pump and filter. I had received a gift certificate for a



The motor mounts and skid plates from the side

K&N air filter when I attended MOG 36 the prior year. Mark and I browsed the K&N web site and I ordered a SN-2620 filter. It is a conical shape with a 20 degree angle from the connection to the throttle body. Once



The gearbox mount



The exhaust system

installed it looked like it was made for this application.

While all this was going on, Mark's cousin, Joe, was making the gear box and drive shaft covers. Joe is a very talented sheet metal man. He first produced a template version using light sheet metal that he could easily trim and shape. When he had that version as we wanted it, he produced the final version out of sheet metal that is heavier than the originals. We opted to avoid bends that were too rounded as they would be much more difficult and therefore more costly. The new covers are flat on top

with tight radius edges. Joe also produced a 1/4" steel loop strap that is bolted to the chassis cross member where the seat belts attach. Should the drive line ever let go, that strap will keep the shaft from whipping all over the place and taking out body parts in the process. I still have to come up with some sort of cover for the gearbox tunnel, but that can wait. The leather that was on the original drive shaft cover will fit on the new one. Rather than cut an access hole in the tunnel to get at the zerks on the drive shaft, we opted to cut a hole in the floor boards and produce a simple metal plate that can be attached with screws and cover the hole. The competed tunnels were delivered on June 14th; the same day the plumbing was completed.

All that is left under the hood is installing the clutch reservoir, filling it and bleeding the clutch. The tunnels are being covered. I got a yard of Sunbrella and have covered the prop shaft tunnel. The gearbox tunnel cover pattern has been made and the cover has been cut out. I still have to produce boots for the shift lever and hand brake, and glue the

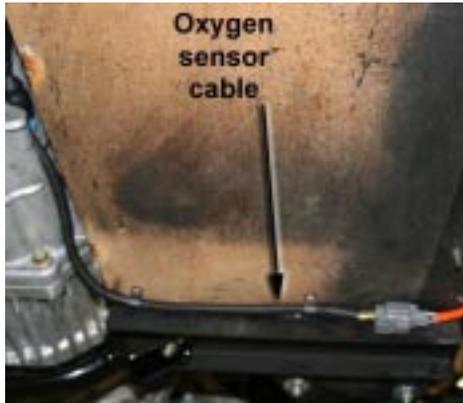


The new prop shaft with steel safety loop and access hole for zerks



The cover for the access hole - take out one screw and loosen the other cover in place. Some stitchery will be needed. I'll secure the boots with velcro. It won't be long now.

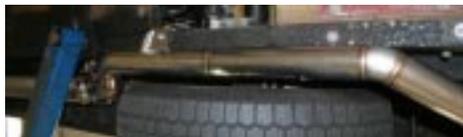
The work is complete and Moggie is on the road as of June 19th. She sounds wonderful and is very quick. I took her to an AEM dealer locally and had them fine tune the ECU. Then Wednesday afternoon I filled the tank on the way home. On Thursday we left home for the Devil's Punch Bowl weekend run and drove to Kelso, WA to meet up with a number of



The oxygen sensor cable is protected



The engine bay no longer has loose stuff laying around



The tail pipe is not going anywhere and there is plenty of clearance for the tire



Another stock Honda part - the fan switch



I won't win the Suzie Homemaker award, but it covers things

other Morgan owners. Friday morning we all took off on a 200 or so mile drive to Newport, OR. Heinz Stromquist had once again plotted a wonderful route over two-lane roads (and one that was so narrow that it didn't have a center line) that meandered up and down hill. The car ran brilliantly and cool as a cucumber. On Saturday morning we refuelled in Newport and had averaged 27.25 MPG.

Later that day we made our way to the Alpine Chalets where many of the gang were staying. I took Heinz for a brief, maximum acceleration drive. We rolled through the stop sign onto 101 in first gear and I floored it. At between 7,000 and 7,500 RPM I shifted into second and then into third. Heinz, who has a Plus 8, said there was no contest. I then took Craig Runions for the same drive. Craig was stunned and said that he had driven Heinz's Plus 8 and it WAS the fastest Morgan he had ever been in. He described the experience of the VTEC kicking in as visceral. You can both feel it and hear it.

I knew she would be fast, but I had no idea how fast. Amazing! I could not be happier with the outcome. I don't have a pattern for the bits that it took to pull this together, but I suspect patterns could be made of the engine and gearbox mounts. The headers would probably have to be custom made. She is not a MogVette, but she could be duplicated for less than half of the cost. I would be happy to help anyone who wanted to follow in her footsteps.

*[Editor's Note: Thanks, Tom, for sharing this wonderfully detailed article on the conversion process. If readers would like to see larger photos, they can be found on Tom's website: [www.tukatz.com/html/cars/moggie/engine\\_transplant.html](http://www.tukatz.com/html/cars/moggie/engine_transplant.html)]*



**Morgan Motor Co.**  
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## Eighteen Reasons to Love a Morgan

**Dave Doroghy**

I don't know what it is about old British cars that draws me towards them. Maybe it isn't the old British cars so much as what the cars represent: a simpler time. A time with fewer options, fewer decisions and less complexity. Modern cars, like modern lives, are too fast, too complicated and too confusing. They're mass-produced without personality and are loaded with so many options and gadgets that they make your head spin. Old British cars are quirky, moody and sometimes unreliable. Old British cars are like old British people - just plain interesting. Interesting and uncomplicated. Perhaps I can demonstrate my point best by pointing out eighteen reasons why I like my 1966 Morgan Plus Four more than my daily driver.



### 1) Satellites are for Astronauts

My daily driver has two radios: one that gets all 20 local stations, and another radio, which I think is hooked up to something happening in outer space. The outer space or satellite radio gets another 200 stations. I haven't figured out how to use either radio, or the tape player or CD. All I know is that no matter what is playing at the time, I always want to change it anyway.

My Morgan has no radio. This, I found, has forced me to pay attention to something called - driving. It also encourages conversations with my passenger. Fewer choices can be good.

### 2) I'll Seat Myself Please

My daily driver has adjustable electric seats that, through a complex programmable on-board computer, memorize unique settings for three different people. When I put the key in the ignition, the steering wheel adjusts itself, something called the lumbar pushes my back forward, and the seat swings up and down and forward and back and all over the place. The car makes a big fuss every time I get in.

My Morgan's seats do not adjust to me. I adjust to the seats.

### 3) Identity Crisis

My daily driver looks good. But it looks like every other car. My Morgan looks fantastic. Peter Morgan understood the importance of lines in a car. It's elegant, sleek and sexy. The Morgan's design is all about fashion and not function. And it is

oh so British! Every time I start the engine, I can swear that I hear Big Ben clanging its bells in the background. When I drive down the street I always get a second look.

### 4) A Colourful Personality

My daily driver is black.

My Morgan is British Racing Green. Need I say more? Imagine a colour being named after a motor sport!

### 5) Swarmed by Switches

My daily driver has too many buttons, dials and switches on the dash - forty-one altogether! That's too many controls. What does it think it is, a 747? Some of the controls, like the windshield wipers (10 settings) and air conditioning (30 settings) are variable, with several settings. Just for fun, I factored the variable control settings into the equation and found out that when I get into my car I have over 260 settings and options controlled by the 41 switches.

My Morgan has 9 buttons, dials and switches. Two of them don't work, and then there is one that I am not even sure what it

does. Other than the turn signal, which has two options, right and left, all of the rest of the dials and switches are single-option, like the windshield wipers, which are either on or off.

### 6) Parking Schmarking

My daily driver is easy to park.

I always enjoyed arm wrestling as a kid and now I get to do it again. My Morgan's manual steering is both a character builder and body builder. Sometimes I will purposely pass by and dismiss a tight parallel parking spot because I can't muster the

strength to negotiate the tight fit. I think parallel parking is over-rated anyway.

### 7) A Paper-Thin Veneer

My daily driver has real wood grain accenting the interior dash and on limited areas of the interior doors. When I watched my mechanic once remove the dash to install a CD player, I was disappointed to see that the wood was nothing more than a paper-thin veneer.

My Morgan's dash is mounted on a half-inch-thick piece of solid wood. I'm not even sure what type of wood it is, but I am sure some Morgan enthusiast will read this article and let me know.

### 8) Deep Knee Bends are Good for You

My daily driver is easy to get in and out of.

If you want to stay in shape, deep knee bends are great. OK, my Morgan is a pain to get in and out of. I won't romanticize this one, but I have to admit it is pretty cool to be able to stick your hand out of the door and touch the road.

### 9) A Muffler is a Winter Scarf

My daily driver is quiet to drive.

My Morgan is as noisy as all getout. Driving it is a celebration, and most celebrations are noisy. People hear me when the car is coming and they hear me when the car is going. And what a distinctively beautiful sound that four-cylinder Triumph engine makes.

Continued on page 8

## Eighteen Reasons - Continued from page 7

### 10) An Inconvenient Truthful Smell

My daily driver creates low gas emissions and burns fuel very cleanly.

My Morgan's exhaust really smells like fuel. If I am going to pay \$1.25 a litre for gas, I want to enjoy every aspect of it. Including its smell.

### 11) Rise and Shine

My daily driver takes about 20 minutes to wash. It's a bit of chore.

Washing my Morgan is a pleasure. It's like dusting. Or like shining your shoes. The car is small and naturally attracts a shine.

### 12) Zen and the Art of Driving

When I am "driving" my daily driver, I am distracted by the radio, the cup of coffee I'm drinking, and the 41 dials and knobs on the dash. At the same time I am being distracted from driving by these diversions, I am also probably trying to make a phone call on my mobile. Sometimes driving is secondary in my newer car.

My Morgan requires you to live totally in the driving moment. A fellow Morgan owner told me to always keep both hands on the wheel and to PAY ATTENTION. No coffee, no music, no phones. Enough can't be said about the Zen of being in the moment and being at one with your car.

### 13) Shocking Absorbers

My daily driver gives a smooth ride.

My Morgan gives a bouncy, entertaining, noisy and rough ride. Any shocks the car has have stopped absorbing years ago. Let's just say, if I drive over a cigarette butt in the parking lot I can tell if it is plain or filter.

### 14) Speed Appreciation

In my daily driver, as I accelerate from 70 m.p.h. to 80 m.p.h. and to 90 m.p.h., it is a surreal, non-participatory experience. It is kind of like hitting fast-forward on a DVD and watching images on the screen speed by more and more quickly. It is actually quite

dangerous, because you feel invulnerable inside of two tons of steel.

I got my Morgan up to 70 or 80 miles an hour (I can't really tell because the speedometer needle is so unsteady) the other day for the first time. It shook the heeby-jeebies out of me. The shake, rattle and roll had me hanging on for dear life. It was so noisy it sounded as if a jet had landed on my head. I had a bug fly into my left eye and I had to slow down. Now that's appreciating the true meaning of speed.

### 15) My Cup-holder Runneth Over

My daily driver has four cup-holders.

I don't drink coffee while driving my Morgan. But if I did, the person sitting beside me would be my cup-holder.

### 16) I'm choked

Where's the choke on my daily driver? It doesn't have one.

When and why did they do away with chokes? Chokes are great; they make you feel like you are prepping and fine-tuning the engine before you head out. I have to leave my choke out for at least a minute before I move my Morgan. That extra minute allows me time to reflect on where I am going, ease into the driving experience, and listen to the sweet sound of that Triumph engine awaken from its slumber and jump into action.

### 17) Fasten Your Seat Belt

My daily driver makes a huge fuss if I forget to fasten my seat belt. To say that it "reminds" me to fasten up is putting it mildly. It nags me. Not only does it nag me, it keeps on nagging me. Ding ding ding ! Buckle up ! Ding Ding Ding ! Buckle up ! Like a nagging cow. Every time I hear that bell ring all I can think of is GO AWAY

My Morgan has no seat belts.

### 18) Morgans Just Look so Great Parked in Front of the Sylvia Hotel

When I park my daily driver in front of the Sylvia Hotel it just looks like another car illegally parked in a tow-away zone.

Check out the picture at the top of this article - worth a thousand words.

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## A Bit of Morgan Humor

### From a non-automotive online discussion forum frequented by Craig Runions

How many (insert Morgan owners) does it take to change a light bulb?

- 1 to change the light bulb, and to post that it has been changed.
- 14 to share similar experiences at changing light bulbs, and how said light bulb could have been changed differently.
- 7 to caution about all the possible dangers of changing lightbulbs.
- 6 to argue over whether it is a "lightbulb" or a "light bulb," and another 6 to condemn those 6 as being stupid.
- 2 industry pros to inform the group that the proper term is "lamp."
- 16 know-it-all who claim they are in the industry, and that "light bulb" is perfectly correct.
- 19 to post that this forum is not about light bulbs, and to please take this discussion to a light bulb forum.
- 11 to defend the posting to this forum, saying that we all use light bulbs, therefore the post is indeed relevant to this forum.
- 36 to debate which method of changing light bulbs is superior, where to buy these bulbs, what brand works best for this technique, and what brands are faulty.

- 5 people to post pics of their own light bulbs.
- 15 people to post "I can't see the !@#^%\$ light bulb."
- 7 people to post URL's where one can see examples of light bulbs.
- 4 to post that the URL's were posted incorrectly, and then post the corrections.
- 13 to link all posts to date, quote them in their entirety, including all headers and signatures, and add "Me Too."
- 5 posts to the group that they will no longer post because they cannot handle the light bulb controversy.
- 4 to say "didn't we go through this a short time ago?"
- 13 to say "do a search on light bulbs before posting a question on light bulbs."
- 1 to bring politics into the discussion, by adding that the current transportation secretary is not the brightest bulb.
- 4 more to get into personal attacks over their political views.
- 1 moderator to lock the light bulb thread.
- 1 forum lurker to post to the original thread 6 whole months from now, and start it all over again.

# The Splendours of Pender

Hal Irwin

It seemed fortuitous that we had picked Friday the 17th of August for our junket in that Friday is the best day to be able to take a ferry directly from Swartz Bay to Otter Bay at a reasonable time in the morning, and to return on a nonstop ferry late in the afternoon.

The ferry left at 8:30 am and we arrived on Pender at 9:10. We took a delightful drive to Hope Bay. Hope Bay is a true gem. At the beginning of the 20th century, Hope Bay was the main community on the Penders, and the port for the weekly ship that brought mail and other provisions. The village store has since burned down, but a number of community-minded folks have kicked in and built a spiffy new building. It contains a restaurant, and half-a-dozen boutiques.

We arrived there around 10 am, just in time for coffee and goodies. The scones at



the restaurant are without a doubt the best we have ever tasted. After hitting the boutiques (where it was really easy to be separated from some cash) we got back into our cars and meandered through the central portion of North Pender to the one-way bridge that separates the two Penders. Once on South Pender we drove the length of the island to Gowland Point, the most southerly point. The view from there looks over Boundary Pass to the American San Juan Islands and was spectacular.

After a wander on the beach, we doubled back to Poets Cove (known until recently as Bedwell Harbour). For those not famil-

iar, Poets Cove is the granddaddy of all resorts. It's a first class development and the "jewel" of the Gulf Islands. It has a hotel with two swimming pools, numerous cottages and townhouses, Canadian Customs, sea planes coming and going, and a large marina. We had lunch at the hotel and the food was excellent. We then "walked the docks" to wear off some lunch and some fine local refreshments. A leisurely return drive got us back to catch the ferry at Otter Bay on time.

# Another Cam Killed (Part II)

Win Muehling

In the last NWMogazine you read about my woes with our 1966 Plus 4 which started to make unpleasant sounds following 1 1/2 hours stuck in Seattle rush hour traffic.

Diagnosis prior to tear-down pointed to cam wear, possibly due to the reduction of ZDDP in today's oil.

Was it the oil? To make a long story short, the answer appears to be "No." I don't believe it was an oil quality problem in my case. It was more likely due to minimal lubrication of the valve gear while the engine was idling. Not only does oil lubricate, but it also has a cooling effect, and at idle the rocker gear and valve springs get very little in the way of cooling oil mist.

The tear-down revealed a broken valve spring and really badly worn rocker arm pads. Although there was no apparent wear on the cam or followers, examination of the cam did reveal some deep pitting in one of the lobes which quite possibly could have led to a failure down the road. Whether this was wear or a manufacturing defect was hard to tell. The cam followers were found to be in good condition.

Of course once one looks inside an engine, there is always something else that needs attention. In this case, exhaust valve guides and three exhaust valve seats were marginal and prudence dictated replacement. The valve stems were also scuffed badly.

Thank goodness for knowledgeable friends with machine shops. My friend Dave Smith turned up some new cast iron valve guides while we waited for the new exhaust valve seats to arrive from British Parts Northwest. Unfortunately, the seats they supplied were not a direct fit after the old seats were popped

out. Dave had to make a jig in order turn them down by about 8 thousandths. After refitting the three worn seats, we decided, what the heck, we might as well replace the 4th one as well since I had ordered four new seats. To our surprise, when we popped it out we found that it had been replaced with an over-

sized seat and the new seat was too small in diameter! No problem. Dave made a seat from scratch rather than trying to source one that fit.

Most of my rocker arms cleaned up, but I ended up replacing two with a couple from a used rocker shaft assembly I found on e-bay. The pads were good but the bushes needed replacing. I had ordered two new bushes, thinking that there would be two sets to do two rocker arms, but it turns out

they sell them individually, so I was short two. I managed to find some locally at about \$6.00 a pair (not cheap)! Installing and reaming them to size was quite strait forward.

Rather than install the repaired original cam, I opted for a new Piper BP270 cam, slightly more aggressive than what the cam it replaced. Again, this was pretty straightforward to put together even for a guy like me. The only tricky part was timing the distributor which had been fitted with a Pertronix unit (replacing the original points system) which made it impossible to do accurate static timing. Firing the engine for the first time was rather nerve wracking, especially since you don't want to run the engine much under 2000 RPM for the first 20 minutes.

It is quite amazing the difference the cam makes. The engine sounds totally different now and it is much more willing to rev at higher RPM, but with some loss of low-end power. A carb check (via on board exhaust gas analyser) indicates that the engine is now running too lean and requires some tuning and possibly re-jetting. The engine does purr nicely now, with tappet noises virtually gone now.



# Morgan Suspension - The Front

Richard Rogers, Australia

A ramble ...

I was very lucky to find my distinctive low mileage 4/4 4 seater and the previous owner had obviously looked after it religiously. However, this being my first Morgan, the daily drive to work in Sydney traffic and on Sydney's less than perfect road surfaces meant more frequent visits to the dentist and chiropractor. I'm used to many different cars with many different suspension settings, but the Morgan definitely felt vintage with a capital V and the rigid almost nonexistent shock absorbing was not in my comfort zone. The firm front and rear shock absorbers would, in my opinion, be great for smooth European roads or racetracks but Sydney? No way.

I spend a lot of time with computers and on the Internet in my job and soon found a few international web forums for Morgan's. There were quite a few discussions regarding suspension on Morgan's with many different suggestions regarding modifications. I generally subscribe to the KISS principle (Keep It Simple, Stupid) and didn't want to detract too much from what makes a Morgan a Morgan so was encouraged by reports from the US and UK on Rutherford AVO adjustable shock absorbers that had been specifically designed for Morgan's. I also decided to strip down the front suspension and check out the infamous kingpins with remote oiler. So, after finding all the parts that seemed to explode and disappear all around my workshop while dismantling, it was off to the legendary Ken Ward with my stub axles to have the bronze bushes replaced and to put some new king pins in. Inspection of the old king pins showed that they were almost perfect except at the bottom where rust had eaten into them, which had subsequently eroded the lower bronze bush.

While the stub axles were at Ken's I started scratching my head trying to work out exactly what this strange remote oiler thingy was and how it worked. I finally worked out that operation of a small foot pedal switch on the firewall fed engine oil to the top of the kingpin. Wow, what an ingenious idea I thought and a great little gadget. Then I thought about it a bit longer and reasoned, why would I want to do that? I'm squirting used engine oil, which after a few thousand kilometers may contain all sorts of contaminants, into the top of the front suspension that is supposed to be lubricated regularly with grease, which would be diluted and washed away by the oil. There was much debate on the internet forums regarding this little gadget and using the reasoning above I decided to pull it all out, wrap it up and put it all in a cupboard for Ron (much later Ron, if I ever sell the car). I may be wrong and it may serve a more useful purpose other than liberally coating the garage with oil but after 50,000 kms without it I don't think so.

I then had a look at the bottom of the suspension where all the wear had occurred and considered sealing it from the elements in some way. I found an article on the internet by Cuthbert Twillie that explained how to make some leather gaiters with Velcro strips that could be wrapped around the lower spring to protect the exposed area of the kingpin. Again I thought what a clever and simple idea ... but I didn't have any suitable leather and Velcro. What I did have was some length of expandable plastic heater ducting that I had left over from another project. The inside diameter was just the right size to comfortably fit over the lower spring like a sleeve.

Once Ken had finished reaming and honing my new bushes I started reassembly. Unfortunately, I was blissfully and naively unaware of a simple 'special tool' called a Montana Kingpin Locator (I have absolutely no idea why it's called that) which makes this job a whole lot easier and safer to do. It's simply a

length of ½" 16 BSF threaded rod 6" long with a hexagonal nut on it and two flats filed on the top. John Mott sent me the dimensions and details on how to make one. But I didn't know about this at the time, so I struggled dangerously and precariously with trolley jack, bottle jack, screwdrivers and pry bars. The job was made more difficult by my desire to cover the lower spring with the expandable plastic heater duct. Eventually and after many tools being unceremoniously hurled around the garage, numerous mugs of tea and lots of new swear words, the kingpin was located and bolted up. Now for the new AVO shock absorbers.

These AVO's, because they are adjustable, have a knurled knob on the outside of them to allow you to vary the damping rate. Obviously there are two ways you can put them on the car, either facing the outside of the car which makes it a little more difficult to turn the knob, or facing the inside which slightly shrouds the grease nipple (or zerk as they call it in the US). I opted for facing the outside as it doesn't foul on anything and once set you don't usually need to adjust again, unlike the regular need to access the grease nipple.

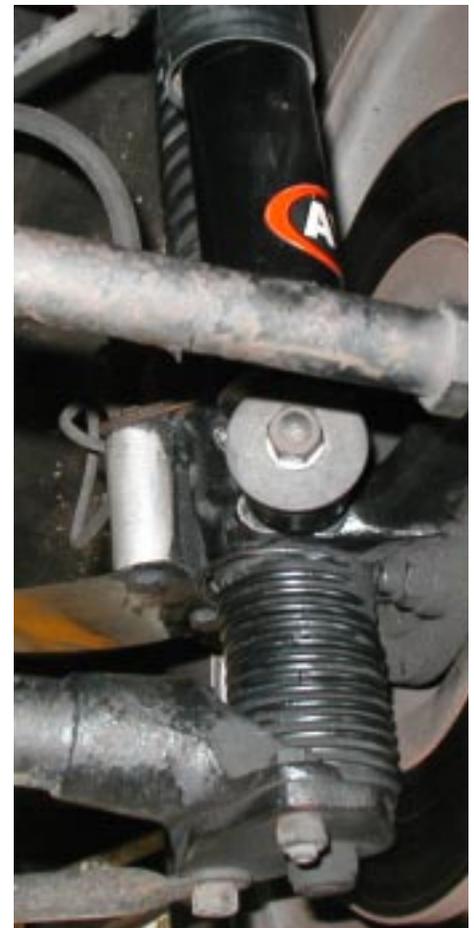
Finished at last! After application of copious amounts of grease and lifting the top spring while greasing to supply more grease under the damper blade mounting she was ready for testing.

I adjusted the AVO's to the second lowest setting as recommended and set off on my favourite bouncy, pitted, badly maintained local road. What a transformation! Instead of the front of the car launching and jumping over the tarmac the front of the car stayed on the road! My daily 120 km round trip into Sydney was much improved, but there was still the rear suspension.

As most Morgan people know the 4 seater has 7 leaf springs rather than the usual 6 or 5, so this coupled with the lever arm rear shock absorbers makes for a considerably hard ride under your bum.

As my daily drive encompasses Pitt Town Road and other small roads around the almost, if not, bankrupt Hawkesbury Council area the surface of this road reminds me of my early days driving up and down a cobbled Guildford High Street in the UK.

So the real reason for this ramble and lead up is to tell you of my conversion to telescopic shock absorbers on the back. But I've run out of room, so if Steve will allow me I'll continue this ramble next month.



# Factory Visit

**Colin Jones, submitted by Bill Button from an email dated August 6, 2007 (no indication of date of visit)**

Well as you have read already Geoff T. and I arranged to meet up at the factory yesterday with John Bellenger owner of Allon White Sports Cars.

John was in a meeting when we arrived and we were a little early anyway so Geoff and I started with a wander around the dispatch shop and had a good look at three or four Trads awaiting delivery and four Aeros to America and two series 3s. All very splendid and a good start to the day, especially as we had Dixon Smith to ourselves for half an hour for a chat. What a super guy he is.

We hooked up with John and started, as one does, in the chassis erecting shop. Given this was day one of return to work after the summer holiday it was certainly a hive of activity with the usual chassis tubs all over the place (Aero) and about four Trad chassis in build on the trestles. We approached a very helpful worker who seemed really willing to have a run through of the chassis developments. He showed us the revised rear suspension, currently on the Roadster and the Four-seater and going across the range as a "running change." Pictures are in Miscellany for those that get it but basically a more harmonised four leaf rear spring is married to Bilstein shock absorber (damper) with built-in bump rubbers.

Those who have a motor sport heritage will recognise the name of Bilstein and it's great to see this fine brand on the cars. Sadly, the MMC has taken the decision to source a cheaper unit and will run them out as soon as a source is secured. I tried to get a pair secreted under a desk for mine next year but to no avail. A pity that the cost demon is raising its head again. When will a manufacturer learn that sometimes customers are willing to pay the extra £X cost differential for a quality component?

Anyway, I managed to see the latest kingpins and although the production guys did not know if they were hardchrome or stainless (they suspected the latter) they did pull a pin for me so I could confirm that they are using the spiral groove phosphor bronze bushes and that the top greaser in the pins does have a central drilling that communicates with an annular grease distribution groove and a cross drilled shaft.

The guy was saying that they reverted to this style as there had been lots of trouble with the blue Devols in "low mileage and badly maintained" cars where they were sticking, noisy and wearing. We talked through gaiters, etc., and there was a meeting of minds on the best fixes. What he said registered that they had been fitting the new design for well over a year now and there had never been one back for a problem. The factory "hacks" had this system on and there was no sign of wear at all. Good news all round.

We saw the new USA V6 in build and another good point was that to my eyes at least the footwells on the Trads seem a little wider as the central tunnel is now a three-piece affair and much narrower to the gearbox. The gearbox cross member is now bolted on, which is good news as the oil drain plug is right in the centre of the cross member!

Moving on to the body erecting area, the news in here is the use of a bolted bulkhead (instead of welded). I only saw them in part build, but there were several stainless cuttings around and they looked as usual. Maybe the new bulkhead is another "rolling change?"

The wood shop was very interesting and we saw an Aero dash upper mould being hand shaped with a spokeshave, all by eye and feel of course and the new vacuum forming table for

the Four-seater centre console. The wood trim is made of several layers of ash, laminated on formers after being steamed and then vacuum formed in large, well, what can only be described as plastic bags. We saw the pallets of before and afters and the end result is very impressive.

On past paint and into trim and Geoff was in his element here. I thought we might have to phone Hedda to come and get him but he was only chatting up the girls on the sewing machines for cloth samples. What was so refreshing was how generous they were with their time and samples. One guy went up to the stores and got Geoff leather samples in every shade of the colours he was considering. Now that's helpful.

Geoff could tell you more but after he had decided on his ... "this is it, that's the colour I want ... Oh, but look at that, that's nice also" for about the fourth time (the staff there all had a knowing smile as they must hear this every day), we saw the cars in the final stages of trim and preparation.

We had a very helpful meeting with the Marketing Director, Matthew Parkin. He and I had both worked for years together at Volvo but never met, as is the way of things when you are both at different locations. We have spoken on the phone (Volvo and Morgan) but it was good to finally shake hands. We learnt that many of the enhancements for the Roadster will bleed over to all Trads over the coming months.

As you would expect with a Morgan, no fixed dates for anything. More a case of supply and need, but later this year, stated as "November ... ish" the new dash will appear across the range, the rear suspension will be standardised and the steering rack mounting will be modified (lowered) soon to improve bump steer. There is a move to a different lower cowl and a deeper aluminium radiator coming but no dates for this yet.

On the radio issue, Matthew confirmed that the fixing kit, etc., is now only £100 or so below the full radio/CD installation. As he said, it's just as easy for them to do the whole job and it's priced to encourage customers to take that option ... one I am certainly now going to go with. I asked him to consider models (Blaupunkt is being used still) that will take a remote control as a safety feature, maybe even supply them as an option. Time will tell if this is taken on board.

All in all, a wonderful day, a great lunch courtesy of John Bellenger, the sun was splitting the paving slabs, Morgans everywhere, Geoff doing his best impression of a fabric sample gatherer (they even gave him paint sample plates) - no one could have done more. The staff at MMC were bubbly. You could feel the enthusiasm throughout the plant. There were queues of people arriving to look, road test, enquire. I have been about eight or nine times to the factory over the last six years and have never seen the place "buzzing" like this, it was infectious and bodes very well for the future. The best news of the day though came from Matthew when he said this year's sales to date were about 480 units. That's good news for every enthusiast and it showed in the staff there.



**Panel Craft**  
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6084 196 Street  
Langley, BC  
604-530-1433  
www.panelcraft.ca

# 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**

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 w/Duffy Lake Road option	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

## Midland Pod in Carnation

Bill Button Photos



## Southern Pod Report

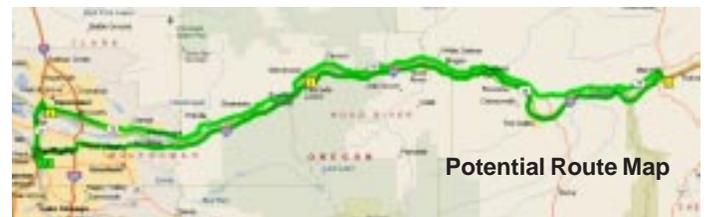
Wayne Harris

Alas, summer is almost over. Autumn will still give us time to drive, but hints of foul weather have already arrived.

The MOGNW Wine Tour was held over the August 18 - 19 weekend with 21 in attendance. We had a surprise visitor, Robert Couch took time from his busy week of fishing the Metolius and Santiam rivers to take part in the tour. A full report of the tour is in another part of the NWMogazine. The weather was dry for two thirds of the weekend, but Sunday morning while we breakfasted at the Hotel Oregon and later as we visited the Evergreen Air Museum and the Spruce Goose, it RAINED. Oh well, it is Oregon, you know.

As you are reading this, the Portland ABFM will already be history, but news of it will have to await the next issue. Our after meet dinner is being hosted by Jay Brandon. Jay, you may remember, was owner of the Horse Brass Pub in Portland in the mid-70s and was instrumental in founding MOGNW.

Dave and Cindy Henschell are organizing a drive and visit to the Maryhill Museum Concours and Maryhill Loops Hillclimb. This will be the weekend of September 29-30. As the plans develop, notice will be sent by email. This could become a new Southern Pod event.



Talk about a busy summer, Dick and Ann Tilden have just completed their year long efforts in chairing the annual Rolls Royce Owners Club conference at Skamania Lodge. A monumental task by MOGNW members. Dick and his son Dan will be seen on the track at Portland ABFM in their Formula Vees. Way to go!

# Morgans Over America V

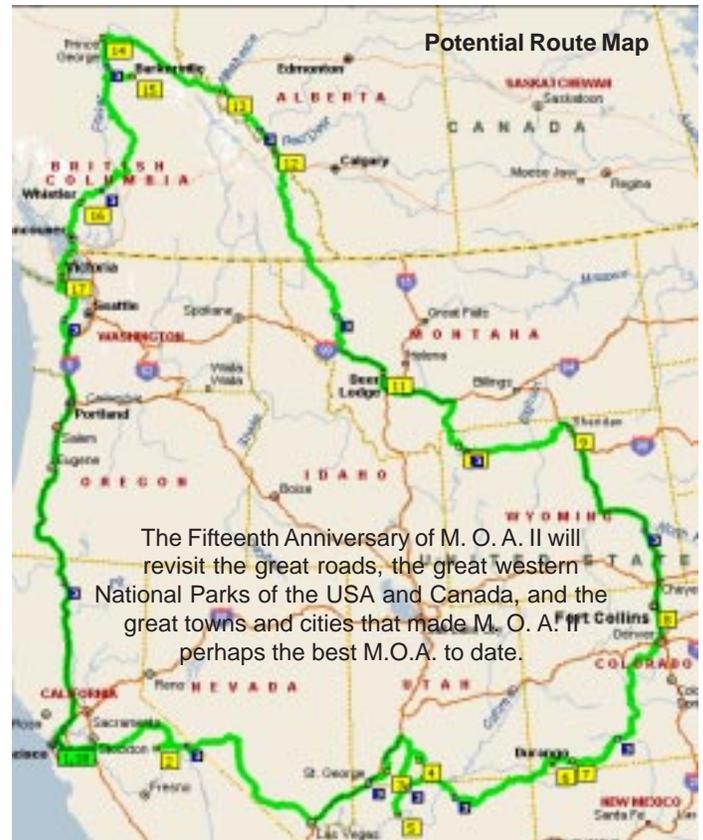
Ken Miles

M.O.A. V will take place mid-August to mid-September in 2010 and will be limited to approximately 24 cars. The planning and organization of M.O.A. V has been passed to Ken and Pat Miles of M.O.A. II, III, and IV experience.

Starting from San Francisco, we will head east to Yosemite National Park, and then into Utah where we will tour both Bryce Canyon and Zion National Parks. Continuing east, we will visit the Northern Rim of the Grand Canyon before touring Mesa Verde National Park. Heading north through Colorado, we will pass through Durango on the way to Rocky Mountain National Park, then proceed to that famous battle site of the 7th Calvary near Crow Agency, MT, where we will hear guides who might change our minds as to who won that famous battle. Heading west we will visit Yellowstone National Park and then head north to Deer Lodge, Montana. From here we will head north-west into Canada where we will visit the first and only fort built by the N.W.M.P. (the original R.C.M.P) in British Columbia. Heading north and east from here we will tour Banff National Park and Lake Louise before proceeding north to Jasper via the Icefields Parkway. From Jasper, we will drive west to Prince George then south to the old mining town of Barkerville to allow us to do some panning for gold. Next on the route is Whistler before we catch a ferry to Vancouver Island for a visit to Victoria. From Victoria we ferry back to the US and drive Hwy 101 down the coast all the way through the Avenue of the Giants redwoods to San Francisco. The trip will be 32 to 35 days and cover approximately 6,000 miles with an average of just over two hundred. There will be several two day stops.

If you are interested, please contact Ken and Pat via email at

kengmiles@shaw.ca or via snail mail at 15410 Kildare Dr., Surrey, BC., V3S 6B9, Canada, to get your name on the list early. There will no financial commitment until February 2009.



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 '54 **JAGUAR** XK120 // SALE PENDING

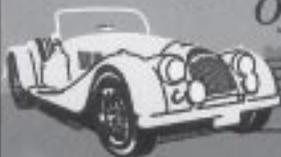
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This jacket, new to our line of regalia and available only in light blue, is becoming a MOGNW favourite. It joins the unisex-sized fleece jacket, now available in heather and navy, as a best seller.

## Welcome Our New Members!

Laverne Barnes &  
Malcolm Sparrow  
2087 Quilchena Crescent  
Vancouver, V6M 1E2  
Home: 604-266-4885  
Work: 604-253-5101  
Cell: 604-818-3642  
barnesparrow@shaw.ca  
1994 Plus 4 (2.0 Litre  
Rover), Corsa Red  
Chassis #T8885

Eric & Andrea Thomsen  
6260 49th Ave

Delta, BC V4K 4S5  
Home: 604-940-4406  
Cell: 604-230-4075  
aethomsen@dccnet.com  
1970 4/4 2-Seater, Green  
1.6 Litre, Chassis #B2089

Fred & Jeannette Winterburn  
RR # 3  
Ripley, Ontario, N0G 2R0  
Home: 519-395-3483  
forjwinterburn@hurontel.on.ca  
1956 Plus 4 Roadster, Red  
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Ladies Tank Top: \$18  
MOGNW Cap: \$10  
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MOGNW Lapel Pin: \$2  
Lid Latch (a cord with two  
clips to secure your cap  
with the top down): \$2

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