

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

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

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

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

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

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

Electric Stub Axle Greaser Bill Button

Things are changing on Morgan front suspension greasing:

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

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

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

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

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



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

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

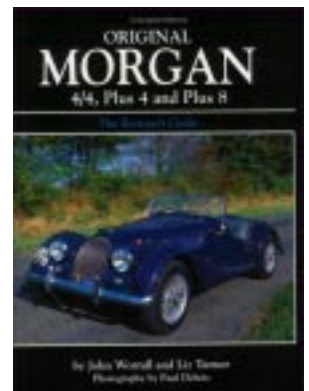
Next issue: A reprint of an article by the late Bob Nelson on this topic.

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

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

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

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



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

WRITE A BOOK REVIEW

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