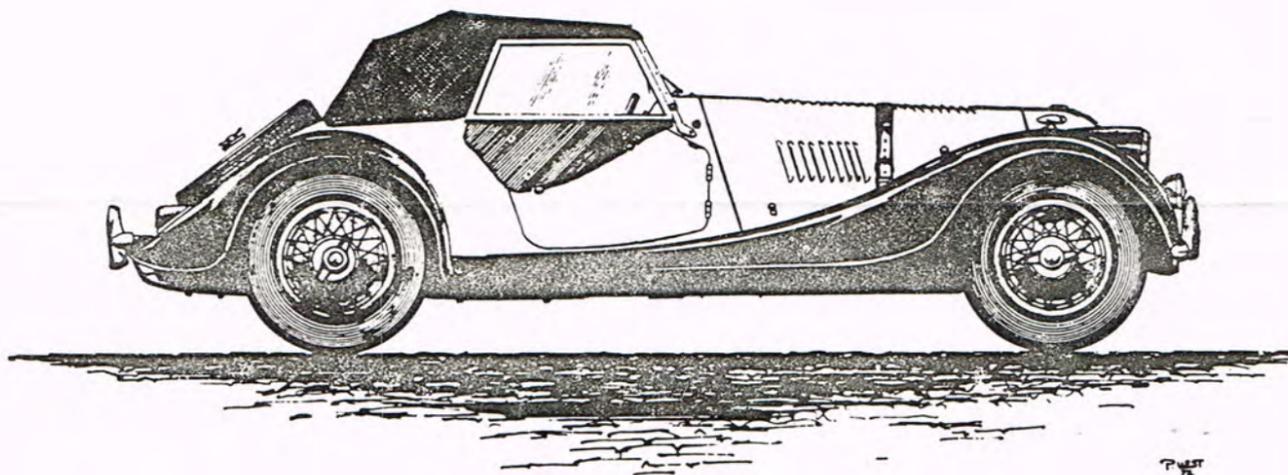




NOVEMBER



**OWNER'S
GROUP
NORTHWEST**

October 31, 1982. Where were you ? Some of us had a very enjoyable drive up the Columbia Gorge Scenic Highway. The trees were showing their fantastic fall colors. The rain held off until lunch time. Had you been with us, you would have seen five Morgans and one each of the following in order of size: Fiesta, Volvo, Chevy Suburban. The Morgans attending were: Davy & Tricia Crockett's 4/4 (no top or sidecurtains with car-Spirit +, Mrs. Crockett found alternate transport on the return journey - lost her +, rain); Roscoe Nelson's +4 (top down - that's the Spirit) keep parking on the hills Roscoe; Earl & V'Anne Didzun's +4 DHC (top $\frac{1}{2}$ open, looks good but only qualifies as $\frac{1}{2}$ Spirit); Paul & Betty Newman's 4/4 (top & sidecurtains, warm and cozy); Dwight & Meredith Smith's 4/4 (top & sidecurtains also warm and cozy). Also in attendance: Doug & Lilo Barofsky and family and dog, John Batters, Jim & Lovetta Henry and family. We had a good lunch at Multnomah Falls Lodge. There was a good turn out, good fun, good people (of course). Join us next time won't you.

The December meeting will be held in conjunction with the Christmas dinner, which will be at 8 pm at Morgans Corner. It will be potluck. Lilo Barofsky and Meredith Smith will be contacting people as to the dish that they might bring. If you have any questions, you may call Lilo at 645-4292 or Meredith at 642-1775.

David Lett of Eryie Vinyards, along with several of the other vintners in his area, are having open house November 26, 27, and 28. He has invited any member who wishes to come and join the activities. The address is 935 E. 10th St. McMinnville. Business phone 472-6315 for information. Prior arrangements are not necessary.

Fred Bowman won the first trivia question contest with his answer to "What does H.F.S. stand for in the name H.F.S. Morgan?" Answer Henry Fredrick Stanley. That earned him the prize of a Morgan poster.

Now for this months question: The first Morgan possessed an engine made by a) Anzani, b) Panhard, c) Peugeot.

Be sure to bring your answer to the trivia question to the dinner December 4, 8 pm MST at Morgans Corner Resturant.

YA'LL COME NOW HERE !!!!!!!

Genuine Auto Leather — "The King of Fabrics"

Leather is the end product of raw animal hides which have undergone an extensive and complex process of curing, treating, and tanning.

In the years past, working with leather posed exceptional problems for the craftsman. Leather was stiffer, not as pliable, and not of uniform thickness like that of today. In the earlier carriage trade, upholstery men had their own "secret" methods of working with leather. With modern tanning methods, leather elasticity has been greatly improved making it easier to work with.

Although fundamental chemical reactions in leather tanning are the same today as they were hundreds of years ago, many methods used today are quite different than they were even ten years ago. These newer methods induce flexibility and other properties that are supposed to protect the leather from the elements, such as the sun and moisture. The end result is richer and more beautiful than any other upholstery material.

Leather is omni-directional. In other words, it can be stretched and tailored in all directions due to its unique fiber mass. As a natural product, it is made up of elastic fibers that stretch evenly in all directions, this function having been enhanced by more improved tanning methods.

THE TANNING PROCESS

Raw hides are cured in a brine solution by the meat packer, and then are packed in heavy rock salt before shipment to the tanneries.

At the tannery, the hides go through an extensive process of trimming and sorting, soaking to remove salt, a series of operations to remove excess flesh from the inner portion of the hide, hair removal, and pickling which transfers the hide to an acid environment. These processes precede the actual tanning of the leather which is quite complex, but consists primarily of immersing the hide in a solution of chromium sulphate which converts the hide into a stable product, no longer susceptible to putrefaction or rotting.

After removing the alkali, in order to acidify the hide, it now becomes necessary to add another alkali (sodium bicarbonate) in order to reduce acidity, quite a complex matter and seeming contradiction. The hide is drained and then goes through a wringing machine to remove more moisture. It then goes through a splitting machine, which splits the leather into various thicknesses, depending on its use. For example, automotive leather is split so the finished leather is thicker than furniture leather. The inner portions of the hide are used for suede.

The split hide goes through a retanning process where vegetable extracts are added to impart solidity and body to the product so that the consistency remains uniform throughout the hide.

The next process is the addition of oils which contribute to enhancement of tensile strength and also enables one hide to slide over another without sticking to it. This process is known as "fatliquoring." Next, after a process of drying and stretching, conditioning and buffing (to remove natural blemishes) the hide is ready for dyeing and finishing.

Dyeing is accomplished by either of two methods neither of which is the commonly referred to vat dyeing method. The concept of the leather being immersed in a vat of dye coloring is erroneous. Hides that show the color on both sides are passed through a flow-coating machine conveyor. The dye is placed in a reservoir and pours over and under the hide into a bed as it goes through the rollers of the conveyor. The other method, spray dyeing, usually coats only the conditioned and buffed side. This is done by either hand or rotary spray guns which cover the complete hide evenly and consistently. Water emulsion lacquer type acrylic polymers are generally used for the color coating in today's modern and advanced leather finish, same basic type chemical as Leatherique. The dyes used in coloring through to the back-side are aniline dyes (alcohol soluble) and usually of limited color range, whereas the surface coated dyes can be produced in just about any color desired.

Wearing apparel leather goods do not have the hide thickness of leather for auto upholstery for obvious reasons of practicality. These goods are produced by either or both of the methods mentioned above. A variety of animals supply these hides, and the surface coating dyes used differ somewhat, according to the type of hide to be colored.

Clausen's Rejuvenator Oil

Clausen's Rejuvenator Oil is an excellent preservative for all auto upholstery leather, as well as for many other articles of leather. Leather that is aged and dried out hard as cardboard may be rejuvenated to a glove-like softness and improved strength against breaking or tearing of the stitching.

When reconditioning leather that is not color-worn with little or no seeming porosity for oil absorption, it is advisable to apply the oil more liberally to the stitched areas and seams where the oil will penetrate more readily through the stitch holes and migrate laterally well into the hide.

Clausen's Leatherique

Clausen's Leatherique color dye is a highly acclaimed and unique coating chemical polymer of the modern day type and which does not oxidize to become hard and brittle like the lacquer finishes of the past. Leatherique is multi-purpose for use, being equally suitable for imitation leather as well as for auto upholstery leather and other articles. Applied easily with a brush, or sprayed when desired, this product dries within 30 minutes with a natural low satin sheen and cures overnight for good wear resistance.

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EDITOR'S NOTE: Readers who wish to learn more about Clausen's Rejuvenator Oil and Leatherique may send an SAE to the address below.

The Clausen Company
1055 King George Road
Fords, N.J. 08863

A MORGAN AT THE ROYAL WEDDING

As a reader of the R/R,* you are among a select few persons to learn some rather intimate details surrounding the royal wedding and the key role our favorite motor car played in it. Our reporter, a true Morgan enthusiast who is employed as a servant in Buckingham Palace, furnished this information. I'm sure you will recognize the importance of keeping this from the likes of the National Enquirer. On with the story...

As you might expect, the royal gathering took place on a very strict time table. Following the Buckingham Palace porch appearance only 39 minutes were allowed for Princess Diana, and Prince Charles to change their clothes and begin the Carriage-Cade to the train station. Unfortunately, the wedding planners did not allow for the ardent fervor of the newly married couple which caused a delay far in excess of the 39 minute time allotment. A critical decision had to be made! The choice appeared simple; either admit to the world's assembled press who had been provided the exact timetable that Her Majesty's Royal Government could not even make a wedding run on schedule or admit to the world that Princess Diana was a wanton lustful woman. Fortunately, the decision never had to be made. At the last minute our Morgan owner arrived at an alternative plan.

At the appointed time, while the Prince and Princess were still making whoppie, two look alike that were selected were sent scurrying to the royal carriage. I'm sure you remember the TV announcers comment that no one could seem to get a clear view of the Royal couple. This taken care of, it was now necessary to get the couple onto the train in order to make the required public appearance at their destination. Imagine if you will, a disguised Prince Charles and a still rosey cheeked Princess speeding from the underground garage in a 1981 Morgan Plus 8 followed by a Ferrari with four Scotland Yarders straining to keep up. I'm sure you realize the ending of this adventure. Under the direction of Scotland Yard the train was stopped enroute and the public was never the wiser.

As an aside, it was later learned of the Princess strong feelings toward her first ride in the Plus 8, one of several "firsts" for Diana that day. It is rumored that Diana later confided to the chamber maid that although she did like Charles, he was nothing compared to the thrill and vivid acceleration of the Plus Eight.

More adventures of Princess Diana and her rendezvous with the Plus 8's owner may follow in future issues.

Doug Markham

* R/R - Rough Rider newsletter of Washington D.C. Morgan Club

DUES ARE DUE

PLEASE SEND YOUR DUES TO:

Fred Bowman
4020 SW 96th
Beaverton, OR 97005

Make checks payable to: Morgan Owners Group, NW

NAME _____ TELEPHONE _____
ADDRESS _____ bus. _____
CITY/STATE _____
ZIP _____
DETAILS OF YOUR MORGAN
YEAR _____ MODEL _____ CHASSIS NO. _____
COLOR _____ NO. OF SEATS _____

P.S. DUES ARE STILL ONLY \$10.00