



Those Were The Days, My Friend, We Thought They'd Never End ...

Craig Runions

The rallying scene here in the northwest in the late '60s and early '70s was packed with action. Lots of clubs. Two councils put on championship series. Maybe not quite professional level rallying, but many cars did have some sponsorship. I was a member of Per Terras (Spanish for 'By Land') based in Seattle and part of its 3-car first team in my BMW 2002. Our club, like some others, quite often fielded a second 3-car team and indeed there were team strategies! Strategies in the cockpit between driver and navigator, strategies between team cars, possibly inter-club strategies, too, depending on the circumstances. 100-car events were not uncommon!

The NWRC events were typically 2-day weekend events, some nonstop through the night. Long drives just to get to the rally and back home. I remember 1,000 mile round trip weekends to run 2-day rallies out of Salem, Oregon. The WWSCC rallies were usually 1-day affairs. Many clubs had local non-championship rallies, too, such as the On Course and Turkey Shoot series by Per Terras. Friday nighters by Rainier out of the old Puget Power parking lot in Bellevue. There was something at all levels for everyone.

I'm sure, for a few of us, this list of clubs and event names will bring back many memories (the good, the bad, and the ugly perhaps). My thanks to long time friend and ralliest extraordinaire Jim Bauman who helped me piece together this info.

Northwest Rally Council (NWRC) Championship Series

Rally	Sponsor
Long Days Journey Into Night (LDJIN)	PT: Per Terras, Seattle
Treffen Mach	PRC: Pacific Rally Club, Seattle (formerly Boeing Employees Sports Car Club)
Rally of the Dolls	TRACK: Tacoma Rally and Competition Klub, Tacoma
Trailblazer	CSCC: Cascade Sports Car Club, Oregon
Nor'wester	RSCC: Rainier Sports Car Club
Ponderosa	SSCC: Spokane Sports Car Club
Beaver Trek	WSCC: Willamette Sports Car Club
Wild West	PSSCC: Puget Sound Sports Car Club
Webfoot Ramble	???
Pathfinder	Cascade
Jabberwocky	Rainier
Petite Alpine	Trail BC Sports Car Club

Western Washington Sports Car Council (WWSCC) Championship Series

Rally	Sponsor
By Land	PT
The Omega	Seattle Volvo
Shitpoke Flats	SSRR: South Sound Race & Rally, Olympia
Not So Lite	SSRR
The Mirkwood Tour	UWSCC: University of Washington Sports Car Club
Sidewinder	PRC: Pacific Rally Club, Seattle
Tulip Rally	Tyee Triumph, Seattle
Sou'easter	TRACK
Shamrock	Smith Gandy Mustang
Ho Hum	PSSCC
Pony Bandit Stickup	Smith Gandy Mustang
Record Run	PSSCC

Historic Rally Series

Steve Hutchens, Editor

Think of Craig's article above as "Part I" of a series. He also has a nice article on TSD rallying, something that I'm sure several of us participated in and have memories of.

I was very active in TRACK (Tacoma Rally and Competition Klub) in 1967 and 1968 and participated in rallies as a navigator (stopwatch, circular slide rule, TSD tables, clipboard, pencil and paper were the tools). Recently I became the depository for the TRACK scrapbook, so I'll have an article on events from the heyday of competitive rally activity. The only championship event I ever did was LDJIN - a story I'll share in my article.

I invite others who have memories and/or collections of rally activity to send it in to join this series!

Morgan Video Clips

Craig Runions

Brands Hatch Morgans has six video clips online in .wmv format for download and enjoyment. You'll appreciate a high speed ISP as the files are large. There are some other interesting downloads. The link:

www.morgan-cars.com/motorsport/tok_videos.htm

Le Mans Classic 2004: A lap of Night Qualifying and a lap of Le Mans Day Qualifying

Grand Prix de Pau 2004: Two laps of Pau Street Circuit

Grand Prix de Porto 2005: A lap of Grand Prix de Porto 2005

Goodwood Revival 2005: Two laps of Goodwood 2005

Spa 2005: Two laps of Spa 2005

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TREASURER'S REPORT - APR 30, 2006 BILL BUTTON

<u>CATEGORY DESCRIPTION</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>DIFFERENCE</u>
BALANCE 12/31/05	\$7,325		
<u>EXPENSE</u>			
Awards	\$0	\$400	\$400
Mogazine	\$342	\$1,600	\$1,258
Island Pod	\$0	\$485	\$485
Island Ferry	\$79	\$200	\$121
Midlands Pod	\$0	\$659	\$659
Northern Pod	\$0	\$598	\$598
Southern Pod	\$0	\$558	\$558
President's Discretionary	\$0	\$500	\$500
Regalia Expense	\$543	\$1,500	\$957
Oregon Tax	\$0	\$50	\$50
Website	\$0	\$300	\$300
<u>TOTAL EXPENSE</u>	<u>\$964</u>	<u>\$6,850</u>	<u>\$5,886</u>
<u>INCOME</u>			
Advertising	\$100	\$250	\$150
Dues	\$4,118	\$3,600	-\$518
Regalia	\$313	\$2,000	\$1,687
<u>TOTAL INCOME</u>	<u>\$4,531</u>	<u>\$5,850</u>	<u>\$1,319</u>
<u>GRAND TOTAL</u>	<u>\$3,567</u>	<u>-\$1,000</u>	<u>-\$4,567</u>
BALANCE 4/30/06	<u>\$10,892</u>		

MEETINGS & EVENTS

Social meetings and events are held monthly in the Northern Pod (Vancouver/Victoria), Midlands Pod (Seattle/Bellevue), and Southern Pod (Portland/Vancouver) at times and locations listed in the MOGNW calendar. Contact your Regional Rep for the latest information in your area.

ADVERTISING

Limited non-commercial advertising is free to MOGNW members. Commercial advertising is priced as below, with payment to MOGNW in advance in US\$. Advertisers should provide suitable digital or scanner-compatible copy.

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

Dues are US\$24/CDN\$27 per calendar year (US\$30/CDN\$35 if postmarked after December 31). Partial year memberships are US\$2/CDN\$2.25 per month for each month remaining in the calendar year including the current month. A membership form is available on mognw.com or frequently in this newsletter.

SUBMITTING MATERIAL FOR PUBLICATION

Material for publication can be sent to the Editor at either the email or postal address above. Deadlines are the 15th of February, April, June, August, October, and December.

Email submissions: Articles can be sent in an email or as attachments in .doc, .txt, or .rtf format. Photos and illustrations should be in .tif, .jpg or .bmp format.

Postal submissions: Typed text, photos and illustrations can be submitted for scanning or material can be mailed on CD or 3.5" disk in the above formats.

Submission constraints: Please try to avoid .pdf files or .doc files with photos inset as they require additional steps and/or result in lower quality. The Editor reserves the right to edit material for style, content, relevance, spelling, grammar, length, and appropriateness for the NWMogazine. Material that is not time sensitive may be saved for publication at a later date.

Authors should use Canadian, U.S., or U.K. spelling consistently and as appropriate. The reference for correct spelling will be <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

Craig Runions, President

mognw@verizon.net

How about a few statistics to ponder regarding our membership and their cars? Well, I'm so glad you asked. Here goes.

Current membership is 165. As of May 1st, we had 3 new members and 162 renewals. 2005 ended with 171 members, so we are approaching a 95% renewal rate!! Hubba hubba. 9 members do not own Morgans, so our ownership rate is (coincidentally) at least 95%, too. I say "at least" because some own more than one Morgan.

There are 100 US members and 65 Canadians. 4 Canadian members live in AB and the other 61 are in BC. The US has 9 members scattered in 8 states - AZ, CA, CO, GA, MA, ME, MT and NJ. 6 more are in ID, 26 in OR and 59 in WA.

Our 156 Morgan owners own 195 Morgans! That's a 118% rate, or 1.18 Morgans per member. Now I know many of us have spare parts alone that could count towards that additional .18 Morgan, but we're talking chassis numbers here, so bear with me.

133 members of those 156 own just 1 Morgan, so 23 own 2 or more. 14 of those 23 own just 2, so 9 own 3 or more. 5 of those 9 own only 3, so 4 own 4 or more. 2 of those 4 members own 4 Morgans and 2 members own more than 4 Morgans! 1 owns 5 and another owns 6. Wow!! 195 Morgans!

You're keeping all this straight now, right? Good, because now it's going to get confusing. Take your time. Sit down with your favorite beverage and read it again. Have another beverage. Continuing on, the models breakdown this way. 70 +4s, 6 Super Sports, 15 Drop Heads, 48 4/4s, 44 +8s, 8 Trikes, 2 Aero 8s, and 2 V6 Roadsters. 195 Morgans!

But wait. There's more! The +8s, Aero 8s, V6 Roadsters and Trikes (I think) are all 2-seaters, right? That's 56 so far. There are 43 +4 2-seaters, 5 SSs, 15 DHCs, and 40 4/4s for another 103 or a total of 159 2-seaters. Hang in there. Don't lose me now. We're almost done! Now we add the 4-seaters. 27 +4s, 1 SS, and 8 4/4s totalling 36 4-seaters. Voila! We have the magic 195 total again. Whew! Am I good or what? On second hand, don't answer that. See page 8 for a table of all this!

Make sure you get at least one of those seats warm a few times this year, you hear?



Parts Interchangeability Update

Steve Hutchens

I received an email from Bob Walker recently with a link to a parts interchangeability resource on the *Practical Classics* website: www.practicalclassics.co.uk/

On brief review (there are 46 pages in nine categories), most of the references to Morgan appear to be 4/4 and Plus 8. The interchangeability list is an incredible resource since it includes many other cars sold in the UK. Many of us have other aging imports that make this resource all that much more useful. I found several references to vintage Volvos like my 544.

Although the lists are free, you'll need to register to gain access. Once you're a "registered user," you'll find the link "Download the Parts Interchangeability Guide - free for registered users" in the middle of the second panel under "Click on the text if you want to ..."

The categories include:

- Brakes (7 pages)
- Starting, clutch and steering parts (5 pages)
- Steering, bearings and switches (5 pages)
- Switches and transmitters (4 pages)
- Engine and filtration list (5 pages)
- Cooling and electrical (5 pages)
- Ignition list one (5 pages)
- Ignition list two (5 pages)
- Ignition and charging (5 pages)

HINT: Information on the Internet may be here today and gone tomorrow. The download page says, "Now, for a limited time only, we are



making these articles available as a set of digital .pdf downloads. Just 'right-click' with your mouse on the name of the article and then choose 'Save As..' to save the articles to your computer." If you think these lists might be useful at some point in the future, I strongly suggest downloading them now.

For several years there was an excellent vintage Volvo parts manual in .pdf on a Swedish Volvo parts supplier's website. One day I went to check something and it was gone. In desperation, I put a query asking about the manual on the Volvo 544 page of my personal website. About ten days later I got an email from a Canadian living in Norway who had saved the file and offered to send it to me on CD. He was originally from Vancouver and still belongs to the Volvo Club of British Columbia (as do I); he is a personal friend of the VCBC president (who is also a friend of mine). What a small world. When the CD arrived he'd even included other resources and pictures from a huge vintage Volvo meet in Sweden! What a gift - and what luck! I copied the manual to my hard drive and put the CD in a safe place.

The Internet is such a huge resource that it just isn't possible to be aware of everything that's out there. Thanks, Bob!

Speaking of magazines and resources, there's a new magazine in the car world that many of you might not be aware of: *Hemmings Sports & Exotic Car*.

The format is full color, slick paper, and includes lots of well developed stories on all kinds of vintage and classic imports. Topics vary widely and include restoration. *Sports & Exotic Car* looks much like *Practical Classics* and several other really nice magazines that come out of the UK but are exorbitantly priced. It is a bargain: \$18 for 12 issues. You can even get a free trial issue at www.hemmings.com/.

Northern Pod Report, April

Win Muehling

First of all, welcome to our newest Northern Pod member, Peter Rossiter from Gibsons. Peter recently bought former MOGNW member Paul Harrison's 1960 Plus 4 and is giving it a full restoration. Speaking of new members, I recently saw James Theroux's 4/4 and the progress is quite remarkable. We should be seeing another lovely 4/4 on the road sometime this summer.

Spring so far hasn't been the greatest month for top-down driving but we did manage to pull off both of our driving events in excellent weather.

March 19 was the "Spring Fling/St. Patrick's Day" run organised by Ron & Yvonne Theroux, details of which are chronicled elsewhere in this NWMogazine. A really nice special touch was Yvonne's presentation to all participants of a potted primrose in bloom to celebrate the arrival of spring! Thanks, Yvonne. The turn out of Morgans was excellent, by the way, with no less than 14 on the run and another joining us at our lunch destination.

After juggling some dates, Mike Geluch came up with a date for viewing Peter Welch's MG collection at Eagle Harbour in West Vancouver. As luck had it, the date (April 30) was an absolutely perfect day, while the original date turned out to be a real washout in every sense. Mike did a great job in selecting a route for our drive, but unfortunately was not able to lead us in person due to surgery a few days ago. Hope that you are back in the saddle by the time you read this, Mike.

Unlike most of our runs, we did not meet at the Golden Arches, but rather in the more up-scale parking lot of the Holiday Inn on Mt. Seymour Parkway in North Vancouver. After the usual tire kicking, we set off along the Upper Levels Highway towards West Vancouver with a short and scenic detour part way up the Cypress Bowl Road to the big scenic view point



where we regrouped and did some photos. Here we were met by nonmembers Louis Morris and his wife Suzanne who are longtime Morgan owners and were driving a well travelled roll-bar equipped, red and black Plus 4 formerly owned and rallied by Stu Rulka. Louis was very disappointed that Stu Rulka wasn't along since he had all sorts of questions about the history of the car. Hugh Dickson had met Louis by chance in a parking lot a few weeks ago and invited him to join us on our run so he did. He just might become our newest member!

With great difficulty we managed to tear ourselves away from this beautiful spot and head back down towards Horseshoe Bay. After a short run along Marine Drive we arrived at Eagle Har-

bour and were welcomed by Peter Welch in the building containing his collection of fifteen or sixteen outstanding MGs. Most were prewar and highly collectible. The newest was a 1980 MG B with only 260 original miles. All the cars were in pristine condition and Peter was most informative as to the history of each car. Before departing for lunch, we presented Peter with a framed picture of a Morgan in appreciation of his hospitality.

After leaving the Marina we proceeded along scenic Marine Drive and a few obscure backroads to the Maplewood Pub for a typical pub lunch..

Laurie Fraser was the winner of the "Perpetual Signal Award" and John Rennie the winner of the "Al Allinson Last Supper Award." Interestingly enough, since introducing this latter award (everyone drops in a quarter which goes to the last one served) there are no grumblings about slow service any more! We had a good turnout of Morgans: Muehlings, Blakes, Powleys, Frasers, Theroux, Poveys, Hugh Dickson, Ken Miles, and John Rennie, all in their Mogs, James Theroux in his Sunbeam Tiger, and Robbs, Burkholders, and Bill Hayter in alternate transport. It was especially nice to finally see Laurie & Verna's new black & red '83 Plus 8 on the road - a lovely sounding car and one that appears to go really well.

Plans are well under way for our next big event, the ABFM at VanDusen Botanical Garden on Saturday, May 20. This is always a terrific event, and remember that your Mog does not need to be pristine in order to enter this venue. Let's see if we can bring out 40 cars this year!

There will be a steak barbecue at the Muehling home following VanDusen and all members are invited. Please do let us know if you are coming so that we can have a steak for you! All you need to bring is your favourite beverage.

Finally don't forget that May 27/28 is the Mission Historic Race weekend and we will have a group run out to Mission on the 28th (Sunday) for some race action and the usual parade lap around the track. Brian Tomlinson is plotting a course starting at the Colossus Theatres in Langley at 9:30 AM and taking us through the beautiful Fraser Valley farmlands in time to catch some of the morning race action. More details to follow.

The Island Report

Kit Raetsen

Our first run of the season will be to Cowichan on May 13 (note: date change from May 27). We will be meeting at the Malahat Inn at 11:00 AM and heading out from there. If you happen to be on the Island and would like to join us please let me know so that we can look out for you.

Plans for the Father's Day weekend are coming together and we will be starting on Saturday, June 17 with a visit to Centre of the Universe followed by a stop at Starling Lane Wines. From there we will proceed to Hal and Garnet Irwin's residence on Mount Newton X Road for a barbecue.

On Sunday, June 18, we'll all head down to Beacon Hill Park for the car show and picnic. It promises to be a fun weekend and we've ordered two beautiful sunny days for south Vancouver Island.

As always, we will need a head count (by May 28) for the weekend events, so please email me at kitjo@shaw.ca and let me know who, how many, and for which events.



Lots of Spring Fling Morgans!

Midlands Pod Report, April

Michael Amos

The weather was not great for the March and April Midlands Pod meetings at the Redmond Claim Jumper. In spite of this, we had a enthusiastic group of hearty Morganeers out for both meetings.

The Morgans were bashful and at the April meeting only Brian Pollock brought his Black Beauty. Bob Fletcher's almost finished Drophead is having its top finished now and should be out in the near future.

There will be no May meeting as our meeting falls on the day of the VanDusen ABRM and we want to encourage all to attend as this is always a great event.

Next is Kay Jones' Caboose Run, another event that you should try to make as Kay and Theresa always plan a great event. Mark June 3-4 and contact Kay ASAP to reserve a place.

The next Midlands Pod meeting is June 17 at the Claim Jumper in Redmond - get those Mogs out!

The Western Washington All British Field Meet is coming up on July 22 at Bellevue Community College. Event invitations are being mailed as we speak. The Friday night cocktail party at Park Place LTD from 7:00 to 8:30 with photo contest, raffle and pick-up of entry packets. Saturday events include car displays with placement of cars from 8:00 to 11:00. The show lasts until 4:00.

There will also be a swap meet and an area with cars for sale adjacent. We still need a host for the party afterward and volunteers to help parking the Morgans in another spectacular display. Don't be bashful - volunteer!

We are also (still) looking ideas for short driving events for the wonderful summer weather coming.

The August Midlands meeting will be a breakfast at the Maltby Café and a short drive afterward.

Hopefully we will also visit the factory of the Button 8 Special sometime this summer.

Cheers for now!

Spring Fling

Ron Theroux

What's 24 hours before the first day of Spring and 24 hours after St. Patrick's Day? The Northern Pod's St. Patrick's Day/Spring Fling!

Sunday, March 19, was a perfect, sunny blue sky day for hood-down touring. It seems the Golden Arches have become our meeting points around Greater Vancouver - 10:30 AM in Surrey was the day's muster.

Several of our members, in keeping with the occasion of wearing green, arrived in Morgans of suitable colour/color. Muehling's +8 and Tomlinson's 4/4, others were only committed to half the green: Powley's 4/4, Hutchens' +4 and Seager's +4. Mile's were spared the task of finding a three-sided coin and opted for the 4/4 joining the half-greens. The rest of us were to make up the balance of colour for the Spring Fling as there was little to be seen on our tour looking for the flowers.

Rennie's 4/4 was dogwood trees, Burkholder's 4/4 spring daffodils, Pam & Chris' +8 the hyacinth, Green's +8 flowering cherry trees, Theroux's +4 was tulips, Walker's 4/4 flowering plum trees, Marshall's 4/4 white birch with McDiarmid's +4's gleaming black framing the picture.

Nice to see Laurie Fraser out in his Porsche as well, says his Morgan's are still land locked behind garage construction ... next time?



Start of the Spring Fling!

The driving tour was planned to move members across town with as little traffic as possible and still stay in a group.

While we did not see the expected spring blossoms (we were two weeks early) many were taken through areas they were not familiar with, so half the goal was accomplished.

Lunch was a new venue at Frankie G's Boiler House Pub. They arranged tables so the 29 of us could sit as a group. We were joined later by four TR owners that were encouraged by Mike Powley to pony up for the Al Allinson "Last Supper Award," which was won by Ken Miles. Thanks to the Burkholders for their assistance in setting up the run and hanging out at the end of the line to pick up any strays.



A Great Lunch!

Checking Differential and Gearbox Oil

Moggie Mechanic

In a previous Moggie Mechanic article I described the routine maintenance that you should do on your Morgan and mentioned checking the oil in the differential and gearbox. In conversations with Morgan owners, I have realized that some are not quite so mechanically minded as others and would like explicit instructions on how to do these two tasks. So those of you who are mechanics should read no further. The rest of you I hope will understand what I am trying to describe and enjoy knowing a little more about your car.

Differential oil is easy to check either from under the car or by removing the back platform behind the seats. The differential has two plugs. One is for



draining the oil and the other is for checking and filling. The drain plug is situated at the lowest part of the differential and is a bolt with a square head. The fill plug looks almost the same but is situated about three inches up the rear face of the differential.



To check the oil in the differential remove the fill plug carefully. No oil should come out when you remove it. Put your finger into the hole and check to see if the oil is more or less level with the hole. If it is more than half an inch below the hole you need to add more oil.

This can be done with a funnel. If you have changed the oil and know what is in the differential then just add a little more. But if you don't know the type of oil, it is advisable to drain out all the old oil by removing the drain plug and refilling with new oil.

Morgan recommends that the oil in the rear axle be changed every 5,000 miles with a maximum of 10,000 miles and it is better to be safe than sorry at a later date. The oil in the differential should be an SAE 90, significantly different from the oil you use in the engine.

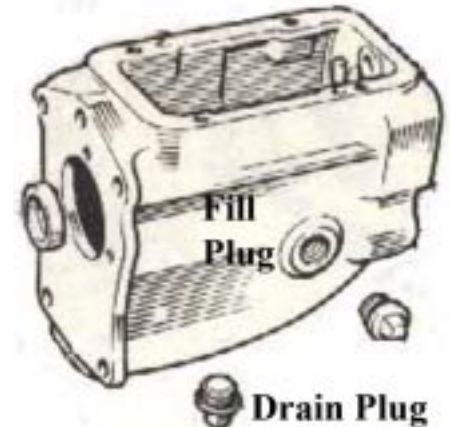
When you have drained the oil, make sure that you carefully wipe that drain plug clean before reinserting it and make sure that it is tight. To avoid potential leaks wrap the threads of the plug with teflon plumber's tape. Fill the differential using the fill plug hole. Add oil until it just begins to drip out of the hole and then reinsert and tighten the cleaned fill plug. You will drive a lot more relaxed knowing your differential is ready for another 5,000 miles.

Checking the oil in the gearbox is very easy if you have a Moss box as in the +4 or early +8 as there is a dip stick under the little upholstery flap on the top of the gearbox. You can check this the way that you usually check your engine oil and replenish or change as required. Morgan recommends that the gearbox oil be



checked every 3,000 miles and replaced every 10,000 miles.

If you have a 4/4 the process is a little more difficult but very similar to the process for checking the differential. First remove the upholstery covering the transmission. You will find a circular hole in the metal transmission cover. An oil level and filler plug is situated on the left hand side of the gearbox and is accessible through a hole in the transmission cover forward in front of the seat.



Check the oil level the same way as you check the oil in the differential by inserting your finger into the hole after you have removed the plug. If it is down, add more oil. Clean the plug and retighten. The gearbox should be drained through the drain plug, which is located at the bottom of the gearbox and refilled with oil at least every 10,000 miles.

Remember if you don't drive your car many miles that the oil may deteriorate before you reach the magic 10,000 miles and oil is much cheaper to replace than a gearbox. The recommended oil for gearboxes is again SAE 90 and not engine oil.

Remember that you will have a lot more confidence in your car when you know that routine maintenance is done regularly and you could save yourself some big bills.

Happy Motoring M.M.

BRBC Reminder

Pat Sparks

A Brits 'Round BC reminder: join us June 26-30 as we enjoy driving British cars on BC's open roads. For details visit www.oecc.ca/brbc.

Starting in Kamloops, we'll tour the beautiful roads of the Kootenays where the traffic is light, the scenery terrific. The itinerary on our website just might tempt you! Late registrations are no problem and Morgans are encouraged!

Caboose Run, June 3-4

Kay Jones

The 8th annual run to the Caboose has been set into motion for the above dates. This event involves a fun no TD answer a few questions rally, starting in Soap Lake at noon or thereabouts on Saturday. The rally covers about 150 miles of beautiful paved (honestly!) backcountry roads between Soap Lake and the Jones' Iron Horse Ranch and caboose on the Little Pend Oreille River near Colville. Camping is encouraged.

If you don't wish to camp out, Benny's Coville Inn, 15 min. from the Caboose is recommended (\$57-\$82 per night - 1-800-680-2517.) If you want to overnight on Friday in Soap Lake, The Inn at Soap Lake is the place (the owner loves Morgans) -- (509) 246-1132. The rates are \$69-\$79 per couple. Make reservations now because Friday only reservations are limited everywhere.

Rally instructions will be provided in Soap Lake. Call Kay Jones at (206) 546-2232 or email him at zconsulting@comcast.net to RSVP.



A Typical Caboose Run Photo:
Looks Like A Fun Weekend!

The Basics - What to Expect

o Your destination is: 1106 Bear Creek Road, Colville. The terrain around the caboose is both meadowy and hilly with lots of pine trees and wild life. The Little Pend Oreille River runs through the property. Our fully restored 1904 Northern Pacific wooden caboose is situated next to the NP railroad flat car bridge which crosses the river. The caboose site with picnic tables and a very sophisticated NP outhouse sit on over 200 acres of the Jones ranch, which is adjacent to a Federal wild life refuge. Trout fishing, hiking, eating, drinking, and chewing the fat is what it is all about.

o There is no electricity or running water. There is a solar shower. Jug water will be provided. Tiki torches will light your way to the outhouse, but bring a flashlight anyway.

o Cost for all the food and booze is US\$15 per person.

Provided will be barbecued teriyaki flank steak and chicken, watermelon, salads, chips, wine, beer, ice tea, sodas, etc. on Saturday afternoon/ evening; and a pancake breakfast Sunday morning.

o Weather - You know the Northwest - expect anything. The evenings can be cool at about 43° F. or 6° C. You might want to bring your folding chair for sitting in front of the campfire. The days are anywhere between 70° and 85° F.



Michael Geluch Update

Early May

Michael was in UBC hospital last week for cancer surgery, and three days after the surgery suffered a serious heart attack. He was transferred to the cardiac care unit at VGH and has had (among other things) angioplasty surgery to repair the blockage with two stints.

He is still very weak, and we are not sure when he will get out. Under the circumstances, he won't be able to drive for at least six weeks, and with the recovery period for his heart at 3-6 months, I'm not sure how active he will be able to be with the club. Spread the word, so that he won't feel bad over events that he can't make.

He would enjoy, however, at any time, a Morgan and its owner dropping by for a visit.

Carole

May 6 Update from Win Muehling, Northern Pod Rep:

Michael is still in the hospital after suffering a serious heart attack following surgery. The good news is that he is on the road to recovery and in excellent spirits and hopes to be home by Monday (5/8). He'll be welcoming visitors once he's home (2181 Deep Cove Road, North Vancouver), but give Michael and Carole a call first (604-929-9194).

Hurricane Ridge Run, July 15

Kretschmer & Stinson

Saturday, July 15: Kretschmers & Stinsons are planning a one day run starting at the home of Bob & Barbara Stinson, 21322 President Point Road, Kingston WA with a 9:15 AM continental breakfast (please RSVP: bobstin@mindspring.com or 360-297-8590). The 8:40 AM ferry from Edmonds to Kingston is ideal.

Each car should bring their own brown bag or picnic lunch. With appropriate rest stops, we will drive up to Hurricane Ridge on the Olympic Range for lunch and vistas.

Keith & Adine Kretschmer are hosting an early evening BBQ at their new home in Discovery Bay near Sequim (please RSVP 360-683-5018 or kkretsc@aol.com).

For photos of this spectacular area, visit: olympicgetaways.com/pg_hurricane.html



From the Morgan Oasis Garage

Cuthbert J. Twillie, Prop.

*Morgan Oasis Garage
Hoodsport, Washington
First Morgan Shop on
the Olympic Peninsula*

Recently I had to adjust the toe-in on a '62 Morgan Plus Four. The same car that had the bent front sub-frame. When the sub-frame was straightened the toe-in was way, way off.

In one of Ken Hill's trilogies he describes a method of measuring toe-in using a plumb-bob. It involves finding the center of both front tires, fore and aft. From the tire center a plumb-bob is dropped to make a mark on the floor in four places: left and right, fore and aft, of the front tires. From these marks one is asked to find one-eighth toe in at the wheel rim.

If you start out at the tread centers, how do you find an eighth inch at the rim?

Would it not be simpler to measure at the rim than to interpret the measurement from the tread?

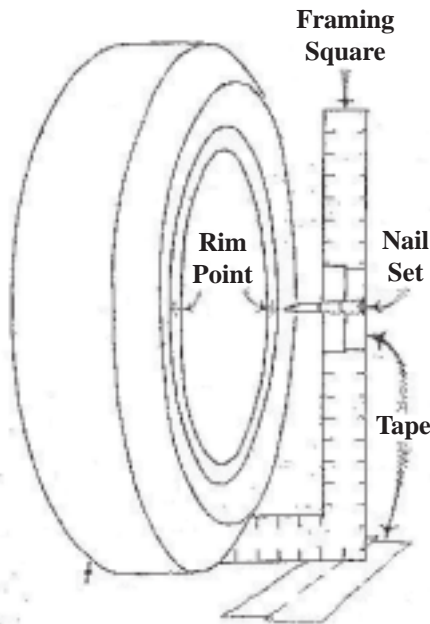
The following method will absobloodylutely find the rim measurements and transfer them to the floor so they can tell you how much to adjust.

A steel framing square, a nail set, a sharp pencil, a tape rule, and a toll of masking tape are the only tools required.

The car is on the clean garage floor with the wheels pointing straight ahead. Place the short side of the square on the floor in front of a wheel with the long side along the wheel at the most forward point. Now find the wheel center. This was 13 1/2" on his car. At 13 1/2" from the floor the nail set is taped to the long side of the square. The square is moved to the wheel rim at the most foreword point. Directly below this point a mark is made on masking tape stuck at the appropriate position so a mark can be made at the edge of the square on the floor. If this is done on both wheels, fore and aft, there will be four marks on the floor that will tell you what the toe-in measures. It is supposed to be one eighth of an inch at the rim on a Morgan. The front measurement would be an eighth of an inch less than the rear measurement.

Now we are concerned with the toe-in adjustment. On a Mog this ought to be done when the kingpins are rebushed. For the life of me, I can't see it changes much on the rebuild, but how many rebuilds has your Mog had?

Since you now know what the toe-in is, what do you do? Tire stores and front end shops do this every day. They call it a "three way alignment." On a Mog the caster and camber are "built in" and cannot be adjusted so you don't need a three way. In the next epistle the adjustment will be explained.



Members and Their Cars: The Statistics

Craig Runions

Number of vehicles by model				Number of vehicles per member		
model	2-seat	4-seat	totals	# owned	"exactly"	"or more"
4/4	40	8	48	6	1	1
+4	43	27	69	5	1	2
SS	5	1	6	4	2	4
DHC	15		16	3	5	9
+8	44		44	2	14	23
Aero 8	2		2	1	133	156
V6 Rdstr	2		2		subtotal	156
Trike	8		8	0	9	0
totals	159	36	195	totals	165	195

New MOGNW

Members

Craig Runions

There are fourteen new members in the March 2006 roster that aren't in the April 2005 roster:

ALBERTA

Don Mackay, Calgary, AB, '69 +8

BRITISH COLUMBIA

Dave Ashley, Vancouver, BC, '69 4/4

Heidi Marshall, Port Coquitlam, BC, '85 4/4

James Theroux, Surrey, BC, '68 4/4

Martin Zazvorka, Burnaby, BC, '58 +4 (renewal)

OREGON

Pierre Brun, Salem, OR, restoration/repair

Tom Woods, Beaverton, OR

COLORADO

Dave McEwen, Franktown, CO, '93 +8

GEORGIA

Sam Sellers, Alpharetta, GA, '05 Aero 8

WASHINGTON

Brooke Barnes, Seattle, WA, '50 4/4, '71 +8, '78 +8, '86 +8 (renewal)

Steve Bell, Des Moines, WA, '79 4/4

Doug Ellis, Orcas Island, WA, '94 +8

Joe Harley, Everett, WA

Jim Moran, Everett, WA, '67 +4

There are three new members, so new that they aren't in the 2006 roster:

BRITISH COLUMBIA

Peter Rossiter, RR4, 478B Pratt Road, Gibsons, BC V0N 1V4, (604) 740-1875, '60 +4

OREGON

John Forehand, 1009 NE Territorial Road, Canby, OR 97013, (503) 266-1415, '60 +4

WASHINGTON

Dave & Martha MacNeil, 2239 - 20th St., Clarkston, WA 99403, (509) 751-9703, dmmacneil@cableone.net, '59 +4

Current membership totals:

ALBERTA: 4
BRITISH COLUMBIA: 61
CALIFORNIA: 1
COLORADO: 2
GEORGIA: 1
IDAHO: 6
MASSACHUSETTS: 1
MAINE: 1
MONTANA: 1
NEW JERSEY: 1
OREGON: 26
WASHINGTON 59

THE TOY BOX
has room for your stuff



1963 Morgan

- * Cars \$100 per month
- * Boats & Trailers by size
- * Small projects may be OK
- * Newer heated building
 - * Easy Access
 - * Northgate Area

Brad Green
Specializing in the Classics
206-979-1503

*I also list and sell
houses and condos*



THE MORGAN CLINIC

PIERRE BRUN

4317 Columbine Ct. NE

Salem, OR 97305

503-390-0085

Cell: 818-388-2478

Vintage_cars_tech@yahoo.com

Panel Craft
Automobile Restoration
Steve Sillet
6084 196 Street
Langley, BC
604-530-1433
www.panelcraft.ca

MORGAN WEST - SANTA MONICA, CA - NAMED DEALER OF THE YEAR!



'64 **+4** Raspberry with Brown Leather, driven to SCCA E Production Championship in '66, all alloy low profile SS body, 167 dyno'd HP

'59 **+4 ROADSTER** Red "hotrod" rebuilt motor, stunning, very fast!

OTHER MARQUES

'98 **PORSCHE 993 CABROLET** Blue Metallic Calypso

'71 **MOTOGUZZI 750 AMBASSADOR** White, very, very nice cruiser

'59 **TRIUMPH TR3-A** Black with Black Interior, no expense spared, tastefully updated and modified without compromising the character and charm of a Triumph



MORGANS

New 2006 **AERO 8** Series III, Blue Sprint Nacre

New 2005 **ROADSTER AMERICA** Titan Silver Metallic

'05 **AERO 8** Ferrari Pozzi Blue, as new!

'03 **+8** 35th Anniversary Edition, Aston Martin Middlesex Green body/Connaught Green wings

'98 **+8** Fiat "Avorio Chiaro"

'87 **4/4** Silver Body/Black Wings

'72 **4/4** BRG/Black leather bench seat, all alloy body and zinc coated frame!

'67 **+4** Competition (lowbodied); rarer than SS or passenger DHC!!

(310) 998-3311-www.morganwest.net-Dennis Glavis, Managing Director-dennis@morganwest.net

LIFECar Update

MMC Press Release

LIFECar project promises to demonstrate an efficient high performance fuel cell sports car within three years

The green car will deliver on performance and looks as well as emission reduction

A wholly British partnership has unveiled plans to develop the world's first environmentally clean sports car, powered by a fuel cell which converts hydrogen into electricity.

The partnership is made up of legendary British sports car manufacturer, the Morgan Motor Company, QinetiQ, Cranfield and Oxford Universities, BOC and OSCar.

The new vehicle, known as LIFECar, will be ultra quiet and its exhaust systems will produce only water vapour. It promises a clean vehicle combined with sound motoring performance and stylish good looks.

Part-funded by the Department for Trade and Industry (DTI), LIFECar is a two and half-year long project which marks a step change in vehicle power technology, producing a combination of performance, range and fuel economy that will be essential to the motoring world of the future.

LIFECar will be based on the Morgan Aero Eight, and is powered by a QinetiQ-made fuel cell, which converts hydrogen – and oxygen taken from the air around it – into electrical energy. It will be clean, quiet and economic, and the only waste product from the car will be water. The car's power system will be incredibly efficient, producing significant improvements over current fuel cell prototype vehicles, with the fuel cell powering four separate electric motors, one at each drive wheel.

The key to delivering this step change in energy efficiency lies in a combination of factors, including weight reduction and a different design approach. This approach exploits opportunities across the vehicle to reduce energy losses and requirements.

Regenerative braking and surplus energy will be used to charge ultra-capacitors, which will release their energy when the car is accelerating. This architecture will allow the car to have a much smaller fuel cell than is conventionally regarded as necessary: it will only be as large as is required to provide cruising speed, approximately 24 kW, as opposed to around 85kW

proposed by most competitor systems.

Speaking at this year's Society of Motor Manufacturers International Business Group, where the plans were unveiled, Charles Morgan, corporate strategy director of the Morgan Motor Company and LIFECar project director, said: "This is a project which captures the imagination. LIFECar promises to combine advanced technology while retaining the best in traditional ways of designing and building cars. A sports car that is beautiful, brilliant to drive but pollution free must be a goal worth striving for."

Costing a total of £1.9m, with a mix of industry and DTI funding, the two and half year project will be broken down into the following areas of responsibility:

BOC: Developing the hydrogen refuelling plant; *Cranfield University*: Systems simulation, on-board computing and control of the fuel-cell hybrid power train. Also responsible for analysis of the integrated design process used, vehicle controller and control algorithm together with modelling software; *Morgan Motor Company*: Providing the car platform and assembling the final concept car; *Oxford University*: Undertaking the design and control of the electric motors; *OSCar*: Responsible for overall system design and architecture; *QinetiQ*: Developing Proton Exchange Membrane Fuel Cell (PEMFC).



Technical Background

The car's fuel cell system operates by electrochemically combining on-board hydrogen with oxygen taken from the air outside. Although in most respects fuel cells are more like engines than batteries, to the extent that they generate energy from fuel in a tank rather than store energy, like batteries, they use electrodes (solid electrical conductors) with an electrolyte (an electrically conductive medium). When the hydrogen molecules come into contact with the negative electrodes, the molecules split into protons and electrons. The protons are then carried across the proton exchange membrane to the positive electrode of the fuel cell whilst the electrons travel around the external circuit as electricity. The molecules of the hydrogen and oxygen are combined chemically, with water as the only waste

product. The only emission from the QinetiQ fuel cell will be water vapour. The electric power generated by the fuel cells powers the electric motors and turns the wheels of the vehicle.

LIFECar Consortium - Quotations

Stephen Evans, Professor of Life Cycle Engineering, Cranfield University: "Cranfield University is developing computer simulation models for the main vehicle components; such as the fuel cell, the hydrogen storage system and the electrical machine. These models will allow University engineers to predict the performance of the vehicle and its environmental impact long before any physical components have been manufactured and tested. These models will then be used to develop the sophisticated control software and electronics, which are necessary to integrate and manage the vehicle's on-board hydrogen and electrical power systems. Cranfield University will also be acting as 'project observer' to ensure that the design techniques used are made known to others."

Dave Wardle, European Manager of Hydrogen Energy for BOC: "The future of the hydrogen economy, and hydrogen-powered motoring in particular, is central to both our society and our company. This project has our total support, since it offers a real chance of bringing forward a time in which hydrogen fuel is a realistic option for motorists."

Dr. Malcolm McCulloch of Oxford University: "It is obvious that in our transition to a sustainable society we will have to adopt electric power for cars, and they will have to be very efficient ones at that. To do this we will need to push the envelope in the design of electric motors and their control gear, which will be Oxford's contribution to LIFECar."

Hugo Spowers of OSCar Automotive: "This project is the first fruit of a great deal of work on the whole system design of fuel cell powered vehicles. We hope to be able to demonstrate that the perceived barriers to the adoption of hydrogen-fuelled motoring, the high costs of fuel cells and hydrogen storage are, if not bogus, much less of a problem than is conventionally thought."

Ian Whiting of QinetiQ: "LIFECar is about catching the first big wave in the energy revolution, which is set to transform the motoring industry in the same way that the computer industry was transformed by the personal computer decades ago."

Museum of Automobile Production - Eisenach

Steve Blake

Liz and I continued our drive through the old East Germany to the city of Eisenach. It was Christmas day and we looked for a good hotel so we could have a decent room and a nice Christmas dinner. We found a great hotel at the top of one of the hills surrounding Eisenach. Wandering through the old part of the town, we found the house where Johann Bach lived as a boy and the house where Martin Luther lived. We also found, quite by accident, another automobile museum.

We noticed on our way into the city that BMW and Opel had car manufacturing plants on the outskirts. While we were exploring the old part of the city we saw a sign saying "Automobile Welt" with an arrow pointing us in a certain direction. The next morning before we left, we thought we would see if the



museum might be open.

In the morning we cleaned the fresh snow off our Opel Meriva and drove into the city. We followed the signs and ended up in an area with derelict old brick buildings with broken windows. We could not see an automobile museum. Upon closer inspection we discovered that the first floor of one of these old buildings was indeed repaired and housed the museum, Automobile Welt Eisenach. Turns out that this is the site of the former Wartburg automobile factory.



Automobile production began at the site in 1898 with the first production Wartburg automobile. The factory had opened two years earlier building bicycles and motorcycles. Fahrzeugfabrik Eisenach AG offered two and three wheel motorcycles, small

buses, trucks, and delivery cars, all built under a French licence. The museum had an 1899 Wartburg-Motorwagen Model 2 on display; 250 of these cars were built from 1898-1900. Eisenach became Germany's third automobile producing city, after Canstatt with Daimler and Manheim with Benz.

In 1904 the plant started to build their own cars under the brand name of "Dixi." Dixi cars were exported to other European countries and overseas. In 1927, with the company in financial difficulty, it produced a version of the Austin 7 under licence from the Austin Motor Company. That still did not rescue the company so in 1928 it was sold to BMW and the little Dixi was re-badged the BMW Dixi. BMWs were built at this plant in Eisenach until it was blown apart in World War II. BMW models 321, 326, 327, 328, and 335 were built at this location. The museum has a very nice example of a 1938 BMW 328 sports car. Capable of 150 km/hour, 464 of these cars were built.



After the war, the factory fell inside the Eastern German state and was thus run by the socialist government. Bavarian Motor Works (BMW) and its blue and white badge were changed to Eisenach Motor Works (EMW) with a red and white badge.



In 1965 the factory started producing Wartburg automobiles, ultimately making 1.3 million. The last one was completed on April 10, 1991. Displayed in the museum, it is red in colour and has only 9 km on its odometer. The factory closed its gates forever in 1991. But true to its automotive roots, Opel opened a factory in 1991 followed later by BMW to continue the tradition of building automobiles at the foot of Wartburg Castle.



Summer in January

Bob Stinson

Touring Morgans in New Zealand 2006

MOGNW members Adine & Keith Kretschmer and Barbara & Bob Stinson shipped a red 1953 Flat Rad and a gray/blue 1960 Plus 4 to Auckland, arriving in January for Morgans to New Zealand II. Alan & Kathy Lytle of Toronto completed our container from Vancouver, BC, with their modern 4/4.



Nine Morgans from The U.K., including three from the Isle of Man, joined us in Auckland to drive both islands for seven weeks of sunshine and superb motoring. Local Morgan Club Kiwis opened their homes, hearts, cellars, and larders during the event. Organizers were Vivienne & Richard Welch, veterans of MOA IV in 2005 and experienced Morgan Globe Trotters.

RavenMog (that's us) provided each car with a denim MOGNW hat and two Raven pins. The Lytles brought handy and attractive maple leaf Morgan towels to keep the fleet in Bristol fashion. Two highlights out of many were an overnight boat trip in Doubtful Sound and a four day Art Deco Days Party (in period costumes, rented) in Napier with bands, picnics, and a 250 classic car parade and display on the main street.

A note of mirth was supplied by my failing left rear and spare tires during the run. After four flats and sufficient exercise with the scissor jack, I was persuaded to buy two new tires. This earned me a Retread or Retire T-shirt at the final party. Kretschmers were awarded an English/Colonial American Dictionary. Subtle hi-jinks are part of the fun for Morganeers on tour. Corks up! All cars were in good form with no major failures. Drivers and navigators all had a marvellous (U.K. read "brilliant") time. Thank you, Vivienne & Richard (aka Don Ricardo).



Morgans in New Zealand 2006

Alan Lytle

(reprint from MSCCC Newsletter, March 2006)

With 23 people, 12 cars and a teddy bear, Kathy and I travelled New Zealand this year for 42 days from January 15 to February 24 in MMORGAN. On the road the only mishaps the group had were four punctures (on the same car), a broke fuel pump, a radiator hose and a slight crack in a suspension element soon welded up! And no tickets. Off the road an excellent combination of sights to see and friends to enjoy.

The trip was organized by Richard and Vivian Welch who live on the Isle of Man. They invited eight other cars from the UK and three from North America to join their trip which had been a couple of years in the planning. The organization was superb with only a couple of long mandatory driving days and lots of time available for vineyards and the other delights of the country including an amazing number of car and aircraft museums.

Arrival of the three cars in one container from North America was delayed by the ship Pacific Fantasy taking an unplanned route and being five days late, but that only meant renting a tin top for the initial trip until the cars arrived. So the six of us from Toronto and Seattle loaded into a van and followed the group up north to Paihia. From there we took the 4x4 trip along Ninety Mile beach to almost the northernmost tip of the North Island near Cape Rienga. Then we heard our ship had come in, and so high tailed it back to Auckland. We had pre-cleared the cars at Customs earlier and had researched the process of getting the Morgans into the country. Time was short as it was a Friday before a three day long weekend and we wanted to get the cars on the road ASAP.

Upon arrival of a car on temporary import, there are three important steps in New Zealand. First the car is inspected by MAF (Ministry of Food and Forests) to make sure there are no plant or animal bits on the car, next a Warranty of Fitness (WOF) inspection akin to the MOT in the UK, and then car registration.

Our first view of our car after being rolled out of the container was a little disquieting. An exhaust system modification had taken place with it being strapped to the luggage rack with bungy cords, and a note on the passenger seat exclaimed "Broken Clutch." Not wishing to delay things, I simply started up, drove a few feet forward and reverse and declared the clutch to be self healing. The MAF inspection involved a thorough vacuuming and resulted in the material from our filter for the heater being removed as it contained "seeds." This was replaced by a piece of muslin which served well for the whole trip. The inspectors also replaced the exhaust system for me while the car was on the hoist. Another problem solved.



There is absolutely nothing like touring a Mog!
Bob Stinson



Then on to vehicle registration which was preceded by the WOF. An absence of brake lights was fixed with a fuse on my car; a brake light switch fixed another. The third car, a 1952 flat rad had headlight wiring problems but in less than three hours (!), after considerable assistance from the local club member who found the parts for us, we were on our way in rush hour traffic through Auckland on a Friday night to meet up with the group in Rotorua. A pretty wild ride of 230 km wondering what else would go wrong with the cars after six weeks in a container on the high seas, and following a native who delighted in throwing his Plus 8 all over the place at great speed on a secondary road. Our 4/4 and its driver struggled a bit to keep up but enjoyed the introduction to New Zealand driving.

We gravelled the North and South islands and the cars which did the whole trip put on about 6500 km. The beauties of the country are described elsewhere, but for the Morganeer the additional delights are the great "Morgan" roads and the people in the clubs along the way who kindly invited us to share their homes for barbecues. One of the roads elicited great laughter from Kathy who described it later as "... 42 kilometers with a bend every five seconds and every third bend a hairpin." She missed out the one in whatever gradients up and down and the fact that it was a two way road wide enough for a single car.

Through both islands we had many great experiences including the overnight trip on Doubtful Sound which we recommend highly. Being on the water for the early morning sunrise in a environmentally protected area is a memorable experience. The albatross centre at Dunedin; the views of Mt. Cook and Mt. Tasman; Christchurch in all its summer glory; Hanmer Springs hot pools and the volcano park at Tongariro were all included on the way.

A highlight was Napier. The town was destroyed in an earthquake in 1931 and rebuilt in the thirties. The downtown is all "Art Deco" buildings and each year they celebrate An Deco Days as a four day festival in February. People dress in 30s style; there

are Gatsby picnics complete with silver candelabras, theatre, auctions and the great parade. As this year was the 75th Anniversary things were bigger than ever with 250 pre World War II cars on display. It was the most amazing sight with each car's passengers dressed in the 1930s and each car moving under its own steam, literally in some cases ... or at least the traction engines. This event is well worth a visit for anyone contemplating a trip to New Zealand. We have booked there for next year!

Our final couple of days before returning to Auckland to pack the cars for the return trip were spent on the Coromandel Peninsula with its complement of great driving roads and deserted beaches. Even though a couple of hours from Auckland, it is quite quiet on weekdays after the school holidays are over. So we had a final couple of hundred kilometers of fun driving before taking the highway to the end of the vacation and leave taking from our new found friends.

The trip taught us how to drive again as we get so few challenging roads in Ontario. Daily we were faced with terrific altitude challenges as well as difficult bends, and all without the ever present traffic we see over here. Even our 4/4 was able to get through everything although we did envy the +8s on some of the alpine sections. For those with a few weeks to spare and the inclination to leave winter behind, we very much recommend choosing New Zealand for your next driving holiday.



**Morgan Owners Group Northwest and the
Morgan Sports Car Club of Northern California**
Invite you to

The Rogue River Run

September 22nd, 23rd, and 24th
In Grants Pass Oregon



Hotel: Riverside Inn, Grants Pass. Rooms: \$101.20 per night for two people (including tax and deluxe continental breakfast). Make your reservation by calling 1-800-334-4567 or 541-476-6873.

Event Registration: US\$65 per person for all events.

Events and Activities

Friday

Parking lot party/ social – food provided in your event fee but BYOB.

Saturday

Morning and early afternoon:

free time to use as you please. Tour the town of Grants Pass, sleep in, clean your car, or visit with other club members.

Late afternoon and evening:

Rogue River jet boat cruise and buffet dinner with wine and beer included in registration fee.

Sunday

Scenic driving tour of beautiful SW Oregon with lunch stop at your cost. (You may have to cut this if you have to get to work on Monday.)

Sunday Evening

Dinner on your own. We will make reservations for all members of the group who wish. Let Ken know if you will be there.

Details: In order to secure a boat booking all together we must conform and pay by August 2.

Send your event registration cheque for US\$65 per person to Ken Miles, 15410 Kildare Drive, Surrey, BC V3S 6B9. Make your cheque payable to Ken.

Questions? Please contact Ken at 604-576-8036 or kengmiles@shaw.ca.

Your registration must be received no later than Aug 2. Mail it today!



Centenary Adventure in UK

Ken Miles



Several of us are planning to go to the UK for the Morgan Centenary. I have been able to obtain prices for shipping cars to the UK from Vancouver, BC based on three cars per container. These 2006 prices can be expected to increase by 2009.

Price per 40' container return to UK Thames Port, US\$9,000 or US\$3,000 per car. To this one must add the cost of insurance, approximately 2% to 3% of the value of your car each way. On top of this one might have to purchase a Carnet to make it easy to enter some countries in Europe. This will cost approximately US\$400, some of which will be refundable.

Anyone interested in shipping their cars to the UK for this once-in-a-century event and wanting to get in on these containers please email kengmiles@shaw.ca. Please let me know your preferred length of stay in the UK (and perhaps Europe afterward) so that I can coordinate with other people and fill the containers.

May 2006 update: Two containers are now full with another Morgan owner interested in a position. Give me call and get on the list!

Get the latest on the Morgan Centenary at:

www.morgancentenary.co.uk

Plan for the Next Heater Season

Steve Hutchens

Inspired by Tim Johnson's recent article on heaters, I did a bit of surfing and found that the Model 5000 is readily available at attractive prices. But there is also a Model 8000 "heavy duty" available for a little more. Given a Morgan's draftiness, this might be an attractive option for those



inclined to use their Morgans during the winter season. Most electrical systems should support the added load, or use this as an excuse to switch to an alternator. Partial information:
www.maradyne.com/maradyne_mobile/products/heaters/5000.html
www.maradyne.com/maradyne_mobile/products/heaters/8000.html
www.servicemate.com/catalog/partlist.aspx?CategoryID=158
(other sources should be available, just search a bit)

	#5000	#8000	Change
Width:	6 7/8"	8 1/2"	+1 5/8"
Depth:	7 1/4"	8 1/8"	+7/8"
Height:	6 7/8"	8 1/8"	+1 1/4"
BTU	12,500	20,000	+7,500
Air Flow (cfm)	130	250	+120
Motor Speeds	1	3	+2
Amps	1.5	5	+3.5

2006 MOGNW CALENDAR

Please send updates and corrections to sphutchens@hotmail.com

May 16	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
May 20	Sat	Van Dusen ABFM, Vancouver (event afterward TBA)	Win Muehling	604-299-2425	wmuehling@telus.net
May 27	Sat	Island Pod Cowichan Bay	Kit Raetsen	250-544-2026	kitjo@shaw.ca
May 27-28	Sat-Sun	Mission Raceway Vintage Races, Mission, BC	Win Muehling	604-299-2425	wmuehling@telus.net
Jun 3-4	Sat-Sun	Caboose Run to the Iron Horse Ranch, Colville, WA	Kay Jones	206-546-2232	zconsulting@comcast.net
Jun 17	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Jun 18	Sun	Father's Day Picnic, Victoria	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Jun 20	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Jun 23-25	Fri-Sun	Devil's Punchbowl, Portland	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Jun 24	Sat	Highlands Games	Mike Powley	604-542-0921	mpowley@telus.net
Jun 25	Sun	Bellevue Strawberry Festival Classic Car Show	Tim Johnson	425-455-1629	tc.johnson@comcast.net
Jun 26-30	Mon-Fri	Brits 'Round BC (Kamloops to Penticton)	Steve Hutchens	360-733-3568	www.oecc.ca
Jun 30-Jul 2	Fri-Sun	Rally in the Valley, Penticton, BC	Gerry Hastings	250-769-6505	www.obcc.ca/ritv.htm
Jul 1	Sat	Canada Day Show & Shine, Ganges Salt Spring Island	Marv Coulthard	250-537-5206	coulthard@saltspring.com
Jul 1-2	Sat-Sun	Pacific Northwest Historics, Pacific Raceway, Kent			www.northwesthistorics.com
Jul 14	Fri	Island Pod Botanical Beach Picnic, BBQ at Reddington's	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Jul 14-16	Fri-Sun	MOGWEST 2006, Cambria, CA	Katherine Bard	310-476-0034	dropheadfem@att.net
Jul 15	Sat	Midlands Pod Hurricane Ridge Run	Keith Kretschmer	360-683-5018	kkretsc@aol.com
Jul 16	Sun	Brits on the Beach, Ladysmith, BC	Tony Mantell	250-245-4592	www.oecc.ca
Jul 16	Sun	Minter Gardens Concours			www.mintergardens.com
Jul 18	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Jul 22	Sat	Western Washington ABFM, Bellevue, WA	Arnie Taub	425-644-7874	www.abfm.com
Jul 22	Sat	MOGNW Party after the ABFM (location TBA)	Mike Amos	425-881-2054	meamos@gte.net
Aug 12-13	Sat-Sun	Filberg Park All British Field Meet, Comox, BC	David Whitworth	250-338-0026	www.oecc.ca
Aug 19	Sat	Island Pod Saturna Island Tour	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Aug 19	Sat	Midlands Pod Social @ Maltby Cafe	Mike Amos	425-881-2054	meamos@gte.net
Aug 19	Sat	Southern Pod Wine Tour w/Sunday Option	Wayne Harris	504-472-1911	harris@onlinemac.com
Aug 20	Sun	Northern Pod Mid-Summer Run	Hugh Dickson	604-985-6665	hughfd@look.ca
Sep 2	Sat	Portland ABFM, Portland (MOGNW event afterward TBA)	Heinz Stromquist	503-224-9576	www.abfm-pdx.com
Sep 9	Sat	Island Pod Lake Cowichan Run	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Sep 10	Sun	All British Picnic, Hougen Park, Abbotsford, BC	Andrew Beasley	604-854-5489	FVBMC@hotmail.com
Sep 16	Sat	Whistler All British Run, North Vancouver, BC	Win Muehling	604-299-2425	wmuehling@telus.net
Sep 16-17	Sat-Sun	English Car Affair in the Park (ECAIP), Victoria, BC	Robert Atkins	250-544-1702	www.oecc.ca/sib
Sep 19	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Sep 22-24	Fri-Sun	Rogue River Run, Grants Pass, OR	Ken Miles	604-576-8036	kengmiles@shaw.ca
Sep 24	Sat	Ken Griffin Memorial Run	Marv Coulthard	250-537-5206	coulthard@saltspring.com
Oct 14	Sat	Bob Nelson Memorial Run	Kay Jones	206-546-2232	zconsulting@comcast.net
Oct 17	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Oct 21	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Oct 22	Sun	Northern Pod Halloween Run	Win Muehling	604-299-2425	wmuehling@telus.net
Oct 25	Wed	Island Pod Noggin & Natter	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Nov 5	Sun	Ladner-Bellingham All British Run	Steve Hutchens	360-733-3568	www.oecc.ca/vcb
Nov 18	Sat	Midlands Pod Social @ Claim Jumper, Redmond	Mike Amos	425-881-2054	meamos@gte.net
Nov 21	Tue	Southern Pod Social @ Portland Brewing's Tap Room	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Dec 2 or 9	Sat	Midlands Pod Holiday Party (location TBA)	Mike Amos	425-881-2054	meamos@gte.net
Dec 2 or 9	Sat	Northern Pod Holiday Party (location TBA)	Win Muehling	604-299-2425	wmuehling@telus.net
Dec 2 or 9	Sat	Southern Pod Holiday Party (location TBA)	Heinz Stromquist	503-224-9576	henrys@mgsportland.com
Dec 26	Mon	Northern Pod Boxing Day Run, Surrey, BC	Mike Powley	604-542-0921	mpowley@telus.net

2006 MOGNW MEMBERSHIP AND DUES FORM

Date _____ Spouse _____
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 Address _____
 City _____
 State/Province _____ ZIP/Postal Code _____
 Home Phone _____ Work Phone _____
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Morgans Currently Owned:

1. Year _____	Model _____	Body Style _____	Chassis # _____
Colour _____	Engine Size _____	Body Style _____	
2. Year _____	Model _____	Body Style _____	Chassis # _____
Colour _____	Engine Size _____	Body Style _____	
3. Year _____	Model _____	Body Style _____	Chassis # _____
Colour _____	Engine Size _____	Body Style _____	

Do any of your Morgans have historical significance, special equipment, or interesting specifications?

2006 Annual Dues: US\$30/CDN\$35 January 1, 2006 or after;

Dues for New Members: US\$2/CDN\$2.25 per month for each month remaining in the calendar year including the current month (US\$22/CDN\$24.75 in February, US\$14/CDN\$16.25 in June, US\$6/CDN\$6.75 in October, etc.)

Remittance: US\$ _____ CDN\$ _____

U.S. Members: Please make check payable to MOGNW and mail your check and this form to William Button, MOGNW Treasurer, 9839 51st Ave SW, Seattle, WA 98136.

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

Questions: Email wmbutton@comcast.net or phone 206-935-3616



FIRST CLASS

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