

# MORGAN OWNERS GROUP MAGAZINE NORTHWEST

Vol. 20 No. 1

January 2000



## 2000 MOGNW CALENDAR

Jan 14	Friday	MOGNW Northerne Centre After Christmas New Years Party at the Miles' home 15410 Kildare Dr, Surrey, BC	Ken & Pat Miles	(604) 576-8036
Jan 22	Saturday	MOGNW Midlands Centre monthly meeting at the Roanoke Inn on Mercer Island for BREAKFAST!! 1825 – 72nd SE at 10:00AM. From Seattle, take Exit 6 off I-90 and go North on W Mercer Way. From Eastside, take Exit 7 off I-90 onto N Mercer Way	Bill Button	(206) 935-3616
Jan 22	Saturday	MOGNW Planning Session for the Year 2000 Events Calendar at Kay Jones' houseboat – 2:00PM	Kay Jones	(206) 329-2885
Jan 23	Sunday	MOGNW Northerne Centre Robbie Burns Run	Mike Powley	(604) 261-0901
Feb 1	Tues	Deadline for February Mogazine	Craig Runions	(206) 542-7137
Feb 13	Sunday	MOGNW Northerne Centre Hearts and Tarts Run	Steve & Liz Blake	(604) 943-6416

### TREASURER'S REPORT from Bob Hauge...

beginning balance, 9/1/99	\$6,486
plus dues	108
plus regalia	659
less regalia	-2,077
less September Mogazine	- 145
less October Mogazine	- 174
less Portland All-Brits	- 240
less postage	- 14
ending balance, 12/31/99	\$4,603

**2000 DUES – PLEASE PAY NOW – STILL ONLY \$24!**

**COVER - MOGNW Annual Holiday Banquet in LaConner last Dec 11th. Photos by Runions**

**NW Mogazine by E-MAIL (free to paid up members!!). FAST DELIVERY, COLOR PHOTOS, ELECTRONIC FILE COPY!** You need Adobe Acrobat Reader v3.0 or later (free off Adobe's website). **LET ME KNOW!** Send e-mail request to [mognw@aol.com](mailto:mognw@aol.com) Thanx, Editor Craig

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Business meetings are held quarterly as published in the calendar. Social meetings are held monthly (times and locations as stated above in the calendar): Northerne Centre (Vancouver/Victoria) as stated, Midlands Centre (Seattle/Bellevue) on the third Thursday, and Southerne Centre (Portland/Vancouver) on the third Tuesday. Dues are as stated on the Membership/Dues Form published frequently in this newsletter. Club merchandise can be ordered using the Regalia Order Form published frequently in this newsletter. Non-commercial advertising is free to MOGNW club members. **NW MOGAZINE** commercial advertising is payable in advance in US\$ and is based on camera-ready ad copy.

Business card size	\$ 5.00 per issue	or	3 for \$ 12.50	or	12 for \$ 50.00
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Full page	\$40.00 per issue	or	3 for \$100.00	or	12 for \$400.00



## ***THE FLAT LINE***

*by Kay Jones, President*



It's time to get some feedback as we begin the millennium year of Morganing, which is also our 25th anniversary. We will be planning a very special event this year to celebrate a quarter century of Morgan driving, shoptalk and friendship.

In the Midlands this past year we shifted to more weekend driving events rather than the third Thursday evening meetings at various food / watering holes. This new approach has had good success in the Northern Pod. One key to the success (assuming the participants have been happy campers) has been the contribution of the members who volunteered (or in some cases were arm-twisted) to organize the monthly function. I encourage all club members to become involved in some fashion this year. Take the lead or help organize a monthly meeting. Write an article for the Mogazine about your Morgan travels or the technical challenges of the maintenance and restoration of your car.

Your feedback to the club officers and regional reps is extremely important if not absolutely necessary to make the club a success in meeting member expectations. Call or e-mail any of us with your ideas, thoughts or commitments.

I look forward to seeing everyone at least sometime this coming year at some event in Canada, Washington, Oregon or wherever.

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## **Holiday Banquet Extraordinaire 1999**

The club extends its heartfelt thanks, kudos, attaboys, hip hips, applause, etc to Bert McCabe, Ruth Wynn and company for 2 incredible evenings last month. It began with the Friday night open house at their home on Shelter Bay and of course the festive Saturday night began at the LaConner Inn and worked up the hill to the banquet hall for a catered roast beef dinner with wine and all the trimmings. The small touches everywhere showed a lot of thought and were very special. Name tags, named place settings, custom etched "Christmas in LaConner 1999" and monogrammed Morgan wings on wine glasses as gifts for everyone to take home only begin to speak of the effort that went into the planning and execution. Many other (unfortunately unnamed) helpers from Seattle to Vancouver contributed greatly. Thanks to everyone. There are even reports of one Morgan in attendance!!

## *North of the 49th, from Les Burkholder.....*

### **Halloween Run**

Rain and more rain leading up to Sunday, October 31st. The forecasters predicted rain for most of the week, with early morning showers Sunday morning, high clouds and possibility of some sun. Awoke at 5AM to listen if it was raining. No. Looked out the window and you could see the stars shining brightly over head. This is going to be a good day!

I had put the top up on Saturday (NO faith in the forecaster). I had to see if it still fit as we never use it even in the rain. This time I had second thoughts. Must be getting Old. Anyway the sun was to shine, and off came the top. Now to prepare the Three Wheeler. I thought the checklist on the aircraft was bad!!!! Check the tire pressure, transmission (add quarter liter of gear oil and Moly Slip, use more tranny oil than engine oil), use dipstick to check gas, engine oil OK, add fluid to rad, grease the front suspension, turn on gas valve, tickle the carb, turn on ignition switch, turn on master switch, retard spark, press starter button. The starter grinds like a coffee grinder only much louder, shortly it catches and there is the familiar rhythmic PUT...PUT...PUT..., soon to wake the whole neighborhood. I am sure they will be glad when we sell our house and move away.

June was in the 4/4 and I in the Three Wheeler. We headed to the ferry to take us to Horseshoe Bay where we would meet up with Melissa (Daughter) who will drive the 4/4 and we headed off to Pitt Meadows to the start of the run. Arriving at Pit Meadows we found everyone waiting patiently for us. Yvonne made the rounds with treats and June brought out her Chocolate Spiders, Owl Cookies and Witches Fingers. What a disappointment, there were no costumes for this Hallowed Event. Next Year????

What a turn out. We had 11 Morgans and "One Real Morgan" (not my comment), so 12 cars in all. Our Run organizer, Dave Collis and Ruth Wilkie announced their engagement. We were all delighted to hear. They are a wonderful couple and we wish them the very best. Dave and Ruth lead us off with Ted and Judy Carew-Gibson, Ken and Pat Miles, Steve and Liz Blake in their newly acquired 1963 +4 4-seater (looks real nice) from Arizona. Michael Geluch was having trouble with his clutch, but managed to complete the run by pumping the pedal frantically to change gears. It was good to see new members Win and Christine Mueling out again in their +8, and also Doug and Jill Seager in their 1960 +4 4-seater. The Gray Hound people, Leo and Trish Lee were there and John Rennie, with his top up, brought some great pictures of the Whistler Run. Bringing up the rear were Melissa and June in the 4/4 and me in the three wheeler.

Dave lead us through some of the most gorgeous scenery. Twisting roads that rise and fall and curve all the while lined with trees that were shedding their colourful fall leaves along the road that opened onto the valley floor, and back up the the other side. This is where I was following Ron and Yvonne Theroux. Making a left turn as indicated by his signal light that continued to flash and flash and flash for three and one half miles. The only reason that it was shut off was that he had to make another left. Have you found anyone this year that has beaten Ron's 3 1/2 mile signal????? I guess getting Older you tend to be more forgetful. :-). Unfortunately, Ron was hit by a flying stone thrown by a passing vehicle. This created a spider web of cracks (Halloween!!!!) just in front of Yvonne on the windscreen. We ended up at Billy Minor's Pub for Noggin and Natter, where Larry Sharp and Al Allinson joined us. It was a race between Ron and I to get relief and out do Ken, who must be using the hose and funnel. Think Ron and I may install the same. This getting Old is for the birds.

It was a "Great Pumpkin Halloween Run" thanks to Dave, Ruth and whoever looks after the weather.

## Midlanders, from Bill Button.....

Gil Stegen arranged the October meeting at the "Maltby Cafe". We met on Sunday, the 24th, at 10:30 AM for breakfast. The "Maltby" is a very popular place for Sunday breakfast and they don't take reservations. Gil used his charm and by getting there early was able to seat us for breakfast in 45 minutes. That is darn good at that Cafe. The breakfast was all that was advertised. In attendance were President and Mrs. Jones, Theroux, Gil Stegen, Craig Runions, Joe Ray, Buchans, Dietzs, Jewetts, Mike Amos and son Sean, Weiskind and Jeannette, Buttons and new member from Texas Pat Pearson.

After breakfast we took a tour lead by the Buttons in his XJ6 (Morgan is in the hospital). Maltby to the Woodinville/Duval Road, left before Duval down the west side past the Honor Farm, into Monroe and North on Woods Creek Road to Lake Roesiger and on to Granite Falls where Button pointed out the school where he attended first grade. Theroux went north on the Jordan Road to Arlington and Canada and the rest of us split up and meandered home. With a beautiful day and with the changing fall colors it was a great day in the neighborhood.

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## Fire!

Date: 12/20/99 10:39:08 AM Pacific Standard Time  
From: hughd@direct.ca (Hugh Dickson)  
To: mognw@aol.com  
Subj: Fire

(Craig: If you want to use this letter in the Mogazine, feel free to do so. I was extremely lucky with this fire. If it hadn't been for the guy with the bucket and the fact there was water in a nearby ditch, I'm sure my Morgan would have been totally consumed!)

Mr. Thom Thompson, President  
Insurance Corporation of B.C.  
151 West Esplanade  
North Vancouver, B.C.  
V7M 3H9

Thom:

On a bright sunny Sunday, October 17th, I was driving my '58 Morgan up the road to Cypress Bowl when there was a sudden strong smell of gas, the engine quit, I pulled over, and was greeted by thick black smoke pouring from beneath the "bonnet". There was no one around; I had no fire extinguisher. Is this the end of the car I've nurtured and cared for for 36 years? I wondered.

A car stopped and a young man inside had a water bottle. I popped open the bonnet. The engine compartment was burning furiously by a gas-fed fire. We dumped the water bottle contents into the fire but it wasn't enough. Another motorist who stopped had a bucket and, very fortunately, there was water in the ditch across the road. He got two or three buckets full and we doused the fire.

Paint was blistered off the nose cowl, the bonnet and right fender. The engine compartment was heavily damaged. I was lucky the whole car didn't burn to the ground. The body framework on Morgans is made of wood - ash to be precise. As a fellow Morgan owner said later "if you're gonna have a vehicle fire, don't have one in a car made of kindling!"

My worry then turned to ICBC. Two months earlier I'd heard a horror story from a Morgan owner whose car, appraised at \$47,000, was heavily damaged when a reckless driver drove into it. He told me ICBC offered him \$4,400 for damages estimated in excess of \$15,000. I went apprehensively to the ICBC claims centre off Pemberton Avenue in North Vancouver, explained what happened and was told they'd have to view the car and make a damage estimate.

A day or two later I received a phone call from a Norm Brooks who explained he was the estimator for ICBC. "We don't get Morgans here every month, so we don't have much knowledge about these cars and their value," he explained. I told him I'd owned the car for 36 years and gave an estimate of its value. I was relieved when he asked for two or three names of Morgan experts who could comment on the car's value. I gave him three or four names. He asked if I had any preference on where to take the car for repairs. I told him I'd like the repairs done by Abbingdon Motors/Lancaster Restorations in Vancouver, a small firm that specializes in restoring vintage sports cars.

## Fire! (continued)

I later called one of the people whose name I had given to Norm – a former Morgan mechanic and racing driver, one of the most knowledgeable Morgan experts anywhere in the Pacific Northwest. He too was surprised by Norm's refreshingly candid admission of a lack of knowledge about Morgans and his willingness to seek advice and verification from knowledgeable Morgan experts.

The repairs were done and, with new wiring from the dashboard forward, the electrical system performs better than before. Abbingdon Motors did the repairs for less than 75 per cent of the estimated total cost. (There were two or three minor oversights in the repair work that I was able to rectify myself.) I was pleasantly surprised again a few days after I had the car back when Norm called and asked if I was satisfied with the repair work.

Norm Brooks' approach to a difficult estimating job and his willingness to consult with outside experts to arrive at a fair repair estimate turned my nerve-wracking experience into a happy ending. He is a credit to your organization.

Yours truly,  
Hugh Dickson

cc Craig Runions  
Editor, NWMogazine  
Morgan Owners Group Northwest

## and a followup from Hugh.....

Subj: re: fire  
Date: 12/21/99 11:26:43 AM Pacific Standard Time  
From: hughd@direct.ca (Hugh Dickson)  
To: mognw@aol.com

The real angle of the engine fire story is how LUCKY I was that a passerby stopped and JUST HAPPENED to have a bucket and there JUST HAPPENED to be water in the ditch across the road!! The road to Cypress Bowl is in West Vancouver, a paved two-lane road leading up to a recreational area atop Hollyburn Mountain. There wasn't much traffic and where I stopped there was nothing - no phones, no nothing. After the fire was out, a woman drove me the four or five miles to the top so I could phone for a tow truck; then she drove me back to my car where I waited for the tow truck.

The quote I used about a fire in a kindling car is from Dave Collis. He's also one of the names I gave the ICBC estimator who was candid enough to seek outside advice. The item about the "horror story" of collision damage to a \$47,000 Morgan refers to Al Allinson and his pristine orange and black '69 Plus Eight.

**2000 DUES – PLEASE PAY NOW – STILL ONLY \$24!**

## from the Morgan Oasis Garage

Cuthbert J. Twillie, Proprietor  
 Box 1010 – North 51 Terrace  
 Hoodspout, WA 98548  
 (360) 877-5160

In this month's epistle we make a new rear apron. I've just made my second one. It was so much fun and dead simple to make, I have to tell you how it's done. I made two pattern pieces out of wood by copying my Mog's rear apron on to a paper pattern. This was transferred to the wood and then sawn out. On one of these wood patterns the curved ends and the bottom edges are slightly rounded to perhaps  $3/16$ " of an inch.

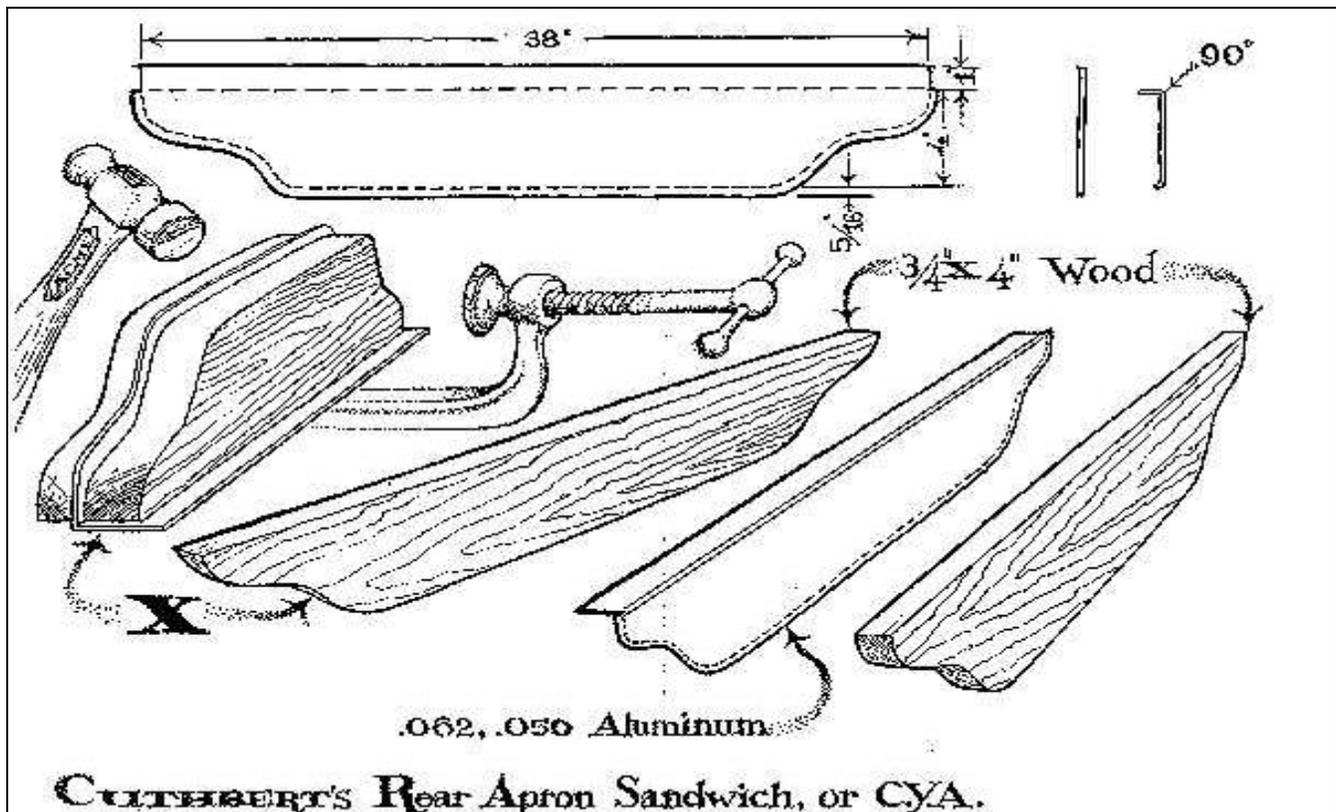
The aluminum is cut to a line made from laying the wood pattern on the metal and scribing a line all around it. An inch is added to the top edge and  $5/16$ " of an inch to all other edges. Taking the aluminum in hand, I waddled off to my local sheet metal shop. There they charged me five scoots to bend the top inch over to 90 degrees. This makes a sweet smooth line and adds boocoo strength to the blank.

Now I sandwich the metal piece between the wood patterns. The 90 degree edge goes over the wood piece that's had the edges rounded, marked "X" on the drawing. The other piece goes in front and six or eight healthy "C" clamps keep it all lined up while the  $5/16$ " edge is slowly and carefully hammered back to a smooth fit over the pattern.

A word or two on dimensions. The wood used was shelving 1x6's, 38" inches long. I would warn you, however, to measure the particular apron before believing Cuthbert, and before cutting any precious lumber or aluminum. The aluminum I used was .050 "half hard". If I could have found .062 I'd have used that. Sixty two thou is the choice of the panel beaters I know.

Another caution is if your car is a four seater the rear apron is not dead straight. It curves to follow the rear deck's lower line. In that case a few judicial darts cut out of the top edge will allow the apron to follow those curves.

I've tried to explain this clearly; if I have confused you, get on the blower so I can make a complet job of it.



## Finally, a Mog in the Garage!

Steve and Liz Blake

My dreams of a Morgan started when I was eleven years old. It was the summer of 1962 and my family was camping on Vancouver Island (note that old-timers like Ron Theroux had already owned their Mog's for about four years at this time!) We were traveling in the family 1948 DeSoto which suffered a broken connecting rod. The closest service station that could do the repairs was George Sterne's Chevron on the Island Highway. George had the DeSoto for a couple days to repair the engine. At the front of his garage, George had a small showroom where he displayed a Morgan car for sale. Two others were parked outside waiting for service. I was delighted by these cars and can vividly remember the sound of one racing down the highway toward the ferry terminal after having its servicing completed. I was hooked!

Many years and 68 cars later (including 19 British sports cars), we still were missing the Morgan. Even mingling in the crowd with our MG's on the Morgan runs didn't satisfy the need to own our own. The serious searching started after I bought my MGTC last year. I felt with two MG's if I didn't make a move my garage would be full and I would never end up with a Mog. I wanted a four seater, Triumph engine, and for nostalgic reasons, as close to 1962 as I could get. Hemming's and Internet searches were started. I found over 70 Morgans for sale across North America. When I narrowed the list down there were only eight four seaters that fit my requirements. E-mails, phone calls (including a couple to Dave Collis who was a wealth of information for me), and letters with photos later, I made a deal with a fellow in Espanola, New Mexico for his 1962 +4 four seater.

Morgan #5197 was a second owner with 70,000 original miles. The original owner, Ralph Casper, was with the US military and took delivery from the factory. He returned home to Milton, Mass., and kept the car for two years. With the new Mustangs coming out in 1964, Ralph was swayed by his wife to sell the Mog to David Daney. Dave completed his university and moved to Boulder, Colorado. He drove the car for about seven years and then put it into storage. As he explained, "It was starting to rattle." The Malvern Dance was not a step known or understood by American service stations! The car remained in storage for 20 years. At this time the car was freshened up and put on the road as Dave moved to work in Los Alamos, New Mexico. Seven years later and Dave has taken a job in Italy, something to do with super-cooling of nuclear reactors. So, the Morgan went up for sale.

When I got a price of \$1,500 US to have the car shipped home, I decided to fly down and drive it home myself. I had a free ticket on points so I was able to get to Albuquerque with no problem. Dave met me at the airport and drove the 80 miles to his place outside of Espanola. It was 11:30 PM when we arrived so his wife had a bed made up for me and I slept until 6:00 AM. After a couple hours of checking out the car, test driving, exchanging money and documentation, we had breakfast and I waved good-bye as I started the 1,550 mile drive back to Vancouver. I had spare parts loaded in the back seat and water jugs under the tonneau cover on the front seat. I was given good advice by club members before I left on my journey. They told me to take the roster so if I broke down I could phone and get advice. I was told to carry jugs of water for overheating. It was suggested that I tighten all hose clamps before I left. Dave had Robert Couch ship down new hoses, so they were all replaced the day I arrived. I appreciated the good advice and camaraderie of our club. It made me feel secure knowing that I had friends as well as the AAA on the other end of the cell phone if I broke down along the way!

The first day I tried not to push things too hard. As the miles ticked off I started to relax as it looked like the Mog was actually going to go the distance. With the small gas tank you get to have lots of stops and visit lots of gas stations. The Mog did have the "dance" but otherwise ran strong. 80 miles per hour was easily obtainable. My speedometer was not working and I calibrated speed from the tach. I travelled without incident until I reached the Moab Desert. I added my first gallon of water when my coolant decided it had enough and exited through the overflow! I continued on to Salt Lake and found a motel in Kaysville, north of the city. I had driven over 600 miles the first day and not had any problems other than adding a quart of oil and water.

The next morning I loaded up and hit the road. It was quite a bit warmer with temperatures in the low 100's. Driving at 80 plus miles per hour and at the high elevations meant adding water as often as I added gas. I was wondering if I actually had purchased a steam car! As I reached the Yakima Valley I had put on my daily 600 miles. I stopped at Zillah for the obligatory photo of the car next to the tea kettle gas station. It was only 7:00 PM and I figured why not just keep on going. I got to the Canadian border by midnight. After paying my taxes and having my car checked out by Canada Customs I phoned Liz to get the hot chocolate on! After having 100+ temperature, the fog had settled in and I was a might cold all the way from the Snoqualmie Pass! I had our Mog safely tucked into the garage by 1:00 AM. And now the new stories can begin!

**2000 MEMBERSHIP / DUES FORM**

Please make checks payable to.... **MOGNW**  
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Dues for **new** members..... \$2.00 per month for each month remaining in  
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Have any questions? \_\_\_\_\_

E-mail inquiries to [MOGNW@AOL.COM](mailto:MOGNW@AOL.COM)



# NW Mogazine

Craig Runions, Editor  
17759 - 13th Ave NW  
Shoreline, WA 98177  
USA

# FIRST CLASS

## PAY YOUR DUES NOW

**IN THIS ISSUE**

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- one for the garage
- Holiday Banquet