

MW Magazine

MORGAN OWNERS GROUP
NORTHWEST

Vol. 20 No. 9

25th Anniversary

Sept 2000



MOGNW 2000 CALENDAR

Oct 31	Tues	Deadline for November Mogazine	Craig Runions	(206) 542-7137
Sept 16	Sat	MOGNW Midlands Centre monthly social meeting 12:30 lunch at The Cabin Tavern in Richmond Beach and 'house warming' of the Jones Garage	Kay Jones	(206) 546-2232
Sept 19	Tues	MOGNW Southern Centre monthly social meeting at the Portland Brewing Pub, 2730 NW 31st Ave	Heinz Stromquist	(503) 224-9576
Sept 23	Sat	All British Vancouver, BC to Whistler Run	Ted Carew-Gibson	(604) 421-3939
Oct 17	Tues	MOGNW Southern Centre monthly social meeting at the Portland Brewing Pub, 2730 NW 31st Ave	Heinz Stromquist	(503) 224-9576
Oct 19	Thurs	MOGNW Midlands Centre monthly social meeting (location unknown at this time)	Bill Button	(206) 935-3616

TREASURER'S REPORT from Bob Hauge...

beginning balance, 8/4/2000	\$7,480
plus dues	65
plus event registrations	1,479
less event expenses	-4,063
less Portland All Brit	- 284
less regional expense allowances	- 100
less August Mogazine	- 135
less postage	- 33
ending balance, 9/9/2000	\$4,409

COVER PHOTOS – from the 25th Anniversary Celebration Weekend. Top – Thomson, Jewett, Powley and Stromquist leaving the Heathman in Vancouver on Sunday morning for the Mt St Helens tour to Olympia. Bottom – Smith, Weiskind and Jewett in the foreground at the Day Use Only park for lunch on Sunday's tour. Photos by Runions.

**NEW E-MAIL ADDRESS FOR THE MOGAZINE
CONTACT EDITOR CRAIG AT
mognw@gtemail.net**

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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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THE FLAT (not CURVED) LINE

by Kay Jones, President



Please read on. Contrary to popular demand, I'm back fulfilling my duties as the MOGNW Pooh-Bah. Due to the membership's enthusiastic response to Theresa's fill in contributions to this column, she is now negotiating free lance work with Road & Track. Just kidding.

The 25th Anniversary Tour over the Labor Day weekend was a resounding success, despite some marginal weather. The Runions, Nelsons and Joneses motored down to Portland early Friday afternoon. The safety in numbers philosophy paid off in spades when my fuel pump gave out near Kalama. As any bright MOGNW member should know by now, Bob Nelson can fix a Morgan anywhere anytime with his on board first aid kit. Bob, without batting an eye, said he would take his backup electric fuel pump from his MOG and put it on my Flat Rad and that's the way it ran for the remainder of the Tour. Bob later in the trip produced a bolt and nut to replace my stripped out generator-tensioning stud. Two Nelson mini miracles. Alas, Bob, however, did fail to achieve his third miracle when he didn't catch my rolling English driving cap, which blew out of my car just after leaving the roadside repair site. He said something about the distraction of the 18-wheeler behind him, which decreased his lateral maneuverability at speed. Many thanks, Bob. (We will be having Bob share the contents of a good Moggie First Aid Kit in a future issue.)

Kudos to all of the 25th year organizing committee membership (in alphabetical order - Bowman, Cammarano, Harris, Hauge, M. Miles, Stromquist and Tilden with their significant others!) who put together a memorable weekend. The culminating banquet on Sunday brought together many old time members who have served the club as officers and enthusiastic volunteers. The highlight of the evening came after dinner when members stood up at each table, introduced themselves, and gave testimony to the camaraderie ever present among us. It was fun and fascinating to hear how individuals were first drawn (pressured?) into joining the club. We are a wild and crazy bunch!

Special recognition was given to a current member in each pod who was recommended by their individual pod for their special leadership and contributions to local and club work activities over the past ten years. The awards were large vinyl poster photos of Morgan factory activities, which Arnie Taub had made from his photos for display at the Bellevue All Brits when Morgan was the honored Marque. The recognition awards went to Mike Powley, Bob Nelson and Bob Hauge. Two additional awards of appreciation, both magnificent crystal pieces etched by Barbara Stegen, were given to Bob Hauge for organizing the 25th Tour and for his numerous other contributions over the years, and to Craig Runions, Mogazine editor, and the true glue who keeps the club on track. All of these members deserve a special thank you and pats on the back the next time you see them.

Lastly, but not least, Bob Adair and his red '52 Flat Rad +4 Roadster won best of show at the Portland All Brits. This goes with his best of show debuting restoration this Spring at VanDusen in Vancouver. Two for two! I firmly believe that he would have won first in the Morgan class at Pebble Beach last year if his car had been entered. Congratulations, Bob.

Hope to see many of you on the 16th of September at "The Cabin" Tavern and at my new garage house warming. See detailed announcement elsewhere in this issue.

The Big Weekend

random ramblings by Runions

3 nights in 3 different motels – pack and unpack, pack and unpack, pack and unpack, and pack and unpack!
 good thing we left Friday at noon – we beat the traffic crunch, beat some rain and had a leisurely trip
 Morgan Mental Mechanics get Jag E-type going again at Exit 92 Rest Stop
 aforementioned 3M's roadside Plus 4 fuel pump repairs with Kenworths roaring by 8 unprotected feet away
 rain – enough for me to put the top up – finally put it down Monday morning
 how many times did I weave my way into and extricate myself from my Morgan with the top up? 30 at least
 breakfast at Elmers – my gosh, who are some of these Southerners that I haven't seen in how long?
 Weiskind from Arlington and Ozuna from Redmond drove down to Portland early(!) Saturday morning
 25 Morgans (I think) on the field at Portland – mostly Plus 4's and many Plus 8's - where were all the 4/4s?
 Bob Adair comes from Idaho and does it again with his Flat Rad – Best of Show!!
 great social hour and buffet feast at the Heathman Inn Saturday night with about 50 members
 3 ladies sneaking excess buffet food (at their husbands' urging) off to their rooms for lunch on Sunday
 Hauge keeping track of 19-20 Morgans on a 200-mile EXCELLENT ROUTE Sunday tour to Olympia
 who was that fine lady accompanying Heinz in the Plus 8? (and I'm not talking about Wanda!) Go, Gloria!
 never saw Mount St Helens – top up all the way on a very cloudy and sometimes wet day
 lunch at the Day Use Only park under the picnic shelter - just where are those toilets asked the women?
 'camp robber' birds eating out of Weiskind's hand – 'buffet robbers' eating lunch out of their stashed treasure
 parking lot gathering in Olympia of a few thirsty drivers at the back of Bowman's camper/support vehicle
 question by a teenage girl – "how long are you showing?" oh boy, couldn't go near that one!
 60 people at the Olympia Banquet – 10 from Saturday night didn't make it but 20 more new ones showed up
 banquet beverages courtesy of Dave and Sharon Cammarano – what a fine gesture – THANK YOU VERY MUCH
 Powleys, Allinsons and Thomsons from Canada did the whole weekend! Carew-Gibson came down to Olympia
 half the Sunday tour cars were from Oregon – really fun to tour with different people and their cars
 heavy Monday afternoon northbound I-5 traffic into Seattle – 4 lanes going 75-80 mph! – no jams! – MY OH MY!

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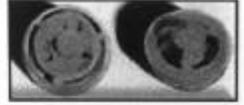
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Midlands Matters.....from Various

Bill and Geri Button are on the Morgans Up America tour

FUN AT THE BEACH!!

The September Midlands Meeting

Saturday, September 16th**12:30 Lunch at "The Cabin" Tavern**

at Richmond Beach on Puget Sound
in Shoreline, WA (south of Edmonds)

RSVP by Wed, Sept. 13, PLEASE**Kay Jones at (206) 546-2232**

Festivities start with a fixed price lunch (marinated grilled chicken breast, pasta salad, and corn on the cob for \$7.50, including tip.) Following lunch a short gimmick treasure hunt rally will lead to the Jones compound which is located just one block from "The Cabin" for further reverie and the house warming of Kay's new play pen (i.e., garage.) Please RSVP Kay for lunch head count by Wednesday, Sept. 13th.

Directions:

From I-5 take 175th St. (exit #176) west to Aurora Ave. (Hwy 99)

Right (North) onto Aurora Ave. 1 mile to 185th St. (Fred Meyer)

Left (West) onto 185th St. which becomes Richmond Beach Road

Follow the yellow line motoring westward all the way down to Puget Sound
(through 5 traffic lights, two 4-way stops, and bear left at 24th)

Left (South) at last stop sign (T intersection) onto Richmond Beach Drive NW

"The Cabin" Tavern is on your left just over one block south

Kay Jones' place is another 6 doors south of "The Cabin" at 19212 Richmond Beach Drive NW

NEW E-MAIL ADDRESS FOR THE MOGAZINE

mognw@gtemail.net

North of the 49th.....from Various

See you at Whistler on the 23rd!

Ken and Pat Miles and Ron and Yvonne Theroux are on the Morgans Up America tour

Southern Chatter.....from Various

Still recovering from the 25th!



The Hamma-Hamma-Hummer-Hustle

OR

"ALL PAVED ROADS" GUARANTEE(?)

article and photos from Brother Powley (BC '66)

"Twas a dark and stormy night"na! It was the middle of August on the dreaded Morgan eating I-5. After pulling in at the Chuckanut drive cut-off Chevron to seek shelter from the elements and to (GASP) put the Powley top up just to see (rain on the glasses and on the inside of the windscreen makes a lovely mosaic but not a good thing for driving). We then pushed on for the rendezvous with the Billy Button Hood Canal Gathering; only to run into more flack with a huge "JAM" on the approaches to Everett. Later we learn there was a 10 car real close gathering there too.

The delay and the mess does not daunt us, and we arrive in Edmonds all in one piece for a short wait for the Kingston Ferry and short drive to our (recommended by the Seligmans) motel (Inn - sorry) in Poulsbo as the sun starts to shine again. Phone calls are made, Poulsbo town restaurants suggested by the Seligmans etc, and we will "gather" at the Inn in the AM for the push down to our start point on Hood Canal at the Austin's.

Editor/Publisher (damn-it Kirk, I'm **NOT** a Reporter) Craig has assembled an entourage of folks for the "crossing" - he and Kay & Theresa Jones are meeting Bob & Barbara Stinson in Kingston and then Gerry & Tanya Seligman will meet up with us - so there are now 5 Morgans for a great "enriched drive" down under the Seligman's leadership. We all arrive in good time at Brother Russ (UW '52) and Barb Austin's summer cottage on steroids, for our first meal of the day and looky-loo at the southern end of the "HOOD". Place has a dream garage and separate place for the grand-kids wow! Here partaking of little quiches and coffee we find Cuthbert, without his "Handler" Lady PAM, and holding forth with a barrage of Morgan technical mumbo-jumbo, which all gathered nod to and encourage him on - me? "I'm lost after the

first technical word '**engine**', but the view is beckoning as is the food, so I'm happy talking with the ladies about First Lady Theresa's recent "journalistic exploits" and am given a hint that there will more like it in the future **dude!**

We also have on deck Bill & Cassandra Ward with their beautiful +8 - ready to boogy. The Campells, Terry & Martha, arrive sans Morgan, but with a rather "snappy" new Audi TT Coupe, but are prepared to campaign the thing on the run with us to Hamma-Hamma heaven? and beyond - more about both the Audi and Hamma-Hamma later. The Austin's garage is a delight with a couple of interesting Caddie's; and words on the



Morgan restoration by Russ' son Brother Russell III (UW '78) - seems he does all the work and dad does all the "play" as we note on the roll-out of the day. We are kind-of waiting for Celia Obrecht & Steve Hutchens to meet up with us - but we are not "glued" to this commitment as there is reliable word that their "car" has problems with getting underway. Hence they are spared the Hamma-Hamma hustle and met up with later.

A couple of more quiches later, leader "Bully" Button barks out his orders and directions and we are all off! The run along the canal is at its most bucolic best as we approach the Hamma-Hamma heaven "cut-off".

Once at the cut-off we pull up the hill for a bit only to find the road is closed - mumble-mumble-mumble we all go back down - but Editor Craig however ventures past the barriers as the rest roll down the hill again - with promises from leader Button of beers at the GEODUCK "Lounge" (that is almost as good as "Inn" for "Motel" we think). Craig re-connects with us roadside and says "we otta go back up, you wimps, it's just logging debris on the road".

(continued next page)

more Hamma-Hamma (continued)

Well, our "Morgan" testosterone leaps in ahead of our usual rational selves (Theresa will be explaining this phenomena in a later editorial) and we return to the challenge of scaling the HAMMA-HAMMA heights. We will not arrive at the final destination as "leader" Craig did not investigate far enough along and we all arrive at a turn in the road that screams "**Decimation! Go back! Go back!**" (see pic) – big heavy equipment all over the place and a little muddy "narrow" wood planked crossing in the road; looks like a slide or something.

Now both Craig and Bill are saying to all – "wasn't there when we last visited only weeks ago" they say. The eyes of those assembled, testosterone humming, want satisfaction now! Eyes turn "Lord of the Flies like" and look around the group. We want our scapegoat, a "PIGGY", and we want him across the muddy little ditch. At first we think Craig or Bill should go - but then we have our "PIGGY" (read the EDMOND'S review of this car to see where we might have got the inspiration) and all eyes go to Terry's 2-DAY OLD TT - 4 wheel drive, limited slip diff, traction control, cruise control, etc, etc. (who needs a HUMMER?)

The Campbells cover in terror of this gang now looking with red-mist in their (jealous?) eyes and are saying "send in the Audi!"



Button manages to break this primitive lust by diverting the ugly crowd with a reminder "beers at the GEODUCK!" This chant somehow seems to break the blood lust of the group and we all dutifully fall in behind our leaders again (one of the 2 must be related to "Ralph"). It is at the Geoduck where we connect with Celia Obrecht & Steve Hutchens, who, by good luck were spared seeing the darker side of the group at HAMMA-HAMMA.

Yes, the GEODUCK "lounge" is great, views of the Hood and all that, and soon under the influence of "drink" we forget our road cares and are happy to push on for a great side road run and

finish at our late afternoon host's Gerry & Tanya Seligman's lovely cottage and view of the Canal for "bangers" and such presided over by host Gerry. You've all now seen the cake in last months MOGAZINE we ably destroyed. Others arriving there

for the food were the Couch's, Bob & Sidney from the unpronounceable site of Sequim. We all get to park the cars on the bluff over looking the "HOOD" and the photo ops do abound.



If the rest of you liked the La Conner "No-Brainer" runs you would really be at home on this tour - so "check it out" next time when the lads decide to

organize it again. Thanks must go to all. **Craig & Billy B** (they will be getting more than thanks too - just wait until the 25th Banquet) and our hosts the **Austins & the Seligmans**. Let's do it again!

from the Morgan Oasis Garage

Cuthbert J. Twillie, Proprietor
Box 1010 – North 51 Terrace
Hoodsport, WA 98548

Friends:

From hearing some things recently I think it's time for my usual disclaimer. I am not a Professional Mechanic though at different times I worked at it. I once got a job at Triumph Continental Motors in Seattle which I thought was to be a mechanic. However, soon after I was hired, the Parts Manager quit for greener pastures and they Shanghai-ed me into the parts room. This has led to a lifetime obsession on finding the part at the best price cuz there's always someone who's got it cheaper. You usually find this out right after you've caved in thinking you had the best deal. But I digress.

Recently I was talking to Larry Eckler at Morgan Spares and when I said I was Cuthbert, he said he liked SOME of my articles. Then he mentioned the rear apron article and said I didn't address the wire that's rolled into the lower edge of the factory apron. I know there's a wire there, and I have rolled a wire on occasion. It gets difficult however and I believe bending the apron edge over the form is nearly as strong as the factory wire method. And, more to the point, anyone can make one that way without the complication of the wire.

Now I certainly have no objection if someone wants to tackle rolling the wire into the apron, in fact I strongly recommend it cuz it can be done. It is my contention however that the simpler I make these projects the more likely it is that our splendid members will try it. It is also my belief that if you bottom out on the rear apron it's going to be bent whether it's got wire or not. If you've made the wood patterns as in the article you can whip out another apron in a New York minute.

I don't claim my methods are the best or latest or fastest or any other -----ests. In most if not all cases these methods are what I did on a particular car and it worked. In actual practice. On a real Morgan. I believe it was give-em-hell Harry Truman who said "Any jackass can kick down a shed, but it takes a carpenter to build one". I absolutely know Craig Runions would welcome articles if any of you would write one up. If he'd publish me and Button he'll publish anyone.

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MORGANS RACING IN SEATTLE!

by Audrey Haines, Morgan Sports Car Club of Northern California
published in their *Morgazette* August 2000 newsletter

Four Morgans from the Northern California Club proudly ran at Seattle International Raceway over Fourth of July weekend. Three Four-Fours were lined up by Dave Sneary, Grant Larson and David Haines. Representing Morgan as a pre-war entry was George Tollworthy with his illustrious '34 three-wheeler. Accompanying them as track groupies and pit crew were Cherie, Angie, Audrey and Kathy.

A first-time experience for all the Morgan drivers, this 2 1/2-mile track was formidable, especially with the emphatic serious warnings to avoid a long section near start/finish specially treated with a slippery coating for the drag racers. That was definitely not the place to be. Fortunately our Morgans safely executed the track over the three days without any driving mishap, though others didn't: Wild spins and near misses with the wall were adrenalin rushes for a few drivers plus a rolled Alfa and Vic Edelbrock's well-known Lister Chevrolet totalled in one of the turns. Drivers escaped unharmed, but the seriousness of the track and conditions were concerning especially with the rain on day three. Many drivers saw no hope of running at all and headed home; but the ever-faithful Morgans remained ready should they be called. Fortunately the rain stopped; and after delaying practice, the track dried sufficiently to proceed and allowed all four to

have more track time in Seattle after a disappointing start on Day 3.

During the weekend David Haines had trouble with the distributor and an elusive electrical dilemma which had him out of the race an entire day. But with the help of the team, Cortina people and Southern Cal Club member Gary Balzer, the problems were fixed; and he was able to get back on the track.

Our Morgans attracted a lot of attention from participants and spectators alike, but the star of the Morgan Team was without a doubt George Tollworthy whose three-wheeler was a rare sight for nearly everyone who came by. (Next time you see him ask George about his stage debut in Auburn, Washington. A rare talent, he is. And Angie Larson has a story to tell too.)

It was a very special weekend. We enjoyed a warm and genuine welcome by SOVREN, the racing organization, other racers, and our Morgan folks from the Seattle area, especially Bill Button who we met at Mog West last year and who will do MOA this Fall. Craig Runions also came by to cheer us on and lend support. It was fun and laughs, excitement and challenge, friendship and support. Truly a memorable adventure and another great chapter in Morganeering.

Birthplace of Morgan Will Be Lost

by Robert Hale, *Malvern Gazette*, Friday, July 7, 2000

The birthplace of the Morgan car company is set to be lost after Brooklyn Ford won planning permission to redevelop its site. The garage firm, based on the corner of Worcester Road and Howsell Road, occupies the building in which the famous motor business was founded in 1905.

Members of Malvern Hills District Council's southern area planning committee this week voted to approve Brooklyn Ford's plans for redeveloping the site. The former Morgan building will be demolished and replaced with **A CAR WASH!!** (Editor's emphasis). The existing canopy will be replaced and the servicing building will be largely rebuilt.

Morgan fans from all over the world wrote to the Malvern Hills District Council, urging members to preserve the building as part of Malvern's heritage. But planning officers said the building had been inspected by English Heritage, which had said it was not of such architectural or historic importance to justify listing.

David Hill, of Brooklyn Ford, said: "We're just pleased to have planning permission. It's been a long

time and we have worked very closely with district council planning officers to produce something which is acceptable."

He said the next stage was for Brooklyn Ford to go out to tender for the building work. "Beyond that, I cannot really give a timescale as to when we will be starting the work. Because of the tendering, it won't be for a couple of months at least," he said.

Mr Hill said the company, which employs about 55 people on the Malvern Link site, was looking forward to the developments.

At the planning meeting on Monday night, coun (sic) Brian Pilcher (Langland) said: "I hope that if the original Morgan sign is discovered on the facade as it is demolished, then care is taken to preserve it."

Brooklyn Ford's plan was approved with numerous conditions to protect nearby residents during building work. Another condition prevents the site being used as a cut through between Worcester Road and Redland Road.

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Have any questions? E-mail inquiries to MOGNW@GTEMAIL.NET



NW Magazine

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

FIRST CLASS

IN THIS ISSUE

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- Portland ABFM
- **mognw@gtemail.net**
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- the FLAT Line again