

MW Magazine

MORGAN OWNERS GROUP
NORTHWEST

Vol. 20 No. 11

November 2000



MOGNW 2000 CALENDAR

Nov 18	Sat	MOGNW Midlands Centre monthly social meeting 10:00am at Maggie Bluff's Café at Elliot Bay Marina	Bill Button	(206) 935-3616
Nov 21	Tues	MOGNW Southern Centre monthly social meeting at the Portland Brewing Pub, 2730 NW 31st Ave	Heinz Stromquist	(503) 224-9576
Dec 4	Mon	Deadline for December Mogazine	Craig Runions	(206) 542-7137
Dec 9	Sat	MOGNW Northern Centre Christmas Party	Leo Lee	(604) 929-8814

TREASURER'S REPORT from Bob Hauge...

beginning balance, 9/9/2000	\$4,409
plus dues	130
plus regalia	46
plus event deposits (25th)	316
less September Mogazine	- 114
less event expenses (25th)	- 436
ending balance, 10/31/2000	\$4,351

COVER PHOTOS – Kay Jones' Garage Warming in September. Top shows glimpses of Stinson, Hutchens, Weiskind, Runions, Nelson and Stegen cars. Bottom shows the Mrs Wellington, Nelson and Ward amongst Kay's Healey, Alfa and Flat Rad. Runions photos.

ANOTHER NEW E-MAIL ADDRESS FOR THE MOGAZINE
CONTACT EDITOR CRAIG AT
mognw.cr@verizon.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
Quarter page	\$10.00 per issue	or	3 for \$ 25.00	or	12 for \$100.00
Half page	\$20.00 per issue	or	3 for \$ 50.00	or	12 for \$200.00
Full page	\$40.00 per issue	or	3 for \$100.00	or	12 for \$400.00

THE FLAT LINE

by Kay Jones, President



It was a happy day here in Richmond Beach for celebrating our new Moggie/Healey/Alfa garage on Sept 16. The turnout was great with ten Morgans and some 30 folks in all attending the garage warming and the fun rally. The gimmick rally fooled some folks, but the Dietzs and Weiskinds were nearly error free. The Dietzs took first, based on a lower run time by a minute or two. There are some photos of the event elsewhere in this issue.

It's that time, i.e., every two years, for the changing of the guard in your club leadership. I have been honored to be the grand poo bah for the past two years and I hope many of you have had as good a time as I have. It was a banner two years celebrating both the 90th year of Morgans and our club's 25th anniversary.

The club's success is obviously deeply rooted in the love of Morgans and the camaraderie among the members. But beyond these attributes it takes dedicated volunteers to make things happen for the group. The unglamorous job of treasurer, so meticulously handled by Bob Hauge, Dick Dice's enthusiastic maintenance of our ever popular and profitable regalia, and Craig Runions' monumental work output as Mogazine editor, exemplify the leadership and volunteer qualities of a great club. The Pod reps are the folks who keep the juices flowing month to month. I can only attest to my experience over the past two years in the Midlands, but Bill Button spent an extraordinary effort to make our monthly activities the most inviting in years. He was especially successful in his move toward weekend driving events ala Marrowstone Island, Hood Canal, Sequim, etc. rather than focusing on week night pub events. He was able to get other members to take on organizing individual monthly Midland events with some success. Many thanks to Bill for this selfless and great effort.

My closing message is that we need some new blood and energy to continue on with the high level of enjoyment and camaraderie we now experience. It is clear to me that one's rewards in any endeavor are directly related to the effort expended. I invite every member who has not had time up to this point to contribute in some fashion to consider doing so in this next year. I recognize that we Moggie owners have a lot of competing demands on our time, but organizing or helping with only one monthly event in a year or two should be doable.

Borrowing from an old sailing expression, "May you have fair winds and calm seas," I want to wish the new leadership whoever he or she may be, the following: "May you experience beautiful roads without breakdowns."

MOA III

by Bill Button

"Morgans Over America III" was a tour that lasted a month. Went from New Orleans to Montreal to Halifax to Bar Harbor and ended at Hershey, PA for the famous car show (swap meet, etc). As the III indicates this is a series of tours that happen about every 5 years. Whether there will be a MOA IV is yet to be determined. I drove to New Orleans, via Yellowstone Park, Colorado, and Texas. Geri flew to New Orleans for the trip and flew home after the trip from Cleveland. I continued on home via Michigan, Duluth, Fargo, Montana and Seattle. A total of about 12,000 miles.

From MOGNW were also Pat & Ken Miles in Pat's 4/4 and Marv Coulthard from Salt Spring Island. Of the cars there, 3 were from MOGNW, 2 from Texas, 4 from England, 1 from Toronto, 2 from Sun Valley (includes a 2 week old +8), 8 from Northern California plus cars that would join for a day or two as we passed thru their area. Following the group was Vern Dale-Johnson's SUV and car trailer driven to Montreal by his brother and then by Jeremy Harrison from England and a prior MOA participant. The support vehicle gave us a lot of support and took much of the risk out of the trip. They were busy too. My car was drowned out in a rainstorm in Louisiana. I was able to get the support car on the cell phone and they were on the way to rescue me. A couple of other cars stopped to help me and when the rain let up we dried the ignition. Although I was able to get going it was very reassuring that help was on the way. In that area the Mississippi River is held back by levis and we were very scared as we were below river level. (continued on next page)

MOA III Button continued

For each day of the tour we had a map, directions and a list of sights to be seen. At 8:00AM Steve Roake (tour leader) would explain the directions, suggest a lunch stop and give us information about the day. Then off we go to meet at the next Motel that night. Some would travel in groups others by themselves and still others would find a couple of cars on the way. It was very informal. Each night at the motel we gathered for a beer or two, washed our cars and shared our experiences of the day. Often a car would be having problems so there was plenty of opportunity for us "Morgan Mental Mechanics". There were 3 very good mechanics, Henry Tutton from England, Vern Dale-Johnson from Toronto and his brother Rod, and Jeremy Harrison from Liverpool, England. Other than the usual Morgan aches and pains, a throttle cable here, a fuel pump there, and of course tuning SU's, the only real problems were:

Vern Dale-Johnson loosing his oil cooler (hose broke) and ruined his engine in Northern New York. As Vern was taking his car to Toronto, Henry Tutton's 4/4 lost a screw in the distributor stopping its rotation and thus ruining the gears in the cam, distributor and oil pump. A phone call to Vern and Jeremy set them in motion. They picked up a Lotus 7 of Vern's, drove 13 hours to pick up Henry, took him to Halifax where they had found a garage with parts. While the rest of us were touring northern Nova Scotia, Henry removed, repaired and reinstalled the engine in less than 10 hours (I heard 6.5). We picked up Henry in Halifax.

On the Cabot Trail (Northern Nova Scotia) I came upon Steve Kellerman's '55 +4 dual spare on the side of the road. His car was not running well. "What do we do" says Steve. "Start it and let me listen" says Button. "OK what's wrong with it" says Steve. "I don't know" says Button. "What shall we do" says Steve. "Take out the spark plugs and look at them until Vern and Jeremy come" says Button. This we did; Jeremy diagnosed the problem as a bent push rod, straightened it with a rock and the knock off hammer, reinstalled it and sent Steve on his way. They later found a good one in Halifax and made a more permanent fix.

The best city was Old Quebec City. Its little shops, history and the Chateau Frontenac plus locals that seem to be interested in your having a good time made it a delight. New England was the best. Its colors, grand architecture, Hemmings, and a Norman Rockwell art Museum gave us a great experience. We also stopped by "Morgan Spares" and visited Linda and Larry Eckler. They have a restoration shop with Linda's "Morgan Spares" on the second floor. She has a very complete stock of spares. Their home is about 50' away in the country near Anscram, New York. Neat.

At Hershey there are booths with antique car parts for sale on Saturday and a car show on Sunday. As I am not in the market for old car parts we elected to visit Gettysburg. The electronic ignition quit just outside Gettysburg and it took 3 or 4 hours out of our day to get it fixed. We did have a rather harried look at the battlefield. It deserved a much better look, however it was impressive and a shocking loss of life of those young men. On Sunday I was told to get to the car show by 6:00 AM when the cars parade into the show. I met 3 other men from Ohio on the boulevard. They had been to Hershey many times and invited me to join them. One of them went back in the stadium and found 4 plastic chairs. There we sat for 2 1/2 hours watching the cars. Auburns, Grahams, Maxwells, Stanley Steamers, Reo, Cords, 1902 Olds, Fords without end. There were 2 Morgans whom I visited later. The show is worth a trip in its self. It is huge. Of course the participants made the trip. I have about 50 new very close friends. We had a great time. The Brits were a delight. Everybody had a sense of humor and if there was any carping I sure didn't hear it.

Some of my recollections:

- The devastation of the fires in Yellowstone Park a few years ago.
- The Grand Tetons on fire.
- Fires also in Montana, Wyoming and Colorado.
- The fantastic roads of Colorado - what a driver's delight.
- 110 degree heat crossing Texas - had to travel at night.
- Loosing a lens out of my glasses in Dallas at 3:00am - how I repaired them is a story in itself.
- Love bugs in Texas and Louisiana - they don't bite but what a pain.
- The terrible humid heat from New Orleans until we got to New York.
- The neat, tidy farms and countryside all the way.
- America and Canada are indeed very, very rich.

North of the 49th.....from David McCrossan

Hello MOGNW,

No, I haven't given up on the website at all; its just that I'm back at university now ... in England (University of Warwick) with Evan Carew-Gibson. It'll get updated once I return in December and from then on. This university is just a 1/2 hour train ride from Malvern :) We visited the factory as soon as we arrived at the university after attending the Goodwood Revival in Chichester; four Morgans there - 2 regular +4s and 2 +4 SLRs, one driven by Charles and the other by Christopher Lawrence (not to mention a load of Ferrari GTOs, D and lightweight E-Types, ERAs, Cobra Daytonas - the list goes on. I have 10 roles of film that everyone can see when I return, apparently the photos turned out very well as I've sent them all home for developing). (continued on next page)

North of the 49th continued

No pictures allowed at the factory now cause Aero 8 production is kind of under way and they don't want their production methods to be known. We saw a few chassis under way and a load of BMW engines stacked against the wall so hopefully soon real production will start. Apparently, 540 real honest to god orders have been taken. I'm not sure if dealers are supposed to take more European orders but I heard an executive at the factory talking to two Californians that it will be quite a while till the Aero 8 hits the US..I heard no American dealers can take orders, there's just a waiting list to go on the waiting list because the car has yet to meet all the specs for certification in California (the Morgan exec said this is a BIG problem, not insurmountable, just takes lots of work.) That means those 540 orders do not include US cars.

I attended Chris Lawrence's lecture in Birmingham the other day and he said the company is going to try and increase production of the Aero 8 above what was originally intended because of the massive demand. There have been difficulties in getting the Aero 8 to production though. I think Chris said they are having problems tailoring the wooden frames and perhaps some off the body work to such exact specs as everything on the rolling chassis fits together with perfect uniformity and such precision is to date very difficult to reproduce with the coachwork.

Apparently BMW has been a huge help in the development of the car and when asked whether BMW engines will find their way into other Morgans, Chris stated that he's "not at liberty to discuss that but the answer is yes". Chris drove a grey Aero 8 with burgundy interior to the lecture.. it looked very worn and very much like it had been mended from alterations and experiments... I think when it is well sorted it will be a smashing piece of work though. Chris stated that the suspension is perhaps the highlight of the car and he believes it will receive much praise from the press in the near future. By the way, Chris has driven the 3rd Aero 8 prototype into the back of a lorrie :)

Well, that's all I can remember for now ... the site will get a massive overhaul when I return :) Share my stories with the rest of the club!

Later, David McCrossan

MOA III

by Pat Miles

On Wednesday August 30th early in the morning we crossed the border into the United States to start a trip that would take us to the southern coast of the states, to the east coast of Canada and back again to the west coast. Our car a 1969 Morgan 4/4 4 seater has been carefully renovated and we were hopeful that it would see us through the trip and fulfill our belief that cars are meant for driving and not just a thing of beauty to be looked at and polished. We were to meet a group of other Morgan owners in New Orleans on September 7th to join them for Morgans over America 3.

Having done a small portion of Morgans Over America 2 we had spent five years waiting for the next trip and in the meantime got ourselves a new (old) Morgan which we had restored from the chassis up and decided to take with us as it had more space for two months of luggage. We had some spare parts and lots of tools and there was a little room left for clothes. On our way down we were on our own and visited many sights from Dodge city to old houses in New Iberia to the Tabasco factory.

Our main problem was the heat which at one time we were told reached 126 degrees F. Others were flying past us in air conditioned cars and luckily we had a sun top for the car which sheltered us from the direct glare of the sun but at times it was lovely to stop and sip cold water in the shade. The temperature on the heat gauge reached 220 but everything continued to work well although we slowed down a little and kept on the heater to cool the engine. Why is it that the heaters always work so well when it is hot and work so poorly in the cold? The heat was the cause of our main car problems. We found that upholstery glue does not remain stuck at such high temperatures, The ignition switch expanded so much or was it the hole in the metal dash so that after noon we had to hold it to make the started ground.

We had our first experience with Love Bugs. These are a pair of fairly large black bugs that travel around joined together in swarms. The car got covered in them and we were well warned by many motorists to get them off the car as soon as possible as they eat the paint. We now understand why there were hoses at every garage and the Americans were washing off the front of their cars. Another problem was getting an oil change that was due just before we got to New Orleans. Everywhere we found had ramps that were way too far apart for the wheels of the Morgan. Eventually we found a garage with a pit that the car just fit and an enthusiastic mechanic to grease all the grease nipples.

In New Orleans we met another 18 drivers from the U.K., Texas, California, Idaho, Ontario, Washington and one more from B.C. Some had driven their cars down but most had shipped their cars either from California or the U.K. The trip we were joining had been planned by the California Morgan club and took us up the eastern States, to Montreal, Quebec and then on to the Maritimes.

Each day started with an 8 o'clock drivers meeting where the plans for the day were discussed and then we were on our own to travel with other members or do our own thing. We had a map of a suggested route to the destination at the end of the day and a long list of things to see and visit on the way. There always seemed to be so much to see that

(continued on next page)

MOA III Miles continued

we had to pick and choose and although we drive not much over 200 miles a day we were hard pushed to be at the next place for 5 in the evening. We traveled through many of the battle fields in the south, visited a swamp, fed alligators with marshmallows, saw numerous old plantations and of course drove some of the most exciting roads. The most exciting was a section of 7 miles just outside Gattlinburg which was continuous hairpins where you were continuously turning from one turn to the next. (excellent for putting the Morgan to the test.) We eventually ended up on a section of unpaved road and we slowed down a little to minimize the paint chips, but it was well worth it.

The scenery was breathtaking as we traveled though the Blue Ridge mountains and went up to the top of White Face mountain. The weather was beautiful apart from a tropical depression that soaked us all in warm water as we traveled by the side of the Mississippi but it was so funny to see 18 Morgans with their tops down trying to get enough shelter to get their tops up. Luckily it was warm an although we were all soaked to the skin no one fared badly although the driers in the next hotel were well over worked.

We spent a day in Montreal (learned how to drive or how not to drive), two days in Quebec city where we stayed inside the old city and got a lot of site seeing done. We then set off up the Gaspé to the coldest part of the Morgans over America where is was just above freezing when we had breakfast in Riviere Du Loup. We stayed a night in Truro and then drove the Cabot trail, and the Ceilidh trail before spending a day at Fortress Louisburg. In Baddeck we enjoyed an all you can eat muscles and lobster dinner and drove down to south coast of Nova Scotia before leaving the group that went on the the car show in Hershey Pennsylvania and we began our trip back across Canada and the States to Vancouver. We stayed long enough in Nova Scotia to see the leaves change and observe the phenomenal colours before going through Quebec to Toronto.

To get back to Vancouver we crossed into the States at Sarnia, round Lake Michigan to St Paul and then across the American prairies to Seattle and from there to home. Luckily the weather held out for us and although it was very cold through Quebec, there was snow and it was snowing although not sticking to the car and we were above the snow line though the Rockies and still enjoyed the wind blowing in our hair. Two weeks later they had a blizzard so now we know how lucky we were.

The car made it all the way and we completed over 12,000 miles in two months on the trip. We are getting ready for the next Morgans over America in 2005 and next time anyone says "Do you ever drive this beautiful car?", We know for certain that these cars are meant for driving and they can be just as reliable their newer cousins. It is an excellent way to meet people of similar interests and learn so much more about the car and the country.

2001 and New Club Officers

There will be lots of changes in the club leadership come 2001. Bob Hauge is stepping down as Treasurer (and indirectly Membership) after who knows how many years. The money reins will be capably handled by Bill Button using the systems recently refined by Bob. Heinz Stromquist will relinquish his Southern Rep duties to who knows whom. We need a Vancouver/Portland member to step up to the plate. If you're that person, make sure Heinz hears from you soon. Up North, the Pod Commander duties shift from Ted Carew-Gibson to Ken Miles, surely gung-ho and ready to handle the Canadian crowd. With Button moving on to Treasurer, the Midlanders also need a new Rep.

We've poked along without a Secretary for some time and that position needs a volunteer now. Craig will continue as Editor (why, he doesn't know!) We hope Dick Dice will keep the Regalia in order – that hasn't been confirmed yet. And lastly, the President. Kay has put in his 2 years and we're not too keen on 3rd termers. If the truth be known, the job is actually made quite easy with the good help of all the others – the 3 Reps and the Treasurer, Regalia, Secretary and Editor people.

With well over a hundred local members, you just know there's lots of talent out there. And yes, there is time, too. Actually, time and talent are not the real issues – rather responsibility, a sense of duty and a fresh perspective are what make it work. Yes, we're all volunteers, but we can't all be takers. We need some givers. Don't let a perceived lack of time or lack of talent be your excuse. In the overall scheme of things when all is done, we find we do have some time and we do have some talent. Some of both is needed now.

MOGNW is not a club of just a few. It's a club of many. We want our new 2001 event calendar which will be developed in January to reflect diversity in the types of events as well as their location. We want everyone to have a chance to participate, to get their Morgan out and go. Whether it's a 2-3 hour afternoon drive, a day long tour or a 3-5 day extended trip, the opportunity will be there for you. Singles, families, whatever. No cost, low cost or maybe you have to spend a few bucks. Maybe it'll rain. What the heck. Too hot? Too bad. No excuse!

Hey, you out there....ya, you....I'm pointing at you....you know who you are you're the one.....call right now!

What: MOGNW NORTHERN POD CHRISTMAS PARTY

Where: Seymour Golf and Country Club
3723 Mount Seymour Parkway
North Vancouver, B. C.

When: Saturday, December 9, 2000
Cash bar social, dinner, Santa, drawing (a Morgan!?!)

Menu: Season Salad
Roasted New York Loin
Potatoes & Winter Vegetable
Christmas Pudding
Choice of red or white wine

Cost: **NO PRE-PAYMENT REQUIRED**
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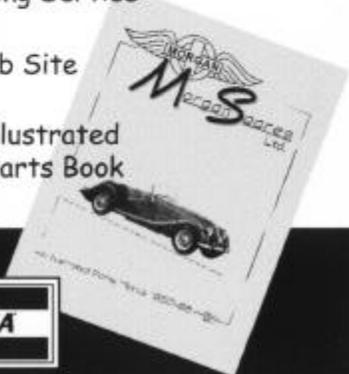
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Picture Page

Runions photos except as noted



On the 25th Anniversary tour (Powley photo)



Just a few of many at The Cabin Pub in September



Bob Adair, First Overall at Portland (Adair photo)



Morgans line up across from Jones' in September



Dietz's 1st Place trophy on Jones' short rally



Morgans on the green at the Dow's after Bellevue

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NW Magazine

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