

MW Magazine

MORGAN OWNERS GROUP
NORTHWEST

Vol. 21 No. 7

July 2001



Ralley in the Valley, Kelowna, BC

Ken Miles photo



British Car Run, Phoenix, AZ

Dale Russell photo

MOGNW 2001 CALENDAR

July 28-29	Sat-Sun	13th Annual Bellevue All-Brit Field Meet, Bellevue CC	Midlands Centre
July 30	Mon	Deadline for the August <i>Mogazine</i>	Craig Runions (206) 542-7137
Aug 11	Sat	MOGNW Hood Canal Tour and Picnic	Bill Button (206) 935-3616
Sept 1-2	Sat-Sun	25th Annual Portland All-Brit Field Meet, PIR	Heinz Stromquist (503) 224-9576
Sept 15	Sat	MOGNW Southern Centre Oregon Wine Country Tour	Wayne Harris (503) 472-1911
Sept 22	Sat	Vancouver to Whistler British Car Tour	Northern Centre
Sept 21-24	Fri-Mon	MOGNW and NCMSCC Crater Lake Weekend	Bill Button (206) 935-3616
Dec 8	Sat	Northern Pod MOGNW Christmas Party	Mike Geluch (604) 929 5491
Feb 9, 2002	Sat	MOGNW Annual Banquet at Port Ludlow, WA	Ron Theroux (604) 576-2957

TREASURER'S REPORT from Bill Button...

beginning balance, 5/31/2001	\$7,001
plus dues	80
plus regalia	35
ending balance, 6/30/2001	\$7,116

COMING ATTRACTIONS

7/28 – the Bellevue A.B.F.M. and party hosted by the Stegens

8/11 – the Hood Canal Run hosted by Austins and Seligmans

Missed events – There were no write ups on the Devil's Punchbowl event the end of June or the Northwest Historics at SIR the first weekend in July. Now I know there were 10 to 12 members (many with their Morgans) at each event, BUT NOBODY submitted an article! Fun stuff did happen. Hey, just ask Dwight Smith. Ask Bill Button. Sure would be nice to share the good times with the MOGNW members. Think about it. Take a half hour and email me something!!



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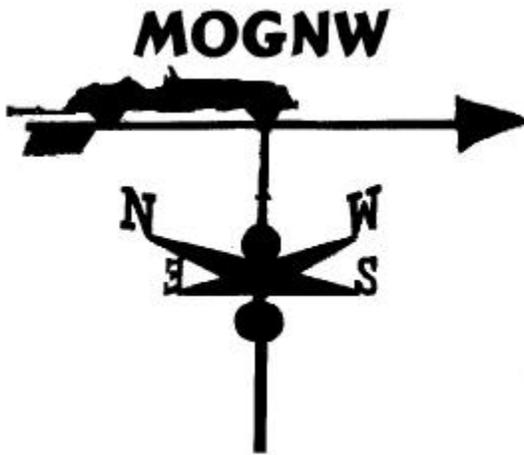
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Business meetings are held quarterly as published in the above calendar. Social meetings are held monthly in the Northern Center (Vancouver/Victoria), the Midlands Center (Seattle/Bellevue) and the Southern Center (Portland/Vancouver) at the times and locations stated in the above calendar. 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. Limited non-commercial advertising is free to MOGNW club members. Commercial advertising is payable to MOGNW in advance in US\$ and is based on suitable electronic or scanner capable 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 Nor-wester

by Ron Theroux, President

We are pleased to see past members Lynn and Glenda Hawkins from Boise and Bob and Jan Walker from W. Vancouver, BC back with MOGNW. Many of us will recall our meetings with both. Hawkins on SPUD MOG '93, and Rally in the Rockies '94. (Bob Adair, does this mean "the olde farts" Saturday coffee meeting can now be called the Idaho Morgan Cell?). Bob Walker will be remembered for his very fast red 4/4 on many west coast tracks. We last saw the Walkers at Rally in the Valley '96. They were kind enough to entertain, at their ski lodge, a bunch of Morgan owners they had never met before. We thank you again for the great

evening. New member Dave Parkin - Bowen Island, B.C. however, is not new to Morgans. I last saw his 1961 4/4 Series III up on jack stands over 10 years ago. I'm told this is one of two G. B. Stern brought into Canada. Welcome to MOG NW all of you!

We have two club awards that are presented most years, The Eternal Turn Signal Award and the Roughrider Award. Well, several Mogazines back we had, in their own submitted article, members pointing at each other as being responsible for, one or each or both (stay with me) nomination. Ken and Pat Miles can rest on one count, they did not even come close to Kay Jones on the rough road thing. Stay tuned; your turn signal on mileage has not been beaten yet!

Thank heaven we do not have a Great Host Award. We as MOG NW could not begin to choose, let alone adequately thank, its members who continue to host its many functions. We have been and will be, wined and dined, and wined over the past and next several months. What a hospitable group of north westerners you have been and continue to be!

What do Morgan owners do after they are fed and Morgan'd out? Over heard, and party to this conversation after dinner, at Rally in the Valley in Kelowna on July 7th., was a group of heavy thinkers (judging from our eyelids) discussing the source of old sayings. David Wellington "mind your Ps & Qs"? Nothing to do with shipping "mind your Pints & Quarts" seems the answer, too late say's I! R.T asked about "Son of a gun", conceived on the gun deck of a man-o war was the reply. Mike Powley "hoisted on your own petard". What's a petard we all questioned? Bert McCabe insisted it was some kind of sword. Wellington "it's a lance/spear". Powley snickered, it was the little thingie sticking out of a cannon. We were back to the gun deck jokes again. Thought I had the right answer, the petard being the frilly groin cup worn over those Spanish leotards. Well! Powley just did not know (or did he?) how close he was.

OXFORDPETARD n (F) small engine of war formerly used to blow in doors; kind of firework, cracker; HOIST with own; break wind!

Greater level of conversation expected at the Bellevue ABFM. SAFE MORGANING!

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BELLEVUE A.B.F.M. NEWS - MORGANS IN THE FIELD

Gil and Barbara Stegen invite you to a post Bellevue Field Meet party. Bangers and custom brewed ale will be provided. Salads or cold side dishes would be welcome (food pickup available at the Meet). Outdoor games for the young at heart. Lots of secure parking available. Bring your portable chairs and/or blankets. 17257 NE 116th St., Redmond, phone 425-883-6722

HOOD CANAL DAY TOUR, SATURDAY, AUG 11th, 2001

Hosts Russ and Barb Austin and Gerry and Tanya Seligman again invite MOGNW members to attend a Saturday tour of Hood Canal. Last year it was a huge success, despite the Hamma Hamma road closure. Russ, Gerry and Gary Bell are working hard to make this years' drive even more memorable. Enjoy a 100 mile scenic tour along Hood Canal. Excellent roads! Meet at Russ and Barb Austin's home (360.898.3778) between Belfair and Union on the south side of Hood Canal by 11:00am for coffee and munchies. Depart on the tour at noon to Gerry and Tanya Seligman's home (360.598.6482) where you should arrive around 3:00pm to enjoy a picnic of bangers, chips and salads. You provide your own beverage.

Where ever you're coming from - the Kingston ferry, Bremerton ferry, Southworth ferry, Tacoma Narrows Bridge - it doesn't matter, just come! Take Hwy 3 west toward Belfair. Just past Belfair, bear right onto Hwy 106 west toward Union and Hwy 101 for approx 9 miles. Turn right into Austin's driveway at Mailbox #11683 about 1 mile past Twanoh State Park.

From Russ...."I've just returned home from scouting the west side of Hood Canal looking for a short but interesting side trip. I've lived on Hood Canal since 1941 and I have never been up Mount Walker, between Brinnon and Quilcene east of Hwy-101. Gary Bell suggested it and made the trip with me as navigator and evaluator. Statistical facts: Mount Walker is less than 3,000 feet elevation, but it is perched on the edge of Hood Canal with a marvelous view off the front (east) of Dabob Bay and Hood Canal, while off to the back (west) is a lovely little farming valley. This is a must for your camera!!!! There are three viewing areas, the first about 3 miles off US-101 going up the mountain, and two at the top, one viewing each direction. 2,730 feet doesn't seem all that high, but the view is grand on a nice clear day!!! The summit and top view area is only 4.4 miles from the highway.

Russ continues...."We have parking for the whole club on our sports court now that the modular building is gone. We made this drive in my '59 Morgan. I reasoned that I'm pretty particular about weather and roads, and if I'll drive it, nobody should have any hesitation. Gary agreed. He says he is inspired to finish his Morgan to make the trip so he doesn't have to go in his pickup!"



Hungry Morganeers at the Thomson BBQ pit on Father's Day weekend.

Miles photo



What's he holding in his hand? No, no, the other hand!! Devil's Punchbowl.

Runions photo

Rally in the Valley

thanks to Ken Miles

Friday July 6th started off with glorious sunshine and different groups setting off to drive from Vancouver to Kelowna for Rally in the Valley. It turned out to be a trip of disasters with breakdowns and repairs. Pat and Ken Miles and Ted Carew-Gibson decided to leave early and go up the Fraser Canyon for a scenic run with the Tigers. All seemed to be going well apart from the Tigers not being able to pass a gas station without stopping and getting a little impatient with Morgan owners who wanted to look at a little scenery. The weather was hot but not as hot as Ken's +8, which pulled in with overheating and after cooling down took more than a gallon of water before setting off again with no trouble. Ted explained that +8s are harder to burp than the worst baby and if you don't burp them completely you end up with them burping out all the water. Anyway, a lot was learned and no damage was done. We eventually caught up with the Tigers and came upon what we thought was a picnic but instead was a wake. Alex (name withheld to save embarrassment) had decided to have a race with a Harley and eventually won but then at 8000 RPM he put a rod through his engine and had to be towed into Kelowna. The Morgans arrived safely and a little before the Tigers.

The Powleys with Bert McCabe and Ruth, the Theroux and Dave Wellington left Vancouver a little later but arrived in Kelowna a lot later minus one car. It appears that Bert had a little distributor trouble just outside Hope and ended up leaving his beauty with a friendly mechanic who did major repairs and had it ready for them to pick up on the way home from the rally. I think that Bert is going to need some new parts but as we did not hear from him he must have got home safely in the end and the spare metal shavings did not completely stop the Morgan.

Friday night was a car wash and catch up on the gossip with new and old friends in the Ramada parking lot. Lots of beer and wine was drunk, many cars inspected, washed, polished, and a buffet supper was enjoyed by all.

Saturday was the car show on the shores of Okanagan Lake in a Peachland park. It was a wonderful place with shade for those who wanted it and a pancake breakfast put on by the local Lions. Morgans were lined up and we were pleased to see Pam Baker and her friend from Idaho, Jeremy Why as well as the Baileys. The weather could not have been nicer and with lots of local restaurants and shops there was lots to do during the show apart from looking at all the beautiful cars. After the car show we were all invited up to the new home of Mognw members Hans and Judy Lochbichler for refreshments and a time to cool off. Hans is expecting his car to arrive any day now from Ontario and if his enthusiasm before he gets his car is anything to go by he should be a welcome addition to the club. We sat on his back patio and looked over a wide expanse of the valley discussing many things before bidding a farewell and leaving to get ready for the evening banquet.

In the evening we were driven by bus to Okanogan collage for the final banquet and award presentation. We had the usual visit from "Her Majesty" who thanked us all for spending so much time keeping old British steel in such good shape and providing us with some humour. Awards were won by Ron Theroux, Pat Miles, and Dave Wellington.

The drive home was not quite as exciting as the drive there. Bert and Ruth took the bus to Hope and when we checked their car was ready to go but they had not yet arrived. The Carew-Gibsons left on Saturday and no news is good news. The Theroux stayed an extra day and visited friends before arriving safely home. We hope Pam made it safely to Idaho. The only excitement was Powley loosing his horn and narrowly missing the Miles before it landed in the ditch. A great weekend was had by all and we hope that more of you will join us for the Rally in the Valley next year in Penticton.



Craig "nothing ever goes wrong with my +4" Runions on Devil's Punchbowl weekend. A very rare sight, indeed. Repeated again in heavy rain! Stromquist photo



Runions & Jones at SIR Histories for the car club parade, sandwiched between the Cobras and Ferraris! Well, don't you know we showed them! Runions photo

VanDusen May 19th

thanks to Ken Miles

Saturday arrived and the ABFM at VanDusen was ready to begin with a welcoming of cloudy skies and condensation for all with a hint of bright skies and dry weather to come. Thirty one Morgans had decided to attend with the soul purpose of having a good time and experiencing the fellowship of others who drive the beast. One of the first in was Caryl Birkett with his Trike showing the way for the 4/4's of Laturnus, Powley, Jones, McCabe, Rulka, Thomson, Wellington, Seligman, Hauge, Lee, Tilden, Miles, Sharp, Burkholder and Geluch. The Plus 4's of Theroux, Emrick, Coulthard, Jewett, Harris, LaFond, Runions and Hutchens were parked in front of the 4/4's as in their original design they were superior but in later years they lost their superiority. The Plus 8's of Allinson, Miles, Weiskind, Carew-Gibson, Rulka, and Muehling were parked in the front row because they were superior from the day of conception to present time. After a day of hard battle the following were declared the victors. In the 4/4 class Pat Miles took first, Larry Sharp was second and Jeff Burkholder was third. (I think Les should let his son show the car more often.) In the Plus 4 class Ron Theroux finished first, Larry Emrick finished second and Marv Coulthard finished third. In the Plus 8 class Al Allinson finished first, Ken Miles finished second (much to his disgust) and Ron Weiskind finished third.

At 5:00 all the Morgans departed VanDusen for the tall tale telling and fun of the after event party at the Miles residence. Some Morgans departed not to return for the day while others who didn't attend the contest such as John and Setsuko Rennie and Doug and Gill Seager decided to join for the fun. Once again that fine group of Tiger owners with their unique sense of humour and their equally wonderful marque of British workmanship condescended to join us in our celebration party and present us with a financial contribution that allowed us to lower the average cost of a person attending the party. A dinner of steak (admirably cooked by Woody Thomson assisted by Dave Wellington), potato salad, coleslaw, salad, and garlic bread followed by some wonderful deserts brought by Northern Members was served. After dinner Ken Miles presented Mike Powley with a significantly improved and modified symbol of office and Vern Dale-Johnston, President of the Morgan Sports Car Club of Canada presented Ron and Yvonne Theroux a plaque in recognition of them being awarded the Doug Price award. Ron Theroux thanked Ken and Pat for hosting the party and in turn Ken and Pat thanked everybody for coming and hopefully all had a good time.

From: Jonathan and Dale <proudcanadians@home.com>
 To: mognw <mognw.cr@verizon.net>
 Subject: our first desert run

Hi Craig: (Please feel free to publish this e-mail)

On Sunday morning, June 10th, Jonathan and I experienced our first British Car Run since moving to Arizona. We left our home at 6:30am with the temperature reading 21 (70F), thinking what a great time of day to take Wee Beastie out. Half an hour and 54K (33.5 miles) later we rolled into the designated meeting place and joined about twenty-five British cars and their drivers. We were very excited to see three other Morgans - a '56 +4 driven by Steve, a '58 +4 driven by MOGNW club member, Tom Surrency, and a '58 (?) +4 driven by Rob.

Jonathan had previously met both Steve and Rob at the British Field Meet in March. Now Tom was someone who we had been trying to get together with and later found out that he usually doesn't attend these runs but only showed up to meet us. Gary Bell had been calling both of us, saying that we must get together - which I'm glad we have. Tom is trying to put together a loose knit Morgan group locally but will probably wait until the cooler fall weather.

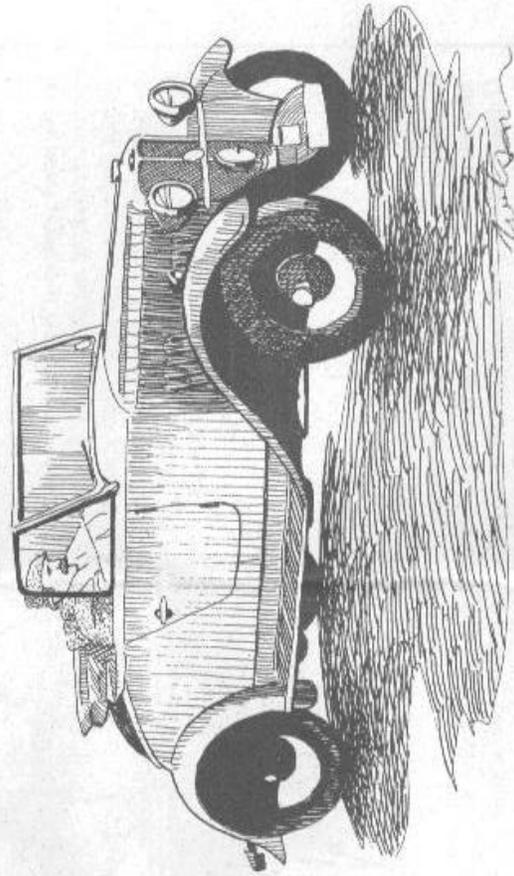
Steve is new to the Morgan scene and would like to get more information on our club (SDviewpnt@aol.com). He is also a professional photographer and was kind enough to e-mail me a couple of photos that he took that morning with his digital camera. Both Rob and Tom have raced their Morgans - much of Tom's racing was done in Asia where he lived for many years. Rob's car sounded a lot like Bert's when he pulled into the parking lot. Jonathan relayed a conversation that he had with Rob at the British Field Meet that involved time spent in San Francisco during the experimental days of the sixties, where he parked his Morgan and never found it until a month later!

The run was just over an hour long that took us on some steep and winding roads around Camelback Mountain and ended up at a French restaurant for breakfast. There were two very noticeable differences about this club run compared to what we were used to in Vancouver. One, is that we would never have met so early in the morning, and two, we would have never of ended up at a place for a meal that didn't sell BEER! All in all it was fun day and a great opportunity to meet fellow Morgan owners despite the fact the temperature had reached 40C (105F) on the drive home.

Dale Russell

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A special point to mention. Payless Towing have offered to cruise the route in case anyone is unfortunate enough to need their assistance. So no need to worry about being stranded. -Still check your petrol before you start.

It's almost time to again answer the question?
Looks Great - But Does It 'Run'?

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If you are one of those fortunate Morgan owners who drive a four seater, or a drophead coupe, this may interest you. Two seaters do not have this problem, though you may get lucky and get a four seater, or a drophead sometime, so you may want to read along as well.

This is what just occurred, for the second time. The Plus 4, 4 seater I am trying to get on the road this spring (he said) has got a new set of Michelin XZX 165 SR 15 tires. When I try putting the mounted tire in its round hole in the back of the four seater, the steel frame called the spare tire bracket that the chromed "T" bar screws into, will not let the tire into its slot. This happened on another Plus 4, 4 seater that had the same size new Michelins. I think Morgans came new with 155 X 15 s and the 165 s just won't get by that steel frame on the back wall of the spare tire hole.

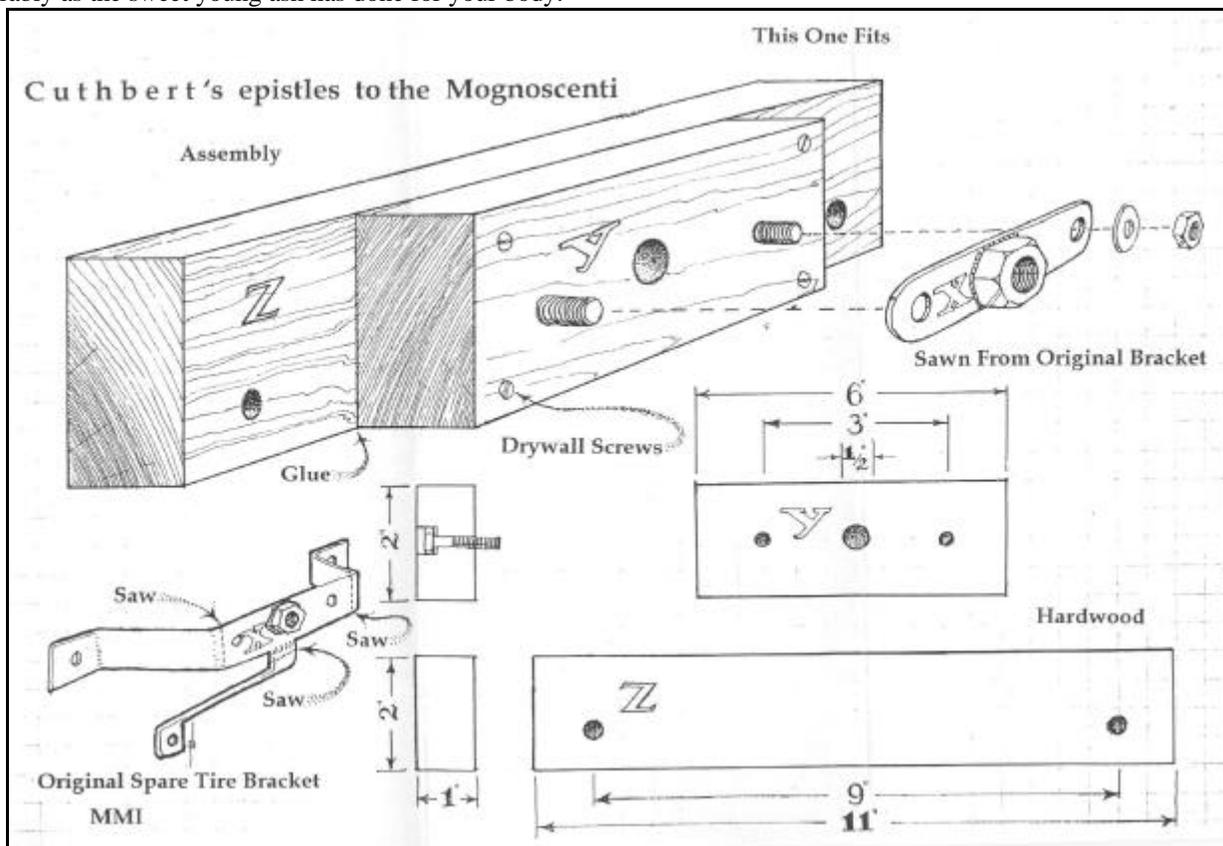
On the other car I got out my most heroic hammer and straightened the legs of this infamous protruding frame and then bent them so the tire would fit into it's carrier. It's no fun bending that steel without a torch. With a torch it's almost as fun as a wet dream, without, it's pure torture.

On a car that uses as much wood as a Morgan, it baffles me why this frame isn't made of wood in the first place. Anyhow I just made one out of a hardwood that may once have been a nice fresh young piece of ash. It perfectly performs it's task of carrying the nut the "T" bar screws into, and must weigh a third of what the old steel frame weighed.

I can hear the purists grumbling. At one time I thought I was a purist, thank God I was wrong. Even if I was a purist I'd still want to be able to mount the spare tire, or what will I do with the perfectly scrumptious tire cover the lovely Flowerbelle is about to sew together?

The bracket shown in the drawing is one I made this week. It does not require any new holes drilled so one can always revert to the "au naturel" look when you find that elusive 155 X 15 tire set. The bracket is drawn to fit the bolt holes the original bracket used, and the dimensions given are what worked on my '61 Plus 4. You'll be safer using measurements taken from your Mog, but the general layout is what will allow the tire to go into it's position. I made up the two pieces of wood and installed the bracket onto the mounting bolts. Then I taped the center of the bracket so I could spy through the center of the mounted spare wheel, so the bolt the "T" screws into was centered in relation to the spare. Then the sawn part of the original bracket that holds the bolt (X) was mounted to the bracket using quarter inch bolts. The piece marked "Y" is counterbored 1/2" from it's backside for the heads of the 1/4" stainless steel bolts that fasten the sawn steel piece to "Y".

The spare sits on two pieces of angle iron so the bracket only has to hold the tire, and hardwood will do the job as admirably as the sweet young ash has done for your body.



Father's Day Weekend on Vancouver Island

thanks to Woody Thomson

The annual Victoria Father's Day picnic in the Park commenced at Woody and Carmel Thompson's estate on the banks of Lake Maltby on Saturday June 16th in the early afternoon. First to arrive were the Theroux's with Ron being immediately put to work with a weed whacker to clear an area for Morgan Parking. Next on the scene was Marv Coulthard and Sue from Saltspring Island and shortly thereafter by the Weiskinds and the Miles. As Woody was planning to cook a roast on an open wood fire, he had the fire going and was concentrating on the build up of coals while the others sat and watched, drank and ate snacks.

At 3 several of us headed out to Hal and Drew Irwin's (both are Morgan Owners) Boat works in Sidney. A guided tour had been arranged and Drew met us there. There were additional Morgans there to meet up with us. The Irwin's business, Philbrook's Boatyard, specialize in repairs and restoration of private yachts. There was an excellent example in one of the shops. A yacht of approximately 100-ft built in the 1930s was in for major restoration. This included complete keel replacement and some of the planking. The transom had already been finished and was a curved stern with diagonal planking finished with a fine varnish. Drew told us this restoration was going to be close to \$1m when complete. The shop is well outfitted with all the departments that ship building and finishing needs. Of particular interest to some was the fibreglass moulding shop, and someone asked about Morgan hard tops. Drew pondered the idea, does anyone out there have a mould?

Meanwhile back at Maltby Lake, Woody was stoking the fire pit with large bundles of branches and prunings. He advised us that the real term for these is a fagot. They burn really hot and make coals quickly. Soon with the help of the Miles and Wisekinds, Woody had the roast on and we took turns at operating the spit. Eventually we all sat down by the lake to a wonderful roast beef dinner with salads and roast potatoes followed by desserts of various types. People attending this sumptuous dinner were Thomsons, Powleys, Rulkas, Miles, Coulthard, Sternes, Seagers, Irwins, Muehlings and Bayers. Another campfire was built on the hill overlooking the lake and we sat around the fire talking Morgan tales and personal experiences for the remainder of the evening. The Miles and Coulthards stayed in Woody's wonderful resort whilst the others retired for the night to other places.

The next morning all at Maltby Lake were up early for a quick continental breakfast then with Woody in the lead the 3 of the Morgans that stayed at the Thompson's flew down the road with Woody leading at full throttle, headed for Beacon Hill Park. There was quite a good turnout of British cars at the Sunday picnic. We had a showing of 15 Morgans, not as many as years before, but still a good showing. In addition to those who partied at Woody's resort the following people attended the picnic: Jeremy Why, Ron Harris with Ken Miles' original +4, Kit and friend Kathy, and Elizabeth and Rocky were there but not with his car.

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Have any questions? E-mail inquiries to WILLIAMON@MSN.COM



NW Magazine

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- 6 color photos
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