

# MW Magazine

MORGAN OWNERS GROUP  
NORTHWEST

Vol. 22 No. 2

February 2002



## MOGNW 2002 CALENDAR

Feb 9	Sat	MOGNW Annual Banquet at Port Ludlow, WA	Ron Theroux	(604) 576-2957
Feb 16	Sat	Northern Center Hearts and Tarts Run	Steve Blake	(604) 943-6416
Feb 19	Tues	Southern Center monthly social meeting Portland Brewing Pub, 2730 NW 31st Ave	Heinz Stromquist	(503) 224-9576
Feb 23	Sat	Midlands Center monthly social meeting 10am at the Roanoke Inn on Mercer Island	Dave Wellington	(360) 387-8770
Feb 25	Mon	Deadline for the March <i>Mogazine</i>	Craig Runions	(206) 542-7137
Mar 9	Sat	Northern Center Irish Lament	Rod Lafond	(604) 850-7725
Apr 7	Sat	Northern Center April Fool's Run	Larry Sharp	(604) 986-6621
Apr 13	Sat	21st LaConner Daffodil Tulip Rallye Tour by the MG Car Club at Cascade Mall, Burlington WA	Ken Bottini	(425) 883-9615
Apr 27	Sat	MOGNW Quarterly Business Meeting, Seattle	Ron Theroux	(604) 576-2957
May 19	Sat	17th VanDusen All-Brit Field Meet, Vancouver, BC	Ken Miles	(604) 576-8036
May 26	Sun	Vintage Car Races, Vancouver, BC	Al Allinson	(604) 985-5451
May 25-26	Sat-Sun	4th Run to the Gorge from Fife to Hood River	Arnie Taub	(425) 644-7874
Jun 15	Sat	Father's Day Picnic Event, Victoria, BC		
Jun 16-24	Sun-Mon	Barkerville or Bust BC Sea and Land Tour	Mike Powley	(604) 542-0921
Jun 22-24	Fri-Sun	Devil's Punch Bowl VII, Newport, OR	Heinz Stromquist	(503) 224-9576
July 5-7	Fri-Sun	Vintage Car Races, SIR		
July 5-7	Fri-Sun	Rally in the Valley, Penticton, BC		
July 12-14	Fri-Sun	Vintage Car Races, PIR		
July 27	Sat	14th Bellevue All-Brit Field Meet, Bellevue CC	Arnie Taub	(425) 644-7874
Aug ?	Sat	Hood Canal Tour and Picnic		
Aug ?	Sat	Southern Center Oregon Wine Country Tour		
Aug 31	Sat	26th Portland All-Brit Field Meet, PIR		
Sept 21	Sat	Vancouver to Whistler All-British Car Tour		

## TREASURER'S REPORT from Bill Button...

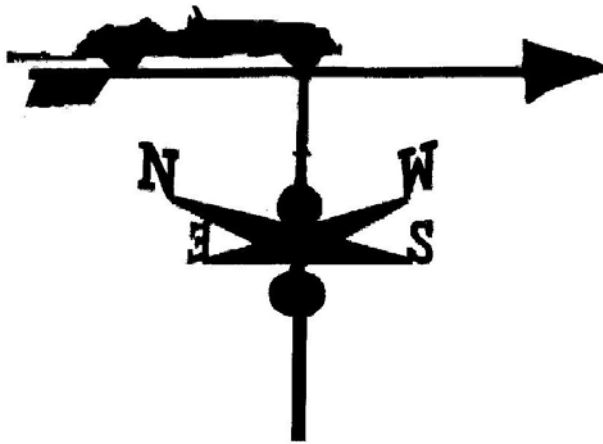
beginning balance, 11/1/2001	\$6,665
plus dues	1,275
plus regalia	25
less Mogazines	- 355
ending balance, 1/31/2002	\$7,610

**NW MOGAZINE** is the monthly newsletter of MORGAN OWNER'S GROUP NORTHWEST, a non-profit organization serving the interests of Morgan automobile enthusiasts in the Northwestern United States and Western Canada. Copyright (c) 2002 by MORGAN OWNERS GROUP NORTHWEST. Permission is hereby given to reproduce any portion of this newsletter, except for other identified copyrighted material contained herein, but not for sale or profit, with credit acknowledging the month/year of issue and the author, source or photographer, if stated. Please e-mail material for publication to the Editor at <[mognw.cr@verizon.net](mailto:mognw.cr@verizon.net)>, or p-mail a diskette or typed copy to the Editor.

PRESIDENT	Ron Theroux	5794 Kilkee Drive, Surrey, BC V3S 6E9	(604) 576-2957
SECRETARY	Pat Miles	15410 Kildare Drive, Surrey, BC V3S 6B9	(604) 576-8036
TREASURER	Bill Button	9839 - 51st Ave SW, Seattle, WA 98136	(206) 935-3616
EDITOR	Craig Runions	17759 - 13th Ave NW, Shoreline, WA 98177	(206) 542-7137
REGALIA	Dick Dice	7011 NE Baker Hill Rd, Bainbridge Isl, WA 98110	(206) 855-9628
HISTORIAN	Bob Nelson	PO Box 353, Stanwood, WA 98292	(360) 387-3241
NORTHERNE REP	Ken Miles	15410 Kildare Drive, Surrey, BC V3S 6B9	(604) 576-8036
MIDLANDS REP	Dave Wellington	151 Blue Mountain Rd, Camano Island, WA 98292	(360) 387-8770
SOUTHERNE REP	Heinz Stromquist	2618 SW Fairmount, Portland, OR 97201	(503) 224-9576

Business meetings are held quarterly as published in the above calendar. Social meetings/events 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

**MOGNW**

# The Nor-Wester

by Ron Theroux, President

This is starting to feel strange. After last month writing about signs of getting older, I found myself reading back on last year's Mogazines, and remembering when!.... 2001 has been a very active year, both with MOG NW events and the work that your Officers and Past Presidents – Hauge, Tinnea, Stegen, and Jones - have done behind the scenes. It looks like we have been able to do (what at times seemed impossible) agree on new By-Laws.

Your new By-Laws reflect the manner MOG NW has conducted itself in the past several years, as well as a look to the future. They will be mailed to paid-up members with the 2002 Roster in April. On the subject of the Roster, may I remind members, this information is not to be used for any commercial benefit, CLUB

USE ONLY! We also hope to include MOG NW nametags and holders for each/both names from the Roster with that same mailing. These will help new and present (sub/older) members get to know each another, also aiding in recognizing those from other regions as well. With a membership pushing 150, we/I need it!

May I take this opportunity to explain your new/expanded budget format. MOG NW has approved, that the three regions have a budget of \$500.00 each for regional event expenses. Your Regional Rep. will have the responsibility of proportioning these funds for their events, as they see fit. It is the hope that this will be a more equitable manner of MOG NW addressing the issue of host expenses. Note, this is a yearly budget item that the Officers will review annually. You will see from the Financial Report your club is in a sound financial position. The Annual Budget does have, for this year, added costs. However, with the By-Laws, nametags and increases to event funding, it's still estimated to be at breakeven (neutral) by year-end. Our base cash assets (reserve) and inventories are expected to be approximately the same at year-end as well. My thanks to Bill Button, Treasurer and your other Officers for putting this financial plan forward.

On my "remembering when" question, I will only reflect and enjoy our great memories and pictures from this past year. To list all the events would take more space than the editor gives me, (just teasing Craig) plus my concern of missing one, would be most embarrassing. We had a super year!.....Thank you all!! Your new Calendar of Events should start unfolding in this Mogazine, we have a lot on our plate for 2002.....We truly hope there will be something there for everyone!

Welcome new members:

Brian & Tina Thomlinson  
17295 Jersey Drive  
Surrey, BC V3S 4X3  
(604) 574-3341

Walter & Linda Reynolds  
19753 Wildcrest Ave.  
Pitt Meadows, BC V3Y 1M3  
(604) 465-6350

Note to the Editor.....

Thank you for keeping me on the MOGNW mailing list. I always enjoy the news. Thank you again for the warm thoughts – Morgan memories of activities are vivid.

Pat McClinton, 12-13-01

## Midlanders January Social

from Dave Wellington

On Thursday Jan. 24th the Midlanders met for dinner at the Café Veloce in Kirkland. We enjoyed an excellent turnout of 18 members. Those attending were: Patton Buchan & Sue, Bill Button, Art Colby, Kay Jones, Judd & Marishka Marten, Daryl & Crystal Ozuna, Craig Runions, Gil & Barbara Stegen, Jack & Jean Tinnea, Gary & Susan Van Hook, Ron Weiskind and Dave Wellington. Kudos to Judd & Marishka for braving the elements and driving a Morgan ----- what a novel idea! Café Veloce offers a varied menu (the Sicilian black bean soup is excellent) and separate checks for added convenience.

A poll of the delegation present indicated that an overwhelming majority prefer monthly meetings on weekends rather than weekdays. Consequently, an attempt will be made to schedule our Midlander gatherings on Saturdays for breakfast/brunch at various locations around Seattle and the Eastside.

NOTICE: MIDLANDERS MEETING for FEBRUARY will be SATURDAY 2/23rd at the ROANOKE INN on Mercer Island, 1825 72<sup>nd</sup> Ave. S.E. Hope to see you all there around 10:00 A.M.

MIDLANDERS HOLIDAY RUN UPDATE: In the December issue of the Mogazine I proposed an exciting 'Holiday Run'. Either the membership failed to find the puzzle as exciting as I did or perhaps it was too challenging? ----- for whatever reason, only one response was received! Fortunately, it was the correct solution and it is my distinct honor to announce that the winner is none other than that famous armchair circuit racer, Gary Van Hook. As a reward for his crowning achievement he will receive a Morgan mouse-pad and matching coffee mug. Wow! Now don't you all wish you had participated?

# DO YOUR 2002 DUES THING

## Northern Pod Robbie Burns Run

from Ken Miles

Sunday January 27th arrived and it was time to go on the first run of the New Year. No luck as it was snowing heavily with about 10 inches on the ground by 9:00. Mike Powley calls and say "What we do?" I suggest cancel the run but lets go the pub anyway. Mike agrees and say he will phone everybody that he knows is going and suggest the alternative. I am delegated to head to the meeting place Clan McDonald and meet any people that Mike does not know is going. At the Clan, I meet Bob and Judy McDermid and than proceed to do the drive to Sharkey's in Ladner. (I guess this means that Mike's efforts in planning the drive where not totally wasted.)

At Sharkey's we are joined by Steve and Liz Blake, Ron and Yvonne Theroux, Stu and Marilyn Rulka, Mike and Rosemary Powley, Dave and Ruth Collis, Steve Hutchens, and our new member Brian and Tina Thomlinson for a total of 16 people. Good turnout for such a miserable day and the first time I have had to shovel my driveway this year. Too bad we had to leave the Morgans in the garage but such is life.

## Cambria July 2002

Unfortunately, we do not have an exact date for this event yet but do know it will be in July. The California Morgan clubs put on this annual joint club event in Cambria on the central California coast, Hwy 1, south of San Simeon (Hearst Castle) and north of San Luis Obispo. For those of who have been to this event in the past, it is always been a good time and MOGNW is always made welcome. Ken and Pat Miles are definitely going and encourage anybody else interested to join in. As an added bonus, there is a rumor of an AERO 8 in presence this year.

## MOG-NW REGALIA SALE

I recently braved the cobwebs and journeyed back into the dim recesses of the legendary Morgan regalia storeroom. Once there I felt as Howard Carter must have felt when he first glimpsed the contents of the tomb of Tutankhamen, for I found many "wonderful things."

These delectable objects are now available for purchase at extraordinary price reductions. Please place your orders quickly because I'm sure these items will go fast!

### Old Club Badge T-shirt

These white t-shirts feature a silk-screened image of the old enameled MOG-NW car badge. Only six are left, all Large. Perfect for a thoughtful companion to wear as a nightshirt. **\$9.00 each postpaid.**

### Morgan Wings Polo Shirt

One of the first designs ever offered for sale by the club. This design is so old that no lettering is found on the Morgan insignia. Wear one of these and you will bring back a great moment in MOG-NW history. Four are being made available from the archives, three Medium in green or red, and one Small in red. Only **\$4.00 each postpaid!**

### Grady T-shirt

Another blast from the past, featuring a cartoon (coming and going) of a frightened passenger riding in a Morgan driven by a frenzied owner. The membership spent many hours at business meetings in the early 1980s deciding what colors and sizes of these shirts to place in inventory. Now only eleven shirts remain: three Medium in red or black, and eight Large in white, purple, tangerine, red, or blue. These are another bargain at **\$4.00 each postpaid.**

### Grady Sweatshirt

Same cartoon as on the Grady T, but on a warm and cozy sweatshirt. A great gift for that special "Medium" person in your life. Available in green, pink or red. Where else can you get a classy sweatshirt for only **\$10.00 each postpaid?**

Place your orders with me:

Dick Dice  
7011 NE Baker Hill Road  
Bainbridge Island, WA 98110  
(206) 855-9628  
dadice@earthlink.net

## from the Morgan Oasis Garage

Cuthbert J. Twillie, Proprietor  
P.O. Box 1010 - North 51 Terrace Road  
Hoodsport, Washington 98548  
(360) 877-5160

In many articles written over the years I have often mentioned GRADE 8 fasteners, and I see that I was giving strength figures that were way off. Now I am going to write a few words to clarify the phobia I have about "hardware store" fasteners, and I will add the correct numbers for GRADED fasteners.






This past fall ('01) I had to move a valve guide up into the cylinder head of a Triumph TR4 engine, because the valve wasn't closing completely. It was hitting the bottom of the valve guide before it could seal the combustion chamber. Since I wasn't sure of the exact length needed, I bought a 4 inch bolt ( at a hardware store) that had the threads all the way up to the bolt's head. The head of this bolt was smooth. The hardware store had GRADE 8 and GRADE 5 fasteners, but none with thread all the way up to the head, so I had to go with the ungraded bolt. Then I made a rig to move the valve guide up into the exhaust port, using this bolt, washers and a 3/4" socket on top of the cylinder head to pull against. Just as the guide began to move up, the bolt stretched "right half in two" and came away in my hands. Then I found a GRADE 5 and it was that bolt, much stronger than the smooth head "hardware store" quality bolt, that did the job. The GRADE 5 bolt did the task, that the NO GRADE couldn't. This was "the moment of TRUTH" for me, proof that smooth head bolts will let you down when you need strength, not excuses.

For a car that is going to be used on the road, the fasteners that attach the front sub-frame to the chassis, the rear shock mounts, the rear springs, anything on the front sub-frame that is bolted should be GRADE 8. One could say anything that's fastened to the chassis ought to be GRADE 8. If you think we're talking big money, that is NOT the case. There are probably less than 40 fasteners here, and you just know there is no way these fasteners are going to fail. That's worth twenty or thirty bucks.

Racing builders use fasteners that are one step higher than my beloved GRADE 8s. These are aircraft quality, or A.N.s, sometimes called Air Force-Navy 'cuz of the A.N. designation. These are probably another 25 percent stronger than the 8s, and 10 times harder to find. A bunch more spendy too.

I don't believe it's possible to determine what kind of fasteners are on a particular Mog. Lots of them have had rebuilds or partial rebuilds. It would literally frighten me to wonder what was holding that chassis together after a few at-home, shade-tree repairs. I had a Morgan here once that had been hit hard on the left front. The body shop that repaired the fender and cowl did nothing to the front sub-frame which was bent back at least a couple inches. The paint job was just dandy, but that front end might kill a guy.

Here is a list of GRADED fasteners if you think re-fastening your front end might save your rear end some dark and stormy night.

SAE Grade Code Markings				
SAE 0-1-2	SAE 5	SAE 6	SAE 7	SAE 8
				
DESCRIPTION	GRADE	MATERIAL	STRENGTH	
No lines, unmarked Unknown quality	0, 1, 2	Low carbon steel	65,000 psi	
Three lines, automotive grade	5	Medium carbon steel	120,000 psi	
Four lines, automotive grade	6	Heat treated carbon steel	140,000 psi	
Five lines, rarely used	7	Medium carbon alloy steel	140,000 psi	
Six lines, best commercial grade	8	Heat treated alloy steel	150,000 psi	

## still more from the Morgan Oasis Garage

Friends

The distributor I didn't get with my original Morgan pile was replaced with a \$25.00 swap meet distributor. When it was finally time to start the engine, I cranked it perhaps six times for thirty seconds or so. Nothing at all was happening. I pulled a spark plug and cranked some more. No spark. I suppose this is what I've been waiting for, 'cuz I really wanted to install an electronic ignition. I just didn't want to spend the hundred scoots.

I called Tom Eller, a Triumph collector, professional wrench, and brother of an old time Seattle Morgan Guru, Pat Eller. Tom says "No question, get an Ignitor". Fred Sisson, in his "Notes From a Morgan Garage" recommends them as well. I called Pertronix at 800-827-3758. They won't sell me the "Ignitor", but give me a number for Blanchard Auto Electric in Seattle. Blanchard's catalogs have nothing older than '78, and can't look anything up, although they're friendly.

Victoria British has an "Ignitor" for a Lucas 25 D 4 distributor, positive ground or negative ground and they want \$ 99.95 , and \$15.75 to ship. I order one. It takes 9 days. Lenexa, Kansas to Hoodspport, Washington. UPS needs fresh horses.

It is easier to install than a point set, 'cuz there's no point gap to set, and no worrying about "grounding the points". Remove the old point set, condenser and the terminal bush and lead. Then install an adapter plate where the point set used to go. The "Ignitor" module goes onto the adapter with two small nuts. Next the magnetic sleeve slips over the distributor shaft. Now a black wire and a red wire go on the coil and its a done deal, Neil.

The Ignitor's instructions say that a four cylinder engine requires a coil resistance of at least THREE Ohms. Measuring across the coil's terminals I got a bit over ONE and A HALF Ohms. This means a ballast resistor must be added to the system. I call around and find one only seventeen miles away, then I found one in a box I was clearing. When this "found" ballast resistor is connected to my new chrome Accel coil the Ohms measurement is exactly the required - THREE Ohms. Home free, on the nose of the correct amount. I did have to make a simple bracket for the ballast resistor, and there is a drawing of that on the illustration.

The Ignitor's part number is LU-142 A. And that number is for a NEGATIVE ground Triumph TR 3-4 engined Morgan Plus 4. With that number even Blanchard Auto Electric could find one. I'd be willing to bet the positive ground version is numbered LU-142 B, or something close enough for a polite counterman to find, when he has the time.

Now here's the rest of this adventure. I had to call the manufacturer to confirm the electrical connections, and now that I know the correct part number would they please give me a retailer's 'phone number so I can see how much I overpaid at Victoria British. Summit in Akron, Ohio (800-230-3030) has Ignitors for \$ 71.69 plus \$12.00 to pack and ship. Blanchard Auto Electric in Seattle, WA (206-682-2981) has them as well, at \$ 67.10 plus shipping. Cuthbert may be getting long winded but I think I just saved you fifty scoots on the hot set-up for your Moggie's ignition.

## The Alaskan Highway Experience - August 2003

from Ken Miles

One of our objectives in life for several years now has been to drive the Alaskan Highway (the 'Alcan') in a Morgan. Preliminary planning is now done.

Leave Vancouver in early August, 2003 and drive to Prince Rupert through the BC interior. Catch a ferry from Prince Rupert for two days and one night of cruising through the interior waterways of south east Alaska and arrive in Haines, Alaska. From Haines, head to Anchorage and then Fairbanks. Leave Fairbanks and pick up the Alcan Hwy through Whitehorse, Watson Lake, Fort Nelson, Fort St. John and end up in Dawson Creek. Turn southwest and proceed through Chetwynd and end up in Prince Rupert. Head west to Jasper and Banff. From Banff, head south to pick up Hwy 3, head west and proceed along the southern route back to Vancouver.

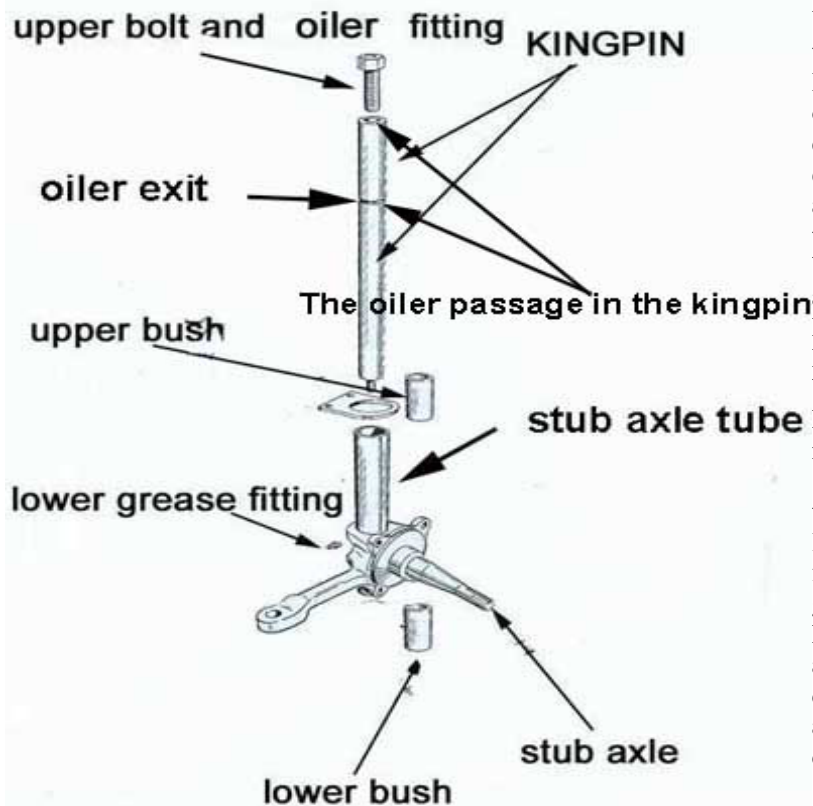
The trip as presently planned is 5,000 miles of very good Morgan driving roads and lots of spectacular scenery. It will take at least 21 days including the ferry ride. And it will be expensive – a long ferry ride, lots of food, lodging and fuel, and of course the inevitable souvenirs and incidentals.

If enough people are interested, we could turn this into a great event. There is reason to believe that three separate countries and two continents could be represented on this drive. If you are interested in joining us, please email me, Ken Miles, at [kengmiles@shaw.ca](mailto:kengmiles@shaw.ca) or write me at 15410 Kildare Dr., Surrey, B.C., Canada, V3S 6B9. (home phone 604 576-8036)

## The Dynamics of Greasing a Morgan Front End

by Lorne Goldman (edited)

The place that needs lubrication is the bushes. These fit in the tube running through the stub axle at the top and the bottom of the tube. In the tube, in the area between the two bushes is the "reservoir" or "grease holding area". As the stub axle slides up and down the kingpin, it effectively greases the kingpin (and therefore the bushes) from this reserve area. The stub axle has a grease nipple exactly at this reservoir area and it should be filled periodically.



So why have a one shot oiler at all? Well...seems the owners way back when didn't want to crawl under the car and do their duty. HFS copied a Bentley system and introduced the one shot oiler. He drilled a passage down the centre of the kingpin from the top and then had it exit ABOVE the normal position of the stub axle. Why did he stop short? Well he didn't want the oil to replace the grease in the resevoir because basically, oil doesn't help much - this area needs grease, not oil. Actually, I imagine he hoped that the oil would dribble down the kingpin and help some by oiling the kingpin a bit. History shows it doesn't help and the factory has discontinued installing it without replacement.

Today, people figure that grease is better than oil and something should be done with that little passage in the kingpin and the upper oil fitting. But to have the grease appear in small globs ABOVE the stub axle (out of the oiler exit hole) doesn't do much either except woo you away from the messy (and sometimes dangerous) oil. While you are under the car with a jack, why don't you just grease the lower zirk directly. Lots less trouble.







Bill Button's Excellent Adventure. We're told that the optional defroster system was marginally successful. Ken Miles photos.

# 2002 DUES ARE PAYABLE NOW

## FOR SALE

1988 Morgan 4/4; one owner, just 5,500 miles from new, Call Chris at (253) 383-3045 after 6:00pm PST or e-mail MORGANDOC@AOL.COM for price and details.

 **British Car**™

*The American Magazine for Morgan Enthusiasts Who Love English Cars*



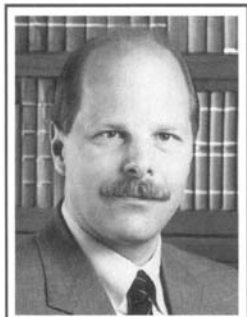
1 year (6 issues) \$22.95 2 years \$39.95 Canada US dollars only \$26.00 / \$46.00

**To Subscribe: Call 1-800-520-8292**

FAX 1-650-949-9685 PO Box 1683  
Outside U.S. 1-650-949-9680 Los Altos, Ca 94023


Mention this ad and get an extra issue free.  [www.BritishCar.Com](http://www.BritishCar.Com)

Our guarantee: If you're not satisfied, we'll refund the cost of unmailed issues.



**BRADFORD GREEN**  
Associate Broker

(206) 283-5200 BUS., (425) 239-4045 EVERETT  
(206) 979-1503 MOBILE  
(206) 284-6317 FAX

**COLDWELL BANKER** 

**BAIN ASSOCIATES**  
1200 WESTLAKE AVE N, #406  
SEATTLE, WA 98109  
E-MAIL [bradfordgreen@coldwellbankerbain.com](mailto:bradfordgreen@coldwellbankerbain.com)

Each Office Is Independently Owned And Operated.

## FELLOW MORGAN FANATIC AT YOUR SERVICE

**I WILL DONATE 10% OF MY EARNINGS TO THE CHARITY OF YOUR CHOICE**

**SPECIAL OF THE MONTH**

**INSIDE STORAGE FOR THAT EXTRA CAR THAT IS KIND OF IN THE WAY**

**CARS - BOATS - TRAILERS \$50-\$100  
NORTHGATE AREA CALL BRAD GREEN**

**2002 MEMBERSHIP / DUES FORM**

Please make checks payable to.... **MOGNW**  
then mail check and this form to .... William Button, MOGNW Treasurer  
9839 - 51st Ave SW  
Seattle, WA 98136 USA  
(206) 935-3616

DATE \_\_\_\_\_  
NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
HOME PHONE (\_\_\_\_) \_\_\_\_\_ WORK PHONE (\_\_\_\_) \_\_\_\_\_  
FAX NUMBER (\_\_\_\_) \_\_\_\_\_ E-MAIL\* \_\_\_\_\_

DO YOU WANT THE MONTHLY NEWSLETTER BY \_\_\_\_\_ POSTAL MAIL OR \_\_\_\_\_ E-MAIL\*  
(\* REQUIRES ADOBE ACROBAT @ READER V3.0 OR LATER, FREE OFF THE INTERNET )

**MORGANS NOW OWNED:**

1. YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ BODY STYLE \_\_\_\_\_  
COLOR \_\_\_\_\_ ENGINE SIZE \_\_\_\_\_ CHASSIS # \_\_\_\_\_  
2. YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ BODY STYLE \_\_\_\_\_  
COLOR \_\_\_\_\_ ENGINE SIZE \_\_\_\_\_ CHASSIS # \_\_\_\_\_

DO ANY OF YOUR MORGANS HAVE HISTORICAL SIGNIFICANCE, SPECIAL EQUIPMENT,  
INTERESTING SPECIFICATIONS, ETC? \_\_\_\_\_

**2002 Dues..... US \$24.00** (\$29.00 if postmarked after March 1, 2002)  
Dues for **new** members..... \$2.00 per month for each month remaining in  
the calendar year including the current month  
(\$22 in February, \$14 in June, \$6 in October, etc.)  
Remittance: US \$ \_\_\_\_\_ (Canadian members: you can remit cash  
or money order payable in "US funds")  
Have any questions? E-mail inquiries to [WILLIAMON@MSN.COM](mailto:WILLIAMON@MSN.COM)



*NW Magazine*

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

FIRST CLASS

**DON'T  
FORGET...  
2002  
DUES  
ARE  
DUE  
NOW**