

**M
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JANUARY 2020

The only car club in the area devoted to a car currently built by Britons, for a manufacturer owned and managed partially by Britons.....THE British car club!

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Hey. you know that with the Winter wind comes the time to renew your annual membership. There's an application in the back and the dues still remain at \$30.00. Your trusty old Treasurer has retired and his replacement has to adapt to his accounting , so please help her out by renewing early. THANKS !



RUNNING On.....

Ready for

**MMXX
MMCC?**

Then let's get this show on the road!

THE PREZ, etc.



the Prez



MORGANS...ROAD CANDY

January 25th, 2020

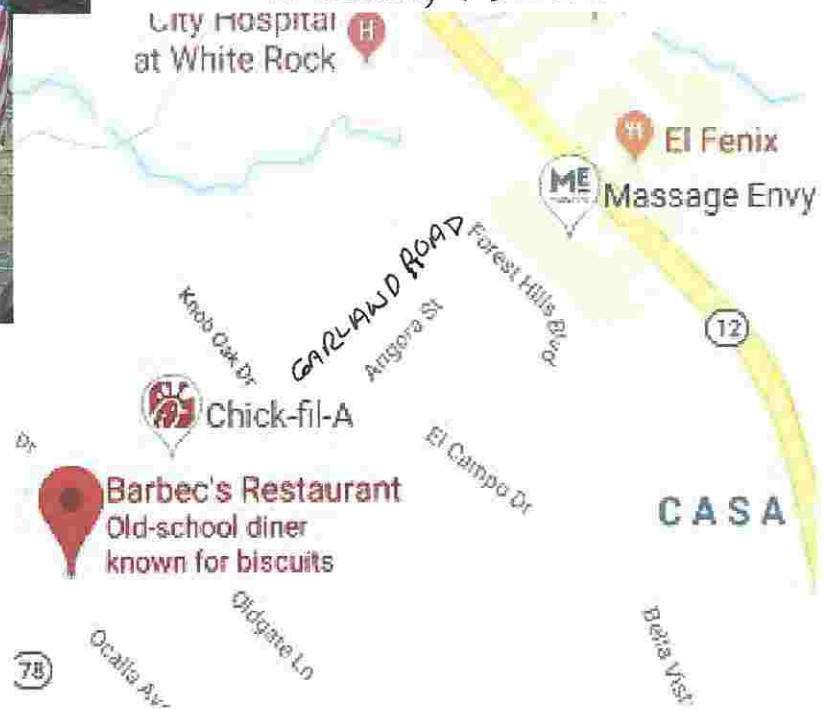


Meet us here at 10:30am and bring your best ideas for 2020 events. The calendar is empty for most of the year.

Barbec's Restaurant

8949 Garland Road

Dallas, 75218



MMCC BUSINESS MEETING / NOGGIN

Unless otherwise noted, on the First Thursday of every month at 7:00 PM we meet at



Back Country Bar B Q
6940 Greenville Avenue
Dallas, TX 75231
214-696-6940

| | |
|-------|---------|
| Jan 2 | Jul 9** |
| Feb 6 | Aug 6 |
| Mar 5 | Sep 3 |
| Apr 2 | Oct 1 |
| May 7 | Nov 5 |
| Jun 4 | Dec 3 |
| 2021 | Jan 7 |

Back Country is located on the east side of Greenville Avenue at Park Lane, one block east of Northpark Shopping Center and Central Expressway

** This denotes meeting on 2nd Thursday – an exception



for everything Morgan

- Largest inventory of Morgan parts and accessories outside the UK
- Service, repairs and upgrades
- Award winning restorations
- Complete mechanical rebuilding
- Specialists in cars 1950 to current
- Buy, sell or trade a Morgan
- The best technical service anywhere
- Visit our comprehensive website
- Family owned and operated since 1977

Morgan Motors
OF NEW ENGLAND



Morgan Three Wheeler
Now Accepting Deposits for 2019 Production
Factory Authorized New Morgan Dealer



Our illustrated parts
catalog available free
online or call for a
printed copy



2019 retrospect

Once again MMCC perked along thru 2019, with a few less driving events and a few less drivable cars.

We started the year with a rousingly good Boxing Day Party at the Smiths.

2 car shows followed for Spring, the UP and the ABCD and European. Bernard won Blue ribbon at the latter.

July we swam at Bob N. 's. Thankfully no photos.

In October some went to the British Emporium's event. We also flew kites and picnicked the next weekend. Tks. Chuck and Barbara.

Dec. the Hawkins welcomed us to their home for a delightful meal and then a tour of neighbor's lights.

THANKS TO ALL YOU MMCC'ers



Editorial

by Charles Neal

Please forgive me if I go a bit philosophical for this month's column. Testing the new Plus Six made me ask – what is a Morgan? What's it really all about? Historically, since 1909 it's been a lightweight sporty chassis, with a bought-in, up-to-date engine, and just enough practicality. Of course Morgan also has a design heritage in the chassis and suspension plus the wooden frame, (equivalent to BMW's rear-wheel drive and straight six engines, for example), and for half its history a distinctively anachronistic exterior shape.

The Plus Six fits the bill on all of the above, except for the chassis of course. With a completely new engine and chassis, would it still be enough of a Morgan, or too much of a BMW? If it doesn't have that technical heritage, it needs to drive like a Morgan should.

I'm glad to report that it's good, very good indeed. Despite the clearly mid-21st-century nature of the engine package, it does drive like a Morgan should. A very futuristic one, but it's still alive, still agile, it's still fun, and faster than ever. It's more spacious but there's still a wooden dash and a true Morgan feel to the interior. It's still a Morgan shape, and it's definitely not a BMW in drag.

Most of all, I had the car for four hours and I only stepped

out of it for a total of about 30 minutes, because as soon as you get out, you want to get back in again. Which is probably the ultimate sign of it being a proper Morgan.

I really hope that Morgan can carry on building the traditional models for as long as possible, and continue to improve them, because the pure, analogue driving experience they offer is becoming increasingly rare, and increasingly valued and appreciated as a result. Where else can you buy a genuine "new classic car" from the original manufacturer, which doesn't cost £500K or more? There are an ever-growing number of "continuation" cars, but they are all for the super-rich. The Plus 4 at £50K-ish is certainly not a cheap car, but it is far more affordable than a DB4 or XKSS. There is a market for the many people out there, young and old, who dream of a D-type or Bugatti but aren't a multi-millionaire.

So the Plus Six won't appeal to everyone. But if the CX chassis allows Morgan to also build cars that provide the technology and modern convenience that most people want today (and also safeguarding the company's future for the next decade or two), while also retaining the positive side of Morgan driving, it can only be a good thing.

MMXX FUNNIES

If you're not familiar with the work of Steven Wright, he's the famous erudite scientist who once said: "I woke up one morning, and all of my stuff had been stolen and replaced by exact duplicates." His mind sees things differently than most of us do. Here are some of his gems:

- 1 - I'd kill for a Nobel Peace Prize.
- 2 - Borrow money from pessimists -- they don't expect it back.
- 3 - All those who believe in psychokinesis, raise my hand
- 4 - The early bird may get the worm, but the second mouse gets the cheese.
- 5 - I almost had a psychic girlfriend, But she left me before we met
- 6 - OK, so what's the speed of dark?
- 7 - How do you tell when you're out of invisible ink?
- 8 - If everything seems to be going well, you have obviously overlooked something.
- 9 - When everything is coming your way, you're in the wrong lane.
- 10 - If Barbie is so popular, why do you have to buy her friends?
- 11 - Eagles may soar, but weasels don't get sucked into jet engines.
- 12 - My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."
- 13 - A conclusion is the place where you got tired of thinking.
- 14 - Experience is something you don't get until just after you need it.
- 15 - The hardness of the butter is proportional to the softness of the bread.
- 16 - To steal ideas from one person is plagiarism; to steal from many is research.
- 17 - Everyone has a photographic memory; some just don't have film.
- 18 - If at first you don't succeed, skydiving is not for you.
- 19 - Why do psychics have to ask you for your name.

And the all-time favorite -

- 20 - If your car could travel at the speed of light, would your headlights still work?



2019: The Year in Review

The laws and regulations that govern automobiles and their parts have a continuous impact on the way enthusiasts enjoy their hobby. The charge of the SEMA Action Network (SAN) is to stay informed of all relevant state and federal proposals and advocate for pro-hobby positions to ensure the best possible outcome for fellow collectors and fans. The following details provide a summary of critical legislative/regulatory issues addressed over the past year impacting the hobby.

FEDERAL UPDATE

RPM Act: U.S. Senators Richard Burr (R-NC) and Joe Manchin (D-WV) along with 24 original cosponsors reintroduced the Recognizing the Protection of Motorsports (RPM) Act (S. 2602) in the current U.S. Senate. The bill clarifies that the Clean Air Act allows motor vehicles to be



converted into dedicated race cars and that it is legal to produce, sell and install race parts for those vehicles. Passage of the RPM Act will protect sales beyond emissions-related parts, including racing tires, wheels, brakes, suspension equipment, and roll cages. Racers won't be buying and installing those products if a car or motorcycle cannot be converted into a dedicated race vehicle. To contact your lawmakers, visit www.SEMA.org/rpm.

Replica Vehicle Law: SEMA has sued the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) for failure to implement a 2015 law that permitted low volume automakers to sell up to 325 rep-

lica cars each year. Replicas are cars that resemble production vehicles manufactured at least 25 years ago. The law provided NHTSA until December 2016 to issue any regulation needed to implement its provisions. The agency missed the deadline and has yet to issue a regulation. SEMA has asked a federal appellate court to compel NHTSA to act.

E15 Gasoline: The U.S. Environmental Protection Agency (EPA) issued a rule to allow gas stations around the country to sell E15 (gasoline that's 15% ethanol) year-round. Previously, the EPA prohibited the sale of E15 between June 1 and September 15 due to fuel-volatility concerns that higher blends of ethanol combined with warmer temperatures may lead to increased ground-level ozone formation and



smog. The SAN opposes an expansion of E15 sales, which the EPA is pursuing in order to achieve the Renewable Fuel Standard's artificial mandates to blend large volumes of ethanol into gasoline sold in the United States. Ethanol, especially in higher concentrations such as E15, can cause damage to high-performance parts and vehicles manufactured prior to 2001.

Bonneville Salt Flats: Utah lawmakers appropriated \$5 million toward a program to restore the Bonneville Salt Flats, contingent upon securing federal funds. The monies will be used to create a 10-year, \$50 million program to dramatically increase the amount of salt pumped onto Bonneville. The bulk of the monies will



come from the federal government, with contributions as well from the motorsports community. Once up and running, the racing venue should gradually expand from its current 8-mile length, with a goal of reaching the original 13-mile length. SEMA, along with other organizations and companies comprising the Save the Salt Coalition, is working with state and federal officials to implement the program.

Public Lands Bill: In March, President Trump signed into law a massive public lands bill. It included elements supported by the SAN, such as the California Desert Protection and Recreation Act co-authored by Rep. Paul Cook (R-CA) and Sen. Dianne Feinstein (D-CA) to permanently designate six existing OHV areas. Those areas include Johnson Valley (expanded by 11,000 acres), Spangler Hills, El Mirage, Rasor, Dumont Dunes and Stoddard Valley. The bill also included a provision to permanently designate federal lands within Emery County, Utah. While the provision protects most existing OHV routes within the San Raphael Swell, several trails were lost.

PROVINCIAL UPDATE

New Brunswick, Canada—License Plates: Beginning July 15, 2019, motorists in New Brunswick were no longer required to display a front license plate on passenger vehicles and light trucks. The change removed the requirement to display two license plates on vehicles weighing less than 4,500 kilograms.

Cont. on p. 4 ►

STATE UPDATE



Arizona—Emissions

Exemption: A SAN-supported law to exempt qualified collectible vehicles from the state's emissions inspection

and maintenance program went into effect June 1. While the bill was signed into law in 2005, the state's regulatory process delayed implementation. In order to qualify, a vehicle must be either 15 model years old or older or a unique or rare design of limited production and an object of curiosity. In addition, the vehicle must be maintained primarily for use in car club activities, exhibitions, parades or other functions of public interest, or for a private collection and used infrequently. Additionally, the vehicle must have collectible or classic automobile insurance coverage that restricts the vehicle's mileage or use, or both, and requires the owner to have another vehicle for personal use. The current exemptions for pre-'67 vehicles also remain in effect.



California—Exhaust Noise:

California Governor Gavin Newsom signed into law SAN-supported legislation that immediately restored

fix-it tickets for cars suspected of violating the

state's exhaust noise limit. The bill amended a 2018 law, which removed fix-it tickets for such violations and which generated significant concern within the specialty automotive aftermarket industry and enthusiast community. Since 2003, exhaust systems installed on motor vehicles in California with a manufacturer's gross vehicle weight rating of less than 6,000 lbs., other than motorcycles, may not exceed a sound level of 95 decibels when tested under a Society of Automotive Engineers (SAE) procedure.

California—OHV Access: The California Coastal Commission voted to continue permitting off-highway vehicle (OHV) use at the Oceano Dunes State Vehicular Recreation Area (SVRA). During its July 11 meeting in San Luis Obispo, the Commission rejected staff recommendations to further restrict motorized recreational access, with the eventual goal of prohibiting OHV and motorized vehicles at Oceano Dunes SVRA.



Delaware—Street Rods:

Delaware Governor John Carney signed into law a bill easing the process of registering a street rod, by favorably changing the existing age and equipment requirements. The new law amends the definition of street rod from a vehicle manufactured before '70 to one 25 years old or older. The law

also removes the requirement that a street rod's tires be covered by fenders.



Maine—Ethanol:

Maine Governor Janet Mills signed a bill into law allowing the sale of ethanol-free gasoline statewide. Previously, only the counties of York, Sagadahoc, Androscoggin, Kennebec, Knox and Lincoln banned the sale of ethanol-free gasoline.



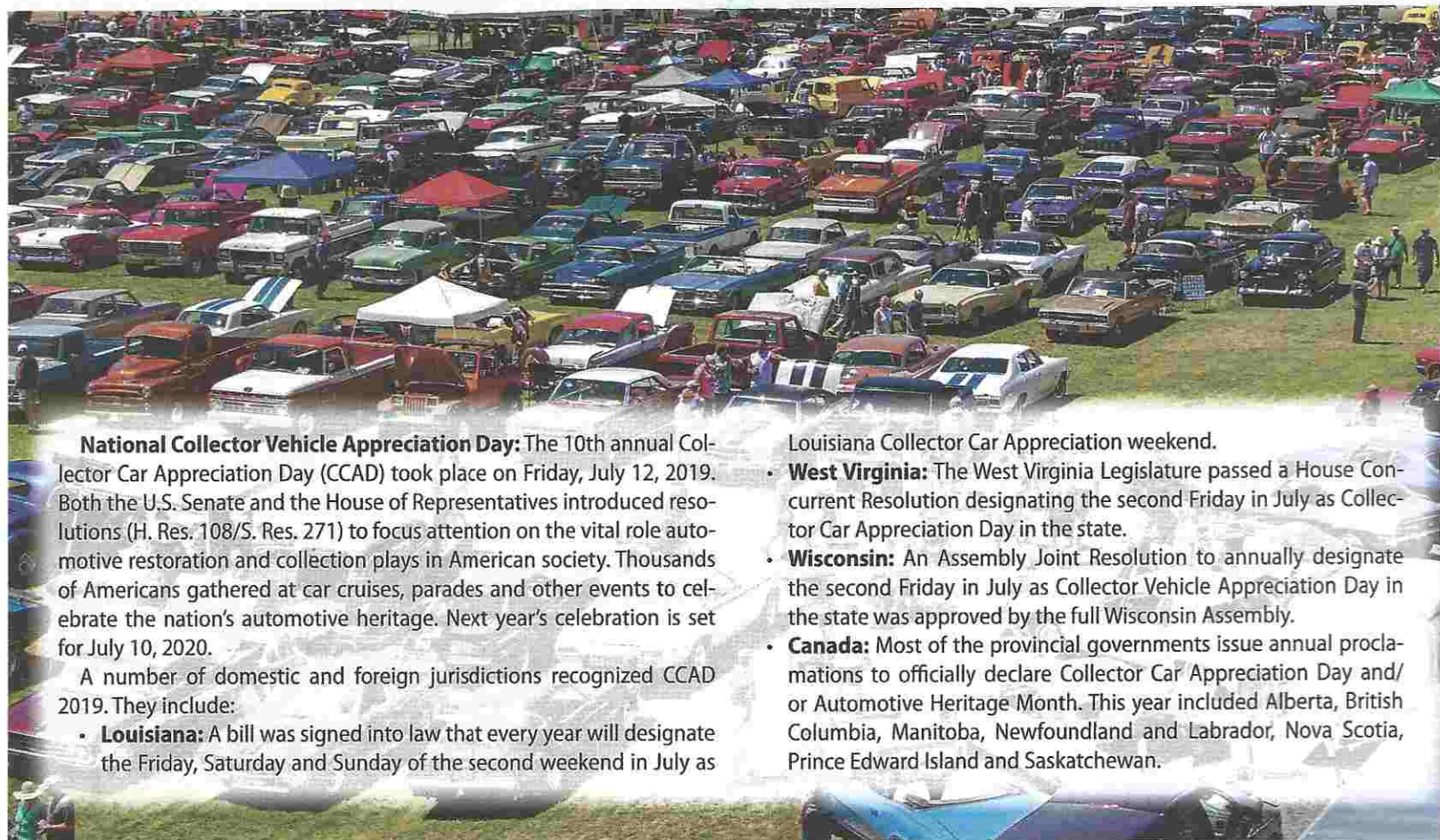
Nebraska—Military Vehicles:

Nebraska Governor Pete Ricketts signed into law legislation allowing for the titling and registration of former military vehicles. The new law defines a former military vehicle as "a vehicle that was manufactured for use in any country's military forces and is maintained to accurately represent its military design and markings, regardless of its size or weight, but is no longer used, or never was used by a military force." Previously, those vehicles were not allowed to be titled or registered for on-road use in the state.



Nevada—Military Vehicles:

Nevada Governor Steve Sisolak signed into law legislation that allows for the titling and registration of retired military vehicles. The new law also authorizes the



National Collector Vehicle Appreciation Day: The 10th annual Collector Car Appreciation Day (CCAD) took place on Friday, July 12, 2019. Both the U.S. Senate and the House of Representatives introduced resolutions (H. Res. 108/S. Res. 271) to focus attention on the vital role automotive restoration and collection plays in American society. Thousands of Americans gathered at car cruises, parades and other events to celebrate the nation's automotive heritage. Next year's celebration is set for July 10, 2020.

A number of domestic and foreign jurisdictions recognized CCAD 2019. They include:

- **Louisiana:** A bill was signed into law that every year will designate the Friday, Saturday and Sunday of the second weekend in July as

Louisiana Collector Car Appreciation weekend.

- **West Virginia:** The West Virginia Legislature passed a House Concurrent Resolution designating the second Friday in July as Collector Car Appreciation Day in the state.
- **Wisconsin:** An Assembly Joint Resolution to annually designate the second Friday in July as Collector Vehicle Appreciation Day in the state was approved by the full Wisconsin Assembly.
- **Canada:** Most of the provincial governments issue annual proclamations to officially declare Collector Car Appreciation Day and/or Automotive Heritage Month. This year included Alberta, British Columbia, Manitoba, Newfoundland and Labrador, Nova Scotia, Prince Edward Island and Saskatchewan.

design and production of a specialty plate for those vehicles. Previously, such vehicles could not be titled or registered for use on highways in the state.



New Mexico—License Plates: Legislation to require registration plates on the front and back of all motor vehicles died when the legislature adjourned. Under current law, all motor vehicles in the state are issued only a single plate. Because of strong opposition, the bill failed to receive a vote on the House floor.



North Carolina—Antique Vehicles: North Carolina Governor Roy Cooper signed into law legislation to lower the age of vehicles eligible for an antique license plate to 30 years old. Previously, only vehicles that were at least 35 years from the date of manufacture were eligible for antique tags.

North Carolina—Emissions Exemption: Beginning December 1, 2019, all motor vehicles 20 years old or older became exempt from emissions testing. On that date, the applicable clause from a 2017 regulatory reform bill went into effect. Previously, 22 of the state's 100 counties required vehicles model-year '96 or later to undergo an annual emissions inspection.

The current emissions inspection exemption in these counties for new cars from the three most recent model years still remains in effect.



Ohio—License Plates: Ohio Governor Mike DeWine signed into law legislation to allow for the issuance of a single, rear-mounted license plate for motor vehicles. Previously, Ohio required vehicles to display two plates.



Rhode Island—License Plates: Legislation to allow vehicles with "year of manufacture" (YOM) tags to display a single license plate on the rear of the vehicle, passed the deadline for the governor's signature or veto and thus became law without being signed. All motor vehicles 25 model years old and older, are currently eligible for courtesy YOM plates in Rhode Island. Previously, those vehicles were required to display both front and rear YOM plates.



Tennessee—Military Vehicles: Tennessee Governor Bill Lee, signed into law legislation that exempts historic military vehicles from the requirement to display license plates. An historic military vehicle is currently defined as being 25 years old or older, manufactured for use in

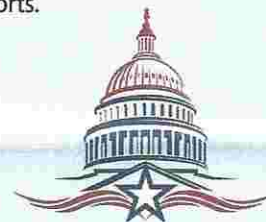
any country's military, and maintained to represent the vehicle's military design and markings.



Texas—Assembled Vehicles: Texas Governor Greg Abbott signed into law SAN-supported legislation creating a specific registration and titling class for former military vehicles and assembled vehicles, including kit cars and dune buggies. The new law provides guidance to the Texas Department of Motor Vehicles on how to treat such vehicles. Previously, there was no specific registration and titling class for certain assembled vehicles, such as dune buggies.



West Virginia—Motorsports Committee: Governor Jim Justice signed into law legislation to create the West Virginia Motorsports Committee. The committee is tasked with aiding in the development of racing events and facilities throughout the state. The committee will also seek opportunities to promote economic growth and manufacturing jobs related to motorsports.



SAVE THE DATE

11th Annual Collector Car Appreciation Day to Be Celebrated July 10, 2020

The SEMA Action Network (SAN) announced that the next Collector Car Appreciation Day (CCAD) will be celebrated on July 10, 2020. The date will mark the eleventh consecutive commemoration in what is now an annual event to raise awareness of the vital role automotive restoration and collection plays in American society.

Intended to celebrate the classics of the past and the future, the U.S. Congress helped launch CCAD by passing Resolutions each year since 2010 at the SAN's request. The previous resolutions were sponsored by co-chairs of the SEMA-supported Congressional Automotive Performance and Motorsports Caucus. These Congressional leaders are strong advocates for the automotive hobby in Washington, D.C., and recognize the integral role collector cars have played in fostering our nation's appreciation for the automobile's unique historical place in our history.

In preparation for the eleventh celebration of the nation's auto-

motive heritage, enthusiasts and related businesses are already planning open houses, car cruises, club gatherings and educational events to commemorate the day. The SAN will again maintain and publicize a list of scheduled events to commemorate America's time-tested love affair with the automobile at www.semaSAN.com/CCAD.

Individuals, car clubs and business owners interested in publicizing events can submit the details of their celebration. For questions, contact SAN Director Colby Martin at 909-978-6721 or san@sema.org. If you are unable to celebrate on July 10, the SAN encourages events to be scheduled throughout the month of July 2020.



All British & European Car Day



Save the Date: May 3rd

Save the date for our 36th annual All British & European Car Day on Sunday, May 3 (the first Sunday in May) at White Rock Lake - Dreyfuss Club Point! Stay current on updates through our [Facebook](#), [Twitter](#) and [website](#).

Pashley-Morgan 110 Limited Edition Bicycle Launched



Morgan Motor Company and Pashley Cycles are to celebrate Morgan's 110th year with the launch of the Pashley-Morgan 110 Limited Edition bicycle. The companies' design teams have worked together to create a unique bike that marks a fitting tribute to this significant anniversary.

The launch of the Pashley-Morgan 110 Limited Edition continues the already successful partnership between Morgan and Pashley. It follows the release of the Pashley-Morgan 3 and 8 models, introduced in 2018, which have captured the imagination of customers from both companies around the world.

Founded in 1909, Morgan Motor Company is famous the world over for its range of handcrafted sports cars. Pashley Cycles has been making bicycles since 1926 and is today England's longest established bicycle maker. With centuries of combined heritage, craftsmanship and passion for their products, Pashley and Morgan continue to create uniquely British offerings.

Just 110 examples of the Pashley-Morgan 110 Limited Edition will be made, each hand built at Pashley's factory in Stratford-upon-Avon. A headset cap engraved in the style of a car's speedometer will display each bike's individual Limited Edition number.

The stylish frame of the bicycle is fillet

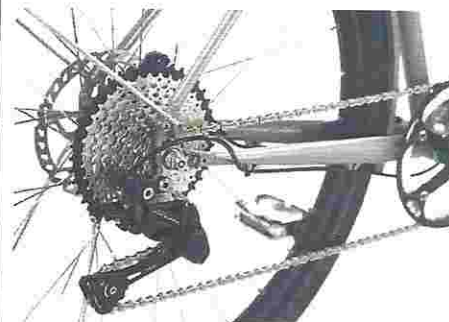
brazed by Pashley's time-served craftsmen using Reynolds 725 tubing and incorporates a custom-formed top tube, distinctive S-bend seat stays and unique dropouts with etched stainless faces.

The Pashley-Morgan 110 is finished in a celebratory Satin Champagne coating with Morgan 110 graphics and subtle livery inspired by Morgan's heritage.

Other features include hand-stitched black leather grips, Morgan switchgear-inspired aluminium end caps, and a Brooks Black Cambium C15 vulcanised rubber saddle with organic cotton surface.

Colour matched aluminium mudguards with stainless steel hardware compliment the frame, offering practicality for all-season riding. The Pashley-Morgan 110 Limited Edition features a 1x10 drivetrain – echoing the '110' theme – with a wide range cassette, and powerful hydraulic brakes. High-volume tyres offer a fast rolling but comfortable ride across a variety of surfaces.

The Pashley-Morgan 110 Limited Edition will make its debut at the Eurobike 2019 show in Friedrichshafen, Germany on 4 September 2019, and be shown in the UK for the first time at Goodwood Revival on 13-15 September 2019. Orders for the bike will open at Eurobike 2019, and first deliveries are scheduled for November 2019.



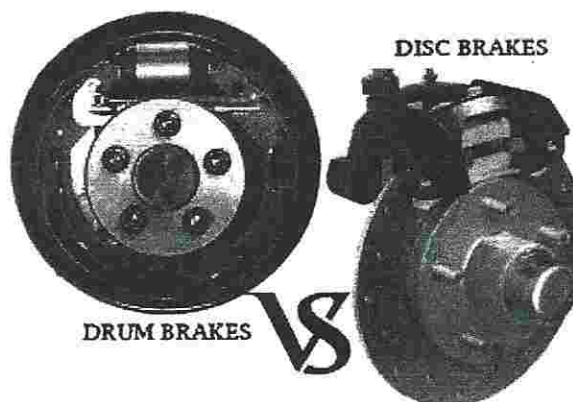
The Pashley-Morgan range is available to purchase through the Morgan Motor Company directly, Morgan's global network of Dealerships, and selected Pashley Cycles outlets worldwide. In the UK, the bike will be priced at £1,750.



Drum Brakes Vs. Disc Brakes...

The ability to stop a car has come a long way in the past 50 years. Computers and some amazing engineering can stop modern day cars almost on a dime. Back in the day, that was far from the case. Most every classic car through the late 60s was fitted with drum brakes. It wasn't until the early 70s that American manufacturers started to use disc brake system on the front wheels. Today, most vehicles are produced with 4-wheel disc brakes, but there are still drum brake systems used on a lot of trucks and cars.

Drum brakes get their name from their drum-like shape. The drum is attached to the wheel and spins freely while encasing the shoe brake mechanism. As the brakes are applied, a slave cylinder at the wheel pushes the shoes outward and the friction between the shoes and the inside of the drum bring your wheels to a halt. As you may already know, this enclosed braking system generates a lot of heat from breaking friction. It can be difficult to dissipate that heat which can cause brake fade and other overheating and brake pad issues. This is one of the major cons of having a drum brake system, especially drums on the front wheels. Another con is that it can collect water. Water can get caught inside the drum and decrease your braking ability. In colder climates it can freeze up or become packed with slush.



So why would someone want drums? For starters it may be a matter of originality. Are you trying to restore or preserve the car to manufacturer specs? Then four-wheel drum brakes might be the only option.

Believe it or not, there are some distinct advantages to having drum brakes...

- Drum brakes are significantly cheaper than disc brakes.
- Relining the brake pads is relatively inexpensive as well.
- Drum brakes are very simple to work on. There's no need for compressors, nor do you have to open fluid lines or retract pistons when changing shoe pads.
- Drum brakes are usually smaller and lighter than disk brake rotor and caliper system.
- Disc brakes on the rear wheels of the car rarely reach their "self-cleaning temperature". You are much more likely to need to change disc brake pads before drum brakes at the rear.

Disc brakes also stop a vehicle by applying friction. This time however, instead of a drum that encases the mechanics, an open spinning rotor is attached to the wheel and a brake caliper uses hydraulic pistons to squeeze brake pads on each side of the rotor to stop the wheel. The main advantage is the ease of heat dissipation. With an open-air spinning rotor, the heat can easily leave the brakes, unlike the drum that traps the heat inside. The cons of disc brakes are polar opposite of the drum advantages. Disc brakes cost more. You may have to sacrifice originality of your classic car and convert it to a disc brake system. This is going to cost even more money.

Disc brake systems may be heavier than comparable drum brake systems, but despite that small setback, disc brake systems outperform drum brakes at every turn... Figuratively and literally.

Here are some other distinct advantages...

- The centrifugal force of the spinning rotor is also far superior at displacing water.
- Much less likely to experience brake fade.
- Easier to inspect without having to remove the wheel.
- Only need disc brakes in the front to make a big difference in stopping power.
- More aesthetically pleasing. Especially with cross-drilled rotors and the right set of wheels.
- Disc brake system are self-adjusting.
- Brake pedal feel is improved compared to drum brake systems.
- Much more common so there are many more performance options and upgrades available.

Well there you have it. The basic "brake" down of drum vs. disc brakes!

EW

CALENDAR OF EVENTS

NOTE: New entries and revisions are in italic type
Entries in bold type are official MMCC events

**Check the Calendar entries often for changes of dates, events
and other alterations or updates**

2020

Jan. 25th *Planning Breakfast, Boyles Hosts*
10:30 Am. *Barbec's Restaurant (see details in this newsletter)*

Feb. 23rd *Boxing Day Party, Smiths Hosts (details in February MOG LOG)*

Mar.

Apr.

May 3rd All British and European Car Day (further details to come)

June

July

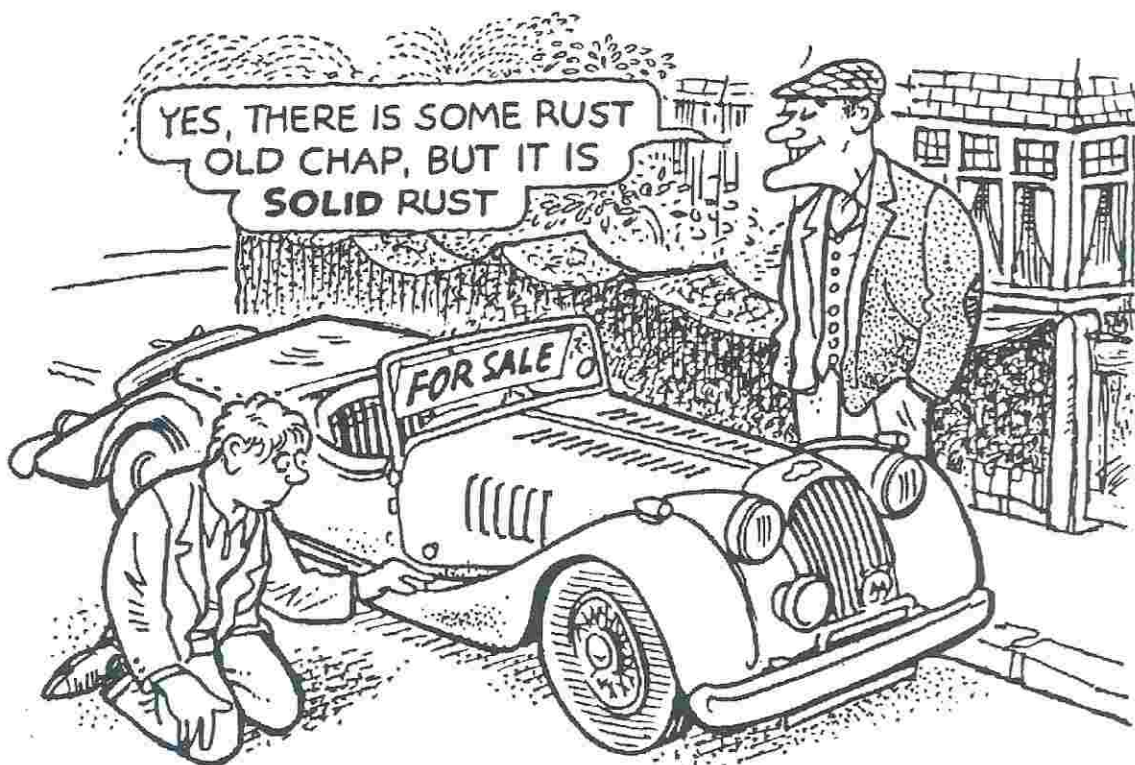
Aug.

Sept.

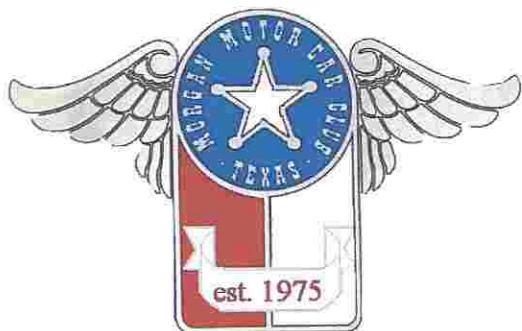
Oct.

Nov.

Dec.



Membership Application Form



SEND THIS FORM AND DUES, IF PAYABLE TO:

MORGAN MOTOR CAR CLUB
P.O. BOX 50392
DALLAS, TX. 75250-0392

NOTE: Changes and additions in bold have been made to this application/registration form.
PLEASE complete this additional information.

ANNUAL DUES \$30.00

DATE: _____

PLEASE COMPLETE ALL THE PERSONAL DATA SECTION AND ANY OTHER PORTIONS, WHICH HAVE NOT PREVIOUSLY BEEN FURNISHED OR WHICH MAY HAVE CHANGED.

PERSONAL DATA

NAME: _____ SPOUSE: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

OCCUPATION: _____ PHONE: H _____ W _____

CELL: _____ EMAIL: _____

CAR DATA

MODEL: (+8, +4, 4/4, +4+, 3 wheeler, etc.) _____ LHD _____

BODY STYLE: (DHC, RDSTR, 4 STR, SS, etc.) _____ RHD _____

YEAR: _____ COLOR: _____ CHASSIS NO. _____

ENGINE TYPE: (TR4, FORD, FIAT, ROVER, JAP, etc.) _____ ENGINE NO. _____

GENERAL DATA

HOW LONG HAVE YOU OWNED YOUR MORGAN? _____

OTHER MMCC MEMBERS THAT YOU KNOW, IF ANY? _____

HOW DID YOU LEARN OF MMCC? _____

LIST ANY OTHER MORGAN CAR CLUB MEMBERSHIPS _____

LIST ANY OTHER NON-MORGAN CAR CLUB MEMBERSHIPS _____

FROM WHOM DID YOU ACQUIRE YOUR MORGAN? _____

(PLEASE ADVISE IF YOU WANT ANY OF THIS INFORMATION DELETED FROM ANY DIRECTORY)

The present MMCC club newsletter, the **MOG LOG**, is distributed electronically in color, or via U.S. mail in black and white. You may change your distribution election quarterly. No election means you receive it electronically in color.
CHECK YOUR ELECTION:

SEND ELECTRONICALLY IN COLOR VIA EMAIL: _____

SEND PRINTED IN BLACK AND WHITE VIA U.S. MAIL: _____