

# MOG LOG



MAY 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!

**PRESIDENT  
EDITOR  
TREASURER  
MEMBERSHIP CHRMN.**

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# MORGAN MOTOR CAR CLUB

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[www.TEXMOG.COM](http://www.TEXMOG.COM)



To steal ideas from  
one person is  
plagiarism, to steal  
from many is  
research.

The cover photo was taken  
Sunday May 3 at the White Rock Lake  
site for ABCDE. It was a beautiful day  
and sad the car show was cancelled.

My neighbor Paul Gore, who took  
the photo, and I were just there to get  
out and about, and he had never  
ridden in a Morgan. As always, the  
Morgan was center of attention and  
one fellow had come out to see if the  
show was on.

So, we voted Sohie...

**BEST IN SHOW!**

## RUNNING On.....

### EVEN OUR MORGANS ARE SUFFERING FROM CABIN FEVER...

So, get your beauties out into the sunshine, and it is abundant right now, and take a drive. I think you are allowed to give friendly waves to pedestrians and passing cars. Sophie and I, and Archee, took part in our neighborhood Easter Parade. Along with some standard SUVs, a couple of Porches, and an elderly Land Rover that refused to start when the parade commenced we followed the leader around and up and down all the streets in the neighborhood and honked horns and yelled greetings. There were spectators sitting in yards cheering us on and what a great time we had. Except, I may need some help to fix my over exuberantly honked horn, it quit working. I did see on Facebook that Bob Noguiera had taken a drive up the Red River.

Speaking of FB, I saw that the Back Country BBQ is open and seating 35 guests. This month has passed us up for a meeting but maybe if we made reservations ahead we could get in for June. I will be checking into it.

#### THE PREZ, etc.



the Prez



### MORGANS...ROAD CANDY





## MMCC BUSINESS MEETING / NOGGIN

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



~~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

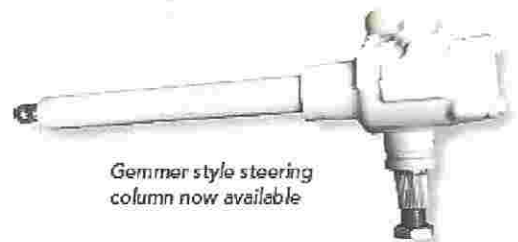
Back Country is located on the east side of Greenville Avenue at Park Lane, one block east of Northpark Shopping Center and Central Expressway

\*\* This denotes meeting on 2<sup>nd</sup> Thursday – an exception



## For Everything Morgan

- Factory Authorized Dealer
- 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
- Worldwide shipping
- Exclusive on-line parts catalog



Gemmer style steering column now available

# the malvern link

## MORGAN MOTOR COMPANY STATEMENT

I returned from the UK about a week ago, that is Malvern. It was after the Geneva cancellation. Even though the MMC sent workers over to erect a stage present of the **NEW Plus 4**, etc. It ended mid-stream and Steve Morris did a presentation at the company Monday. I arrived Tuesday...see it all on U Tube. It's a clean, great looking car fitting behind the Plus 6. I would go for the Plus 4 myself but **WE/USA CAN NOT**. It is fast and the auto box is quicker than the manual. No test drives till a promo date in another country at a press day.

The Visitors Center is still under re-construction...April if all works out (see MMC notice, left) to resume tours, etc. Unless you have an appointment, good luck in getting to see anything at the moment. The virus does not help things. Easter shut down is at hand as well. We got out of town without a problem.

Most car related venues are canceled for Spring.. MTWC (Morgan Three Wheeler Club) hopes to host its **75 Anniversary** in September in Malvern, [www.mtwc.co.uk](http://www.mtwc.co.uk) for that info update. I plan to attend for the 25 time...

Chris the link Towner, Orleans MA

## UK Virus ALERT - March 10

The English are feeling the pinch in relation to the recent virus threat and have therefore raised the threat level from **'Miffed'** to **'Peeved'**. Soon though, the level may be raised yet again to **'Irritated'** or even **'A Bit Cross'**.

The English have not been a **'A Bit Cross'** since the blitz in 1940 when tea supplies ran out.

The virus has been re-categorized from **'Tiresome'** to **'A Bloody Nuisance'**. The last time the British issued a **'Bloody Nuisance'** warning level was in 158 when threatened by the Spanish Armada.

The Scots have raised their threat level from **'Pissed Off'** to **'Lets Get the Bastard'**. They don't have any other levels. This is the reason they have been used on the front lines of the British army for the last 300 years.

Australia meanwhile has raised its alert level from **'No worries'** to **'She'll be Alright Mate'**. Two more escalation levels remain **'Cricky I think we'll need to cancel the barbie this weekend'** and **'the barbie is cancelled'**. So far, no situation has ever warranted the use of the final escalation level.

Spider JC Bulick, Madison CT

## On a more serious note:

HOPE, the great white 1959 Four Seat of the Spider and Stephanie Bulick is all together, 50 miles on the clock, tested on the back roads of Madison in the dead of the night, all lamps properly flicker, and leaks fluids as usual.

I believe Shiftright Spanner once said - "great learning experience"

The principles of family have defined the **MORGAN MOTOR COMPANY** for generations. We're not just talking about HFS Morgan - who founded the company 111 years ago - and his descendants, but the wider Morgan family: our workforce, our customers, our dealerships and our fans around the world.

To these people, few things are more important than building and driving Morgan cars. Normally, our factory does not close, but today our craftsmen and women will put down their tools.

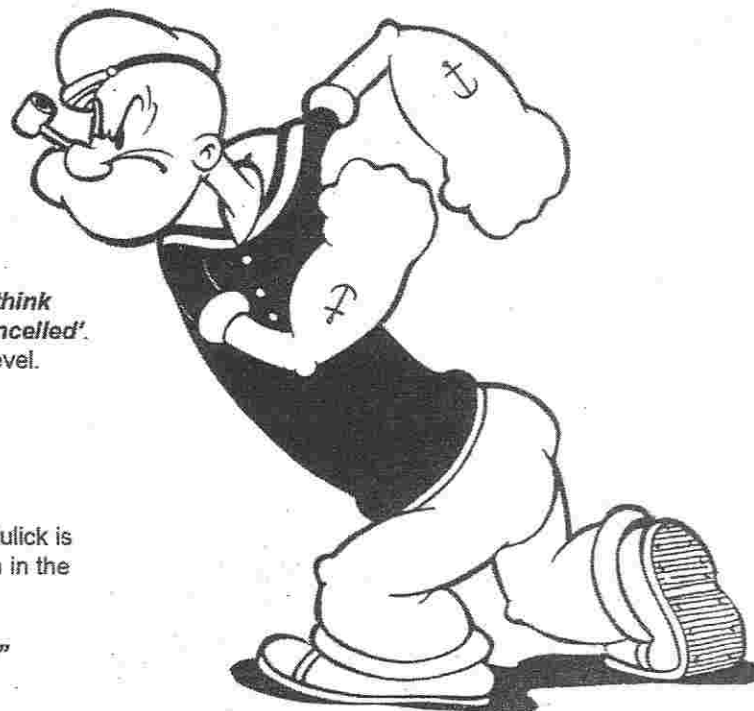
It's for one simple reason: without family, nothing else matters. And at this time, our family and your family are all that matters.

For the first time since World War II, and following Government advice, we have made the decision to close the Morgan Factory for at least one month. During this period, we are committed to looking after each of our employees.

We would urge you to keep your Morgan in garage, to follow Government advice and stay at home. The next adventure can wait, and when all this over, your next drive will feel like your first.

It's more important now than ever before that we stay connected.

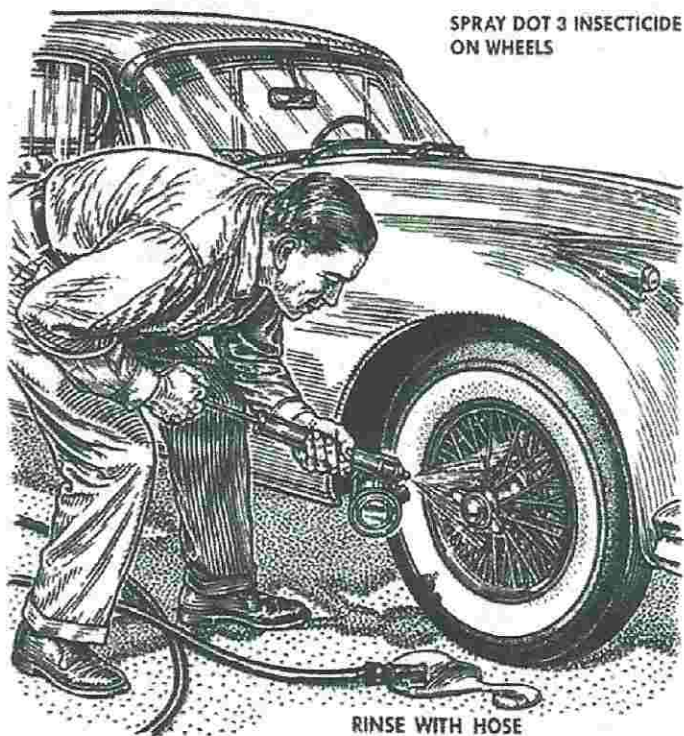
We'll still be on line, so let's keep the conversation going...





## Maintenance Tips

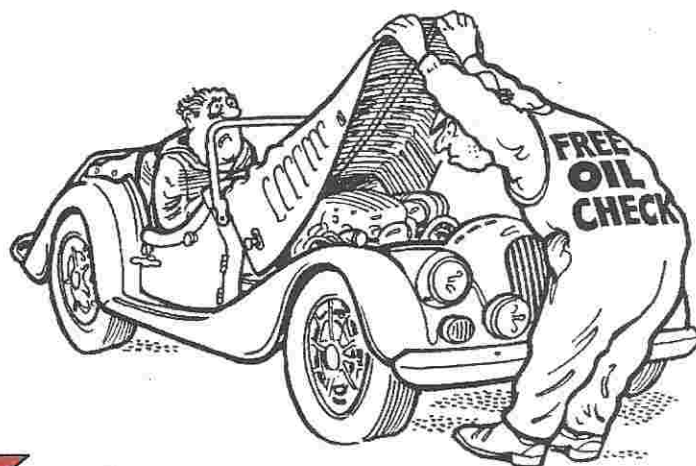
SPRAY DOT 3 INSECTICIDE  
ON WHEELS



RINSE WITH HOSE

Wheels can be thrown out of balance by a buildup of wheel ants. Protect your car's smooth ride with weekly applications of automotive grade insecticide.

# Which is the real DIY?



### Distributor Condenser Surprise; by Doug Pelton



A few years ago, there was a quality issue with replacement condensers. So I was pleased to have sourced a lot of NOS (new old stock) Lucas condensers. I always prefer NOS over replacement items, but they still have to be checked for serviceability. So I had this lot checked, and to my surprise, nearly all of them failed! No Good!

The condenser is made up of tiny thin layers of foil wrapped in a coil that has a greasy substance integral to the wrapping. On the end of the roll is a contact plate that bridges across the end roll of foil. What I conclude is that the condenser actually has a shelf life. With the passage of time and unknown storage conditions, this NOS item does not have the guaranteed quality of an original. In this case, a new replacement is highly recommended. You may want to check your spares and get another spare.

## 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**

*June ?*

*July           Swimming Party, Bob Noguiera host.*

*Aug. ?*

Sept.5<sup>th</sup>-6<sup>th</sup>   Inaugural Groesbeck Grand Prix

Sept.5<sup>th</sup>-6<sup>th</sup>   Beaulieu Auto Parts Jumble  
South of England

Sept.10,11,12 BRITS IN THE OZARKS, Springdale, AR. Details to follow

Sept. 10<sup>th</sup>      Thursday Tours

Sept. 11<sup>th</sup>      Friday Night Party

Sept. 12<sup>th</sup>      Saturday Car Show and Awards Dinner

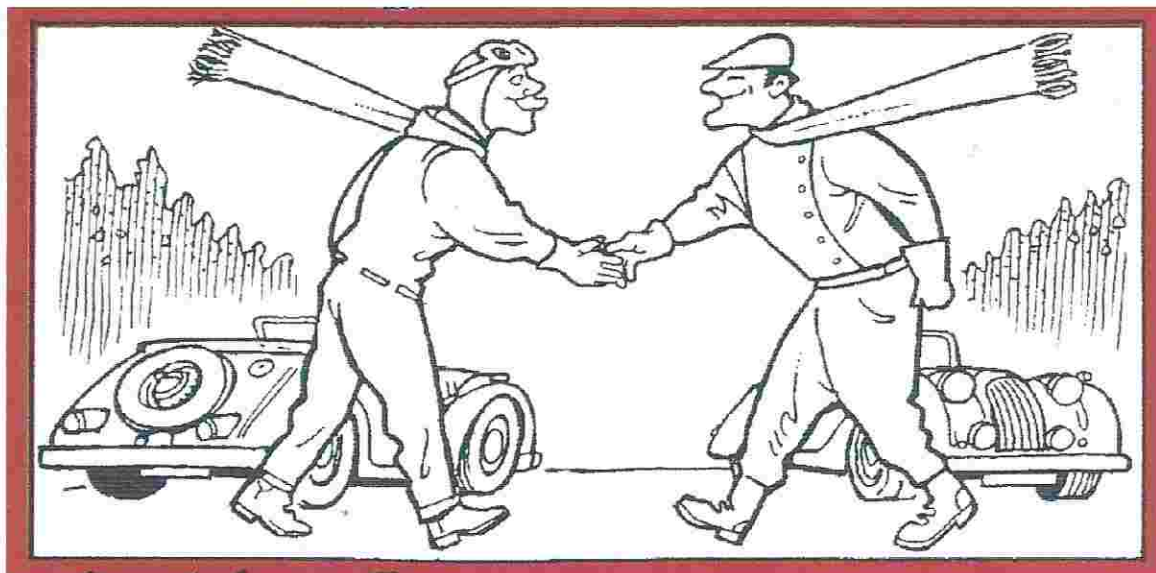
*Sept.           Fixit and Maintenance Day, Bernard Siegal host*

Oct.31<sup>st</sup>        MOG SOUTH event: MISSISSIPPI BLUES TOUR

Nov.1<sup>st</sup>         further details to come

*Nov.           Dick Hawkins host*

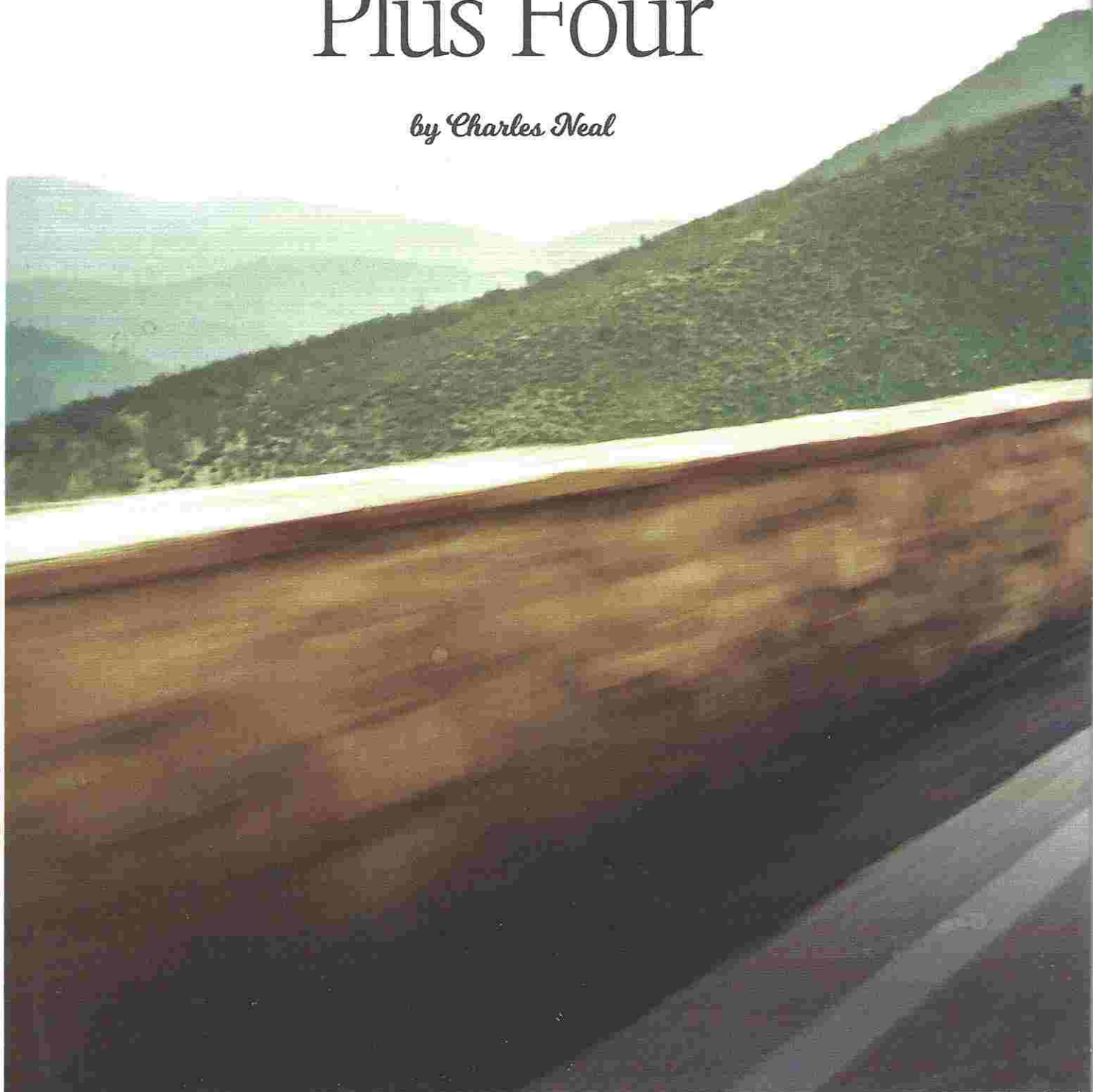
**Scarves around faces and elbow bumps only Boys!**





# The Plus 4 is dead, long live the new Plus Four

*by Charles Neal*





Since the announcement in December that the steel chassis Plus 4 and Roadster would be retired in 2020, we have all been wondering what exactly would take their place. In mid-February I was invited to the Factory, currently closed to visitors, to see the "new car", but only on condition of signing some paperwork promising not to reveal anything prior to this issue being delivered (hopefully on March 3rd, the Geneva launch day, or the day after). I wasn't allowed to take any photos this time, but the pictures accompanying this article should be a worthy substitute! I'll be back to take chassis detail shots soon.

Without any visitors the factory floor is teeming with Morgans, including the last of the steel chassis – of which there were quite a few in every stage of build – and CX chassis, with both six and now four cylinder engines. In fact most of the Three Wheeler shop was taken up with completed CX chassis awaiting their painted bodywork – which are removed from the chassis for painting. So many are in build because each dealer is due to have at least one demo car, with deliveries of them starting in April – in order to allow people to drive the new model ASAP.

The new Plus Four (as opposed to the old steel chassis "Plus 4") uses the same CX chassis structure as the Plus Six, but with new suspension to give it a 79mm narrower track and splined hubs suitable for wire wheels. The wheels used are the same (or very similar) to the wider 15" wires used on the Roadster in recent years, with the same "deep dish" rims and of course the splined hubs and knock-on or hexagonal single nuts. In order to fit them to the usual CX hubs, there is a bespoke splined adapter bolted on to the usual hub, which neatly also carries the brake disc. This moves the hub/upright assembly inboard, so to give a narrow track the wishbones are somewhat shorter than the Plus Six version. There will also be a "retro-style" alloy wheel, as standard fit, although all the cars I saw had wires.

The engine is the BMW B48 TwinPower Turbo – the four cylinder version of the Plus Six's B58. This is a two litre turbocharged unit putting out 255bhp, so it will be a lot faster than the old Plus 4. That's numerically slightly less power than the Roadster, although the torque is at least as much as the Mustang engine (295lb/ft with the auto box) and over a much wider rev-range, so judging by the Plus Six it will be faster in practice than the old V6 model. 0-62mph is claimed at 4.8 seconds for the auto and 5.2 for the manual, and 149mph top speed.

Behind this is a choice of the 8-speed auto (like the Six) or a 6-speed manual gearbox. Both versions have the same "standard", "Sport" and "Sport+" drive modes as the Six, with Sport+ accessed via a button in front of the gear lever in the same way. Being two



cylinders shorter, the engine leaves a gap at the front of the engine bay – meaning less weight and more central weight distribution which should be good for the car's handling. The weight is 1009kg for the auto and 1013kg for the manual – not much heavier than the steel chassis (Plus 4 925kg, Roadster circa 950kg), vs 1075kg for the Plus Six.

Fuel economy is claimed at 40mpg for the auto, 39mpg for the manual, and emissions of 159 and 165g/km respectively (the old Plus 4 was 39mpg and 205g/km, the Roadster 27mpg and 250g/km). The new car is Euro-6 emissions compliant, which should

be OK for all Low Emission Zones in cities.

On the outside, the Superform panels at the front end are made with the same tooling as the old cars, merely cut slightly differently at the edges. The bonnet has a full complement of top and side louvers, (facing outwards on the sides, as they used to be pre-2004), without the vents of the Six. The lower valance is derived from the Plus Six, but apart from that it was extremely tough to tell the front ends of Plus 4s and Plus Fours apart.

The bodywork uses a version of the body tub of the Plus Six, with the same huge





door apertures and much improved interior space, but narrowed four inches in order to match the exterior dimensions of the old Plus 4/Roadster. With the chassis being fundamentally the same, the cockpit and the seats are same as the Six - offering much more leg room and mounted further apart than on the old Plus 4. As a result, there is very little "sill board" taking up cockpit space and the wheelarches intrude inwards less than on the steel chassis cars, so subject to elbow room they should feel much more spacious than before.

All of the interior and electronic features of the Plus Six are included, such as remote central locking, LED daytime running lights, automatic headlights, puddle lighting, ABS, power steering, and it features the digital dashboard system of the Six. The Six's door stays integrated inside the door frames are also included, with the same sculpted door trims with speakers and "remote" door handle. There are other less visible improvements - the CX cars still have three little wiper arms, but they are now operated by a robust lever linkage rather than the rickety old curly-wire rack-and-pinion Lucas wiper motor system that we're all used to...

At the back, the same Superform rear wings as all previous "roadster" shaped Morgans are used, and with the overall narrower width it looks very "normal", with only the rear valance/number plate plinth and the twin centre-mounted tailpipes giving the game away from behind. A spare wheel will be optional, although the completed cars I saw didn't have them. Only the details,



such as the new windscreen pillars and doorhandles as found on the Six, and the "integrated" luggage rack mountings, really hint at what's inside. Even the proportions of the body, with the very long doors and much longer scuttle panel, were not obvious when compared to the old car. One of the few other changes to the Plus Six body is that there are now twin high-level brake lights incorporated into the hood frame - so that at least one is visible when there's luggage on the rack.

The other big question that we've all had is of course the price. The manual starts at £62,995 before options, and the auto £64,995, both including VAT. By comparison the Roadster was £55,074 last year, but the new car includes as standard things which were previously options - particularly the

mohair hood, air conditioning, improved seats and the front valance - that would have added at least £4000 to the Roadster's price. There will still be lots of options to bump the price up further, of course - not least the wire wheels.

The Plus Four is already in production, with dealer cars delivered next month. Customer cars will start production during the second quarter of this year, which demonstrates just how well-prepared the company is with the launch. In fact, the Geneva show cars had been finished weeks before the event and were even taken to Spain for these photos several weeks before the show.

Next month we will have news from the show itself, and soon after that we'll have a road test report.





# Plus Four Launch: The Motor Show That Never Was

*by Charles Neal*

Before we were really aware of either the scale or the seriousness of the Coronavirus pandemic engulfing Italy, and then the whole of Europe, the Geneva Motor Show was due to start with the press day on Tuesday, 3rd March. However, with increasing numbers of people suffering over the border in northern Italy, things were looking more and more difficult and on the Friday morning before the event, 29th February, the show was cancelled following an announcement by the Swiss government.

Therefore some big changes were required to the plans for the Plus Four launch, due to take place on the Tuesday

press day at the show. A number of MMC staff had already been in Geneva for several days, building the Morgan stand – which was by that time complete. Morgan's Chief Designer Jon Wells and digital media guru Mike Smith were about to head to the airport in Birmingham to fly there that day. The show cars, having been long since ready to go, were in the back of a transporter most of the way across France.

A plan quickly emerged to hold the launch at the Factory instead, on the Monday evening. It would all be filmed and then the launch would take place, online, on the Tuesday as originally announced. By Friday evening invitations had been sent

out to would-be attendees, the temporary reception area at the top of the main building cleared, and Factory staff arranged to help out on the night. Unfortunately the Visitor Centre is not yet finished, but the 1914 original building would make an atmospheric venue for the event.

While all that was going on, Jon and Mike were now heading to Heathrow instead of Birmingham, to get on a different plane and meet the truck carrying the cars. The pale blue Plus Four, as seen on the cover of last month's *Miscellany*, was removed from the lorry, number plates applied, and they set off to drive it back to Malvern.

Starting in Geneva they headed up





through Switzerland, via Bern to Basel and then to Strasbourg and finally Luxembourg on the first day, covering 525 miles. On the Sunday they made their way home via Belgium, the Eurotunnel, the M40 and finally home to Malvern after just over 1000 miles. When the covers came off at the launch, after a good clean of course, it didn't show any evidence of this adventure.

The actual launch took place on the Monday evening, with the video of the event and the photos and announcements made public the following morning. It was a very rare occasion to see the Morgan factory at night, with the spectacular sight of cars lit up in the doorways of each shop (mostly the old-style Plus 4s, with one Plus Six interloper!).

In his speech, Steve Morris announced that the workforce now stands at 250 people (up four from late last year), the largest ever in the company's history. The Morgan Design and Engineering Centre, a 25,000 square foot facility nearby in Malvern, is now complete and operational.

30,000 visitors came on factory tours in 2019. The video includes illustrations

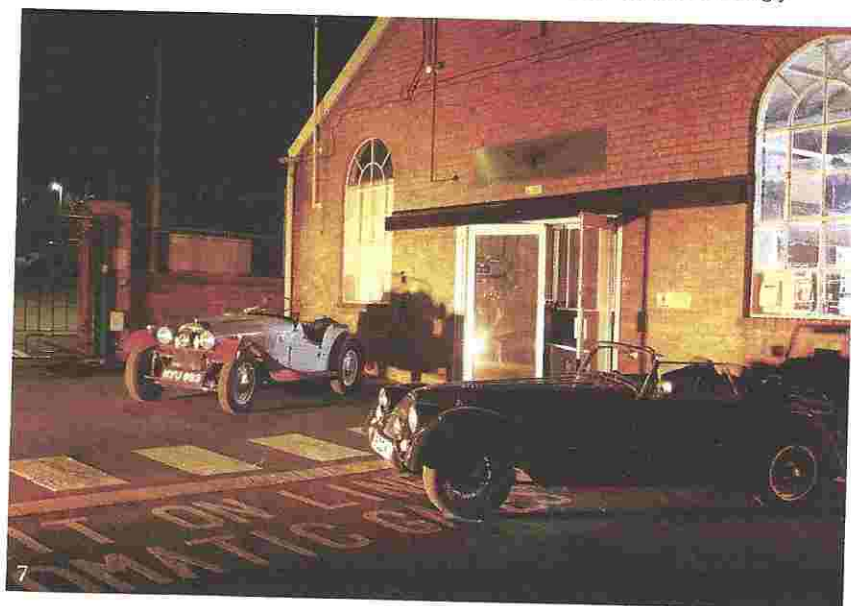
of how the upgraded Visitor Centre will look, with spacious showrooms and lots of wood in the architecture (appropriately!).

750 cars were built in 2019, sold to over 30 countries via 60 dealerships. Strongest markets are currently the UK, mainland Europe and Japan. Steve also mentioned that USA is a key target market, and they are working on "breaking down barriers to export and re-establishing a healthy distribution channel into America", with full details of this later in the year.

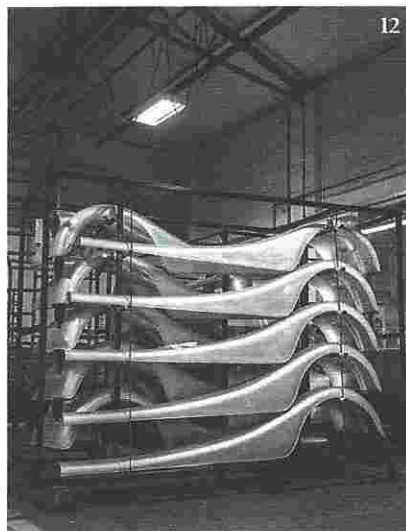
Various videos can be found on the Morgan Motor Company Youtube channel, including the road trip, the launch, and several videos about the new Plus Four itself.

The details of the new car were in last month's announcement – the turquoise launch car now features the alloy wheels made for the narrow-track CX4 chassis. These are a new design but strongly

inspired by motorsport alloy wheels of the late 60s and 70s, as found on Italian sports cars and British racers. One person mentioned being reminded of the Millrace 14" wheels which Morgan used on the Plus 8 in the late 70s. Jon Wells explained that the wheels in that era got their complex







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shape because they were actually fitted inside out to increase the track on race cars, so that the back of the wheels was now visible – of course the new Morgan wheels are meant to be this way round! Partly for styling, but mainly due to mirroring the large offset of the wires, they retain the “deep dish” effect, with a lot of rim visible on the outside, which has become a trademark of modern traditional Morgans. An interesting point is that it is relatively easy to switch from alloys to wires, unlike the old car.



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It will be interesting to see what effect the narrow track and new suspension has on the handling of the car – with a lot more scrub radius (similar to the old chassis) I would expect it to have more steering feel and feedback, which was one of my few real criticisms of the Plus Six. In terms of ride I would expect it to be pretty similar to its bigger brother. It will also be possible to use more of the available power more of the time, as the Six is just so fast that it requires real restraint on the public road (both in terms of speed limits and grip levels unless the tarmac is bone dry!). The interior is much the same, except that the dashboard is a little narrower and the doors slightly closer together. I didn't get chance to run a tape measure across the body but my maths suggests that the interior width would be approximately the same as the old Plus 4. Lengthways, however, everything matches the Six as it is an identical chassis. The seats, footwells, centre console, dashboard and steering wheel position etc are all identical to the Six. It's a shame the seats aren't height adjustable, as like quite a

few others, in the Six I felt quite high up – however, talking to other Club members, some complain that they sit too low in their traditional Plus 4s so this position would probably suit them very well!

The comparisons to the old Plus 4 and Roadster are somewhat confusing – I feel that I should emphasise that Morgan are effectively downsizing the names of the new models! The Plus Six is in effect the new Plus 8, and the Plus Four is really the new Roadster, in terms of price, performance and specification. Although the power figure is slightly lower than the Roadster, thanks to the turbo it has torque over a much wider rev-range, so even the

torque-limited manual version will probably be faster. The auto, with another 40lb/ft, definitely will be.

Hopefully in the future another junior model will join the Plus Four and Plus Six, as the performance level of this car is still beyond what many of us actually need, and although not a huge price increase in practice versus the last Roadsters (factoring in which features are now included as standard), the price is very high for an “entry level” model. I did ask the question about a CX “4/4”, and was told “we can't comment on that at the moment”, so let's hope there is some news in the fullness of time.

While I think people wouldn't have been very keen on the idea a decade ago, judging by the response to the Plus Six, and prospect of this new Four, there now seem to be a lot of members and Morgan owners who are interested in the idea of smaller engined aluminium-chassis Moggs.

With the current situation I'm not sure when I'll get chance to do a test drive, but we will have it for you in Miscellany as soon as we can.



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Bern Tower



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# GKN

From a hillside ironworks in Wales to a global leader in driveline systems, GKN has more than 250 years of history

BY TERRY SHEA

IMAGES COURTESY OF GRACES GUIDE UK

**G**KN, a U.K.-based manufacturing conglomerate and a major player in automotive drivelines, can trace its history back to the stirrings of the Industrial Revolution, when nine partners formed the Dowlais Iron Co. in South Wales, approximately 25 miles north of Cardiff. A primitive operation, the pig iron works operated with a blast furnace built into a hillside and a water-wheel-driven bellows that was powered by a dammed stream. If the water level got low, the men stepped inside the wheel to keep the air flowing. Despite rudimentary nature of the iron works, the abundance of coal and iron ore in South Wales proved ideal for the business.

In 1767, John Guest, who later bought into the company, became the works manager, recruiting several family members in the process. His descendants would continue to play a role in the company for a great many years after he died, as his grandson eventually bought out all other partners by 1850.

Initially, the works' fortunes rose and fell, depending on imperial Britain's needs for armaments during times of war. But with the country's role at the forefront of industrialization, the need for iron, and later steel, proved profitable for Dowlais Iron, which provided the iron rails for the world's first passenger railway, which opened in 1821.

By the middle of the 19th century, with many more furnaces and rolling mills and steam power in use, Dowlais was the largest iron producer in the world, employing over 7,300 people and with an annual output approaching 100,000 tons. The company was one of the first in the U.K. to produce steel via the Bessemer process,

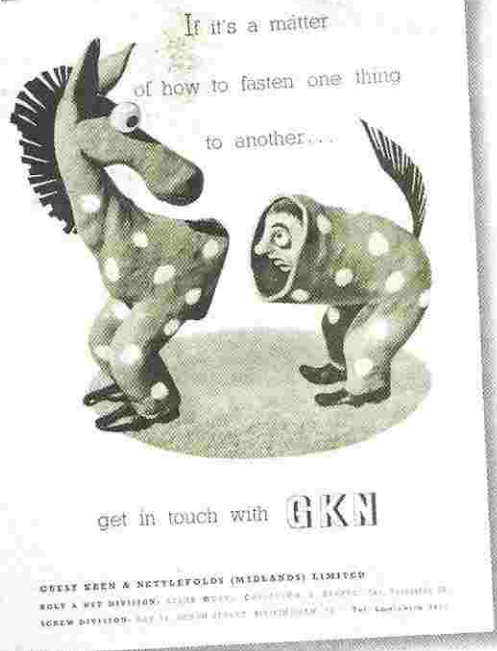
starting in the 1860s.

At the end of the 19th century, output was being measured in millions of tons per year. In 1900, the Guest family sold its share to one Arthur Keen. In 1902, the firm acquired Nettlefolds Ltd., which had held a virtual monopoly on wood screws and metal fasteners in the U.K. With the acquisition, Guest, Keen & Nettlefolds (GKN) was born, and the merged company was one of the largest industrial concerns in all of Britain.

GKN's acquisitions continued into the 20th century. These included Joseph Sankey & Sons, a Birmingham-area maker of brake drums, steel wheels and body stampings. With their business growing well beyond iron, steel and fasteners, the company's factories had spread across a large part of Britain's industrialized areas. They even built their own locomotives at one point. Expansion into foreign territories also fueled growth.

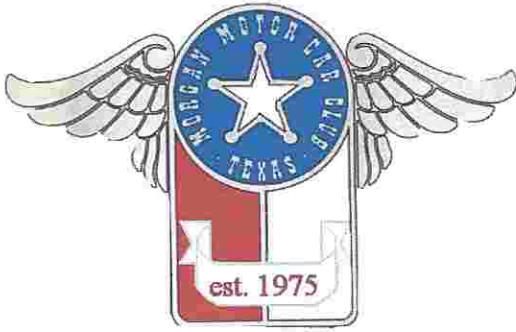
During World War I, the company contributed to the war effort primarily by producing steel shells. Between the wars, automobile components became a growing part of the company's operations, though steel production and fasteners remained the primary revenue generators. The original steel furnaces at Dowlais closed in 1936. During World War II, the company went beyond munitions and their many plants provided parts for the Supermarine Spitfire and specialized tanks for the D-Day landings, along with countless fasteners and steel used by so many other suppliers.

Following WWII, GKN twice faced nationalization of the steel industry—of which they were the biggest player in the U.K. GKN was forced to sell its steelmak-





## 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:** \_\_\_\_\_