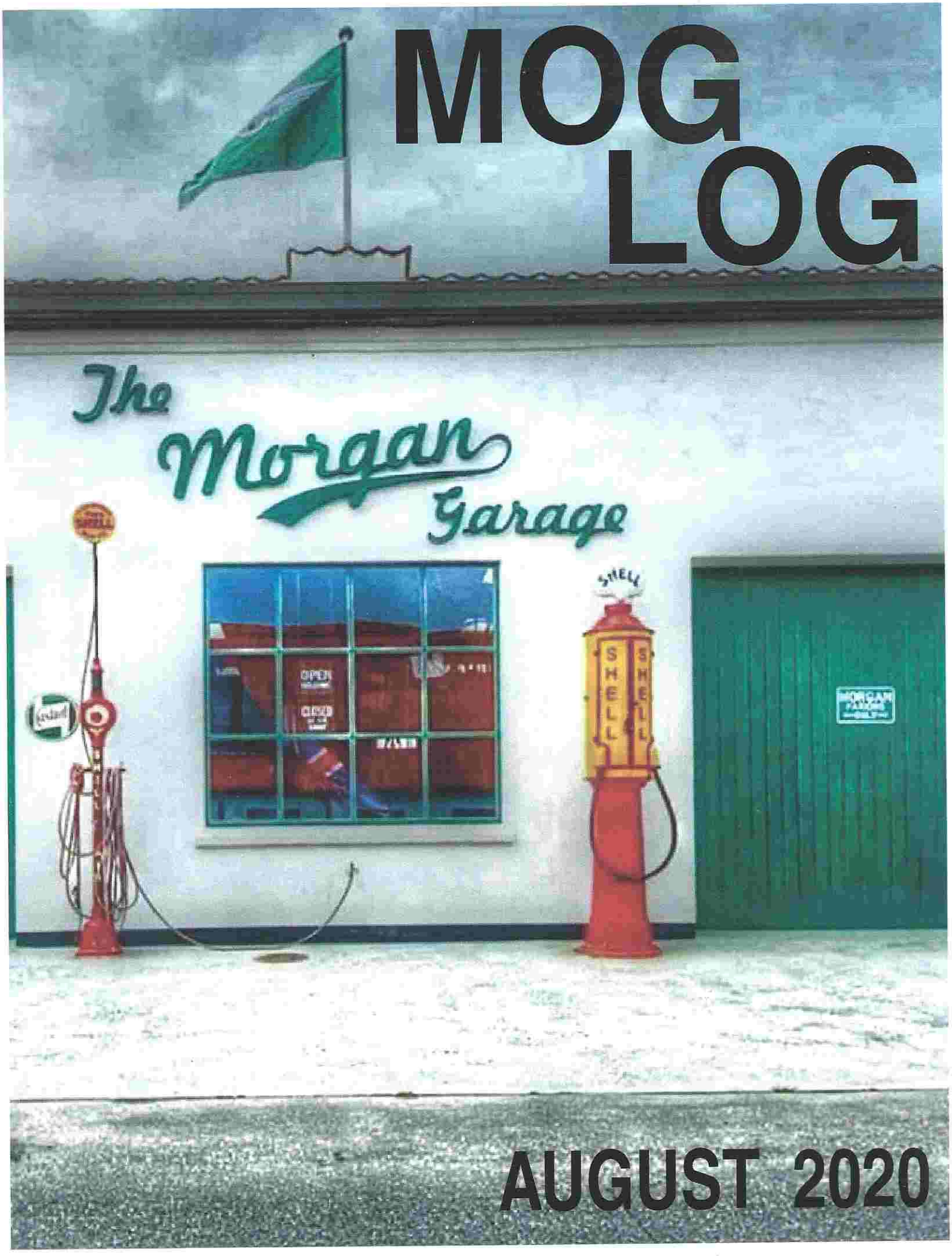
MOG LOG



AUGUST 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!

MORGAN MOTOR CAR CLUB

PRESIDENT
EDITOR
TREASURER
MEMBERSHIP CHRMN.

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

Don't forget to check out the website www.pure-gas.org to find hundreds of stations offering ethanol free gasoline across the USA and Canada.

Pure-Gas also has APPS to help you find ethanol free gas on the road.

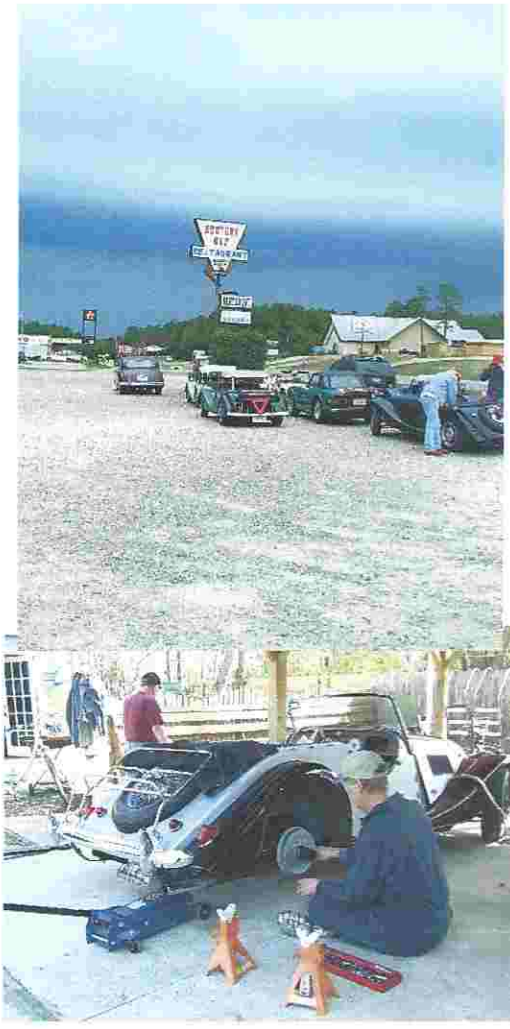
RUNNING On.....

But due current social and economic conditions, the light at the end of the tunnel has been turned off.
So what does that mean? No road trips, car shows, and lunches at funky cafes, swimming parties, and all the fun things we usually do. So here are some reminders.

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

BACK COUNTRY BAR-B-Q

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 Greeneville Avenue at Park Lane, one block east of Northpark Shopping Center and Central Expressway

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

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

Sept.5th-6th Inaugural Groesbeck Grand Prix
https://www.groesbeckgrandprix.com/p/event-info.html

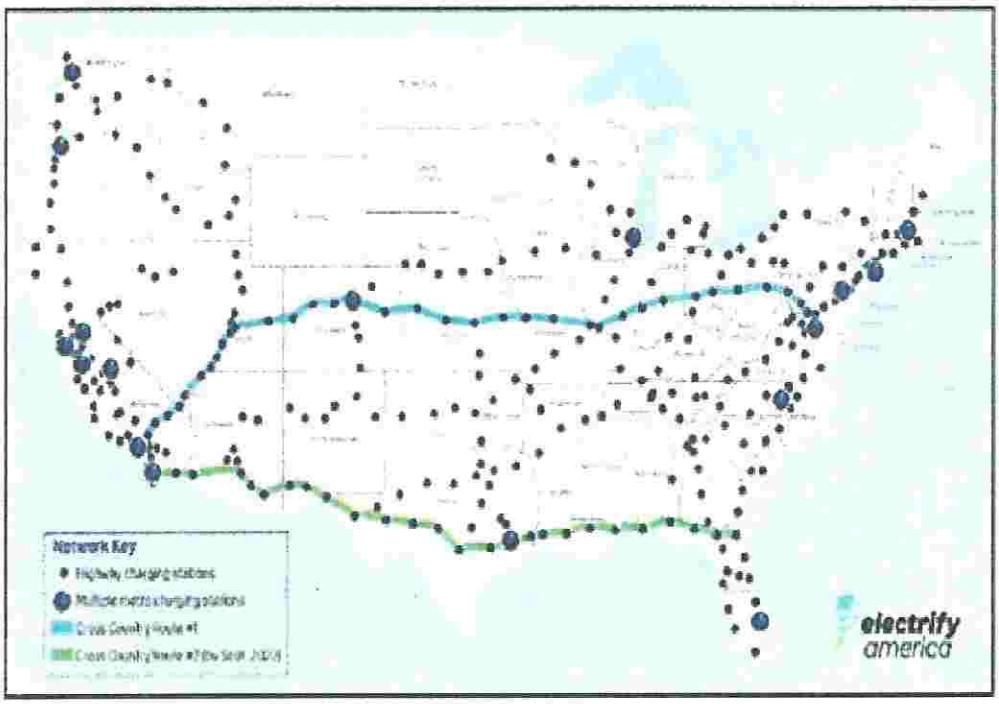
~~Sept.10,11,12 BRITS IN THE OZARKS, Springdale, AR. Details to follow~~
~~Sept. 10th Thursday Tours~~
~~Sept. 11th Friday Night Party~~
~~Sept. 12th Saturday Car Show and Awards Dinner~~

CANCELLED

Oct.31st MOG SOUTH event: MISSISSIPPI BLUES TOUR
Nov.1st further details to come ??????

Nov. ***Dick Hawkins host***

In case you are travelling in your Electrocar:



The first cross-country electric-vehicle charging route is complete, said Sasha Lekach in *Mashable .com*. Electrify America has finished its network of EV chargers "every 70 miles on the 2,700-mile journey" from Washington, D.C., to Los Angeles along Interstates 15 and 70. "The best part" is that the route "includes super-fast chargers at public stations recharging cars at speeds up to 350 kilowatts." At that rate, it takes roughly 20 minutes for a full recharge "with the average electric vehicle boasting a range of about 200 miles." Tesla already has a supercharger network connecting most of the country, but Electrify America's initiative is a breakthrough for owners of other EVs. A second route will connect Jacksonville, Fla., and San Diego by September.

Width disparity between the front and rear track of a Morgan +4 with a TR-engine

by Lukas Dijck

This story starts in 2004 in my home country of the Netherlands, that year I bought a 1961 Morgan +4 Drop Head Coupé. It was a restoration project and, essential to know for this story; the sale included an original new chassis.

Fast forward a few years to 2018; by now I was retired and it was time to start the restoration. I began by disassembling the interior and the drivetrain which resulted in an empty car body.

Through Machiel Kalf I got in touch with "Vintage Sheet Metal", the restoration company of Steve Barnes located near Malvern in England. Here, the restored body would be fixed onto the new chassis, which meant that my Morgan, along with the new chassis, had to be transported to England.

Through a friend I got access to a closed car-carrier trailer. Together with Machiel, I first secured the chassis to the trailer floor and then we could drive the Morgan over it, after all, the wheels are wider than the chassis.

However... to our surprise, the chassis was too wide for the front wheels!

After re-measuring all dimensions, we came to the conclusion that there was a disparity between the axle width of the front and rear track of 5 cm, just enough to stop the chassis from fitting between the front wheels.

So I wondered, was this only the case with this Morgan, or was it the case with other Morgans of this type (+4)? As it happens, I have another Morgan +4, from 1968, and it turns out also this one has a 5 cm difference between the front and rear track.

We solved our transport problem by first loading in the Morgan and then sliding the chassis under it from the back. And off we were to England.

When we arrived in Malvern we discussed "our" problem with Steve. He said he was unaware of this track difference. He had some other Morgans at his workshop, all of the same type, and ALL of them had this difference of 5 cm.

After returning home, Machiel measured his +4 Super Sport and there, too, was a difference of 5 cm. So we delved into the documentation – as Machiel has an extensive archive on Morgans – and ALL of his Morgan +4 Instruction Books (which is 7) state that the axle track dimensions are 3 ft 11 in, front AND rear.

The same thing is stated in the Workshop Manual; the axle track at the front and rear is equal to 3 ft 11 in.

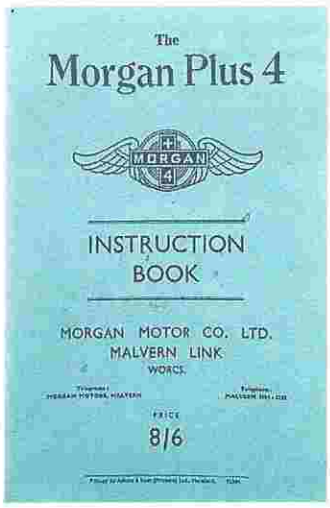
Eventually, I found only one publication of Profile Publications, Nr. 65, which DOES disclose the disparity between front and rear axle track and, apparently, there are even differences from one construction year to the next.

So the questions remains, which information is correct?

Lukas Dijck, Noordhorn (NL.),
dijcklb@gmail.com

GENERAL DIMENSIONS

Wheelbase	8 ft. (244 cm.)
Track (Front and Rear)	3 ft. 11 ins. (119 cm.)
Ground Clearance	7 ins. (19 cm.)
Turning Circle	32 ft. (10 metres)
Tyre Size	5.60" X 15"



SPECIFICATION: MORGAN PLUS FOUR SERIES.

1951

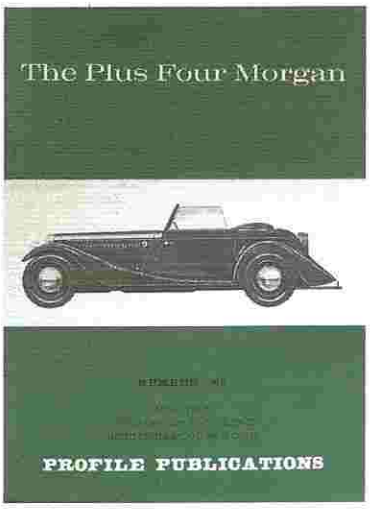
Chassis: Girling hydraulic drum brakes, two leading shoe on front; 9 in. dia. drums; 105 sq. in. lining area; coil spring and sliding pillar independent front suspension; semi-elliptic springs at rear; telescopic shock absorbers at front; Girling piston-type at rear; Dunlop 5·25 × 16 tyres. Burman steering; 33 ft. turning circle; 2¼ turns lock to lock. Wheelbase: 8 ft. 0 in. Track: 3 ft. 11 in.

1958

Chassis: Girling hydraulic disc and drum brakes; coil spring and sliding pillar independent front suspension; semi-elliptic springs at rear; Armstrong telescopic shock absorbers at front; Armstrong lever at rear; Cam gear steering; 5·60 × 15 tyres (5·25 × 16 tubeless on disc wheels); 31 ft. turning circle; 2⅛ turns lock to lock. Wheelbase: 8 ft. 0 in. Track: front 3 ft. 10¼ in., rear 4 ft. 0¼ in.

1966

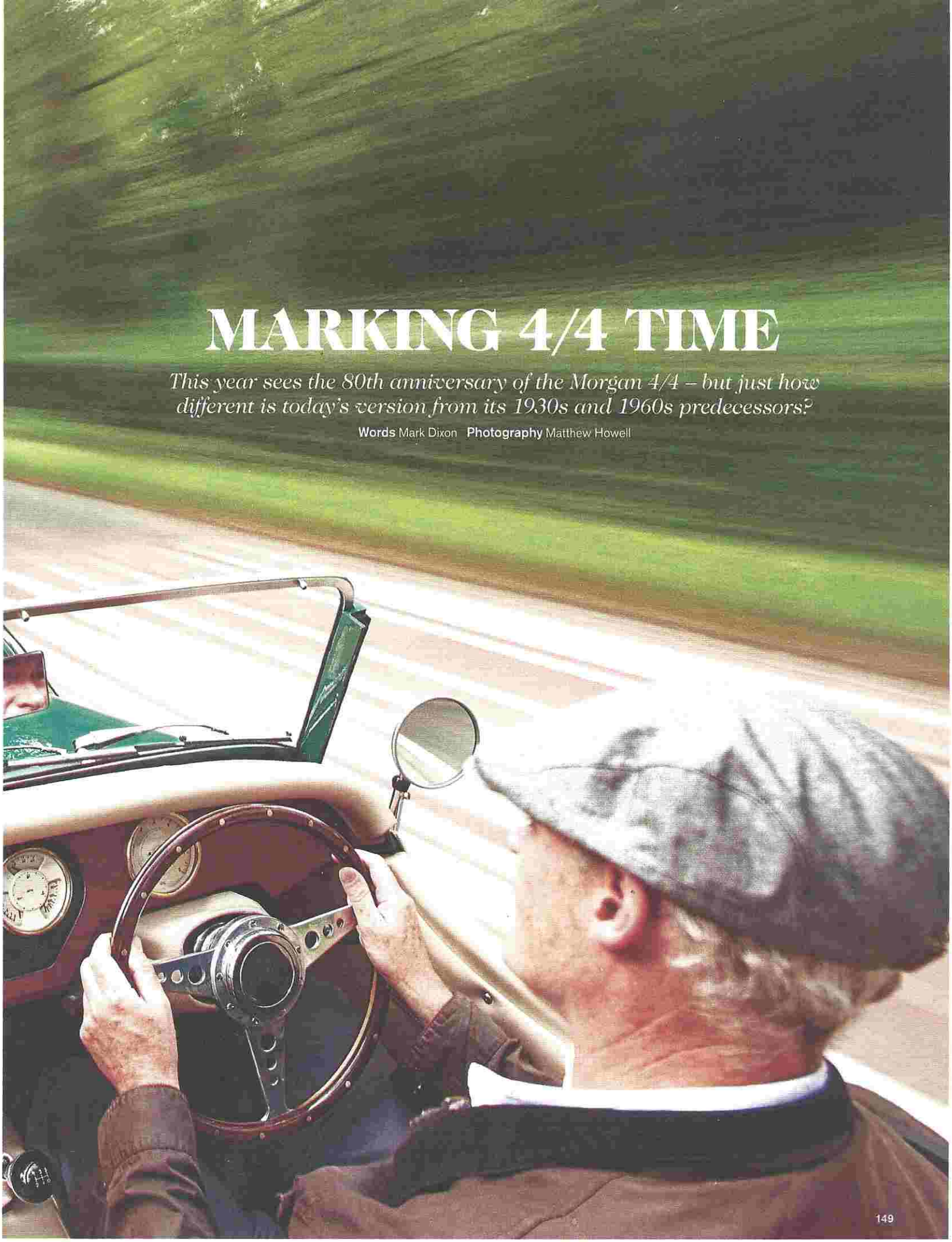
Chassis: 11 in. dia. discs, 9 in. × 1¾ in. drums at rear; other details as 1958 except for option of Armstrong Selectaride dampers at rear. Wheelbase: 8 ft. 0 in. Track: front 3 ft. 11 in., rear 4 ft. 1 in.



MARKING 4/4 TIME

This year sees the 80th anniversary of the Morgan 4/4 – but just how different is today's version from its 1930s and 1960s predecessors?

Words Mark Dixon **Photography** Matthew Howell




PR04 MOG
FUB 240

SPEED IS GOOD, RIGHT? Which means that, by implication, so is power. The more power, the more speed. And this magazine is called *Octane*, and we fill a lot of pages celebrating the fastest and most exciting cars ever built.

Yet anyone who has been driving for a while knows that there's more to the experience than sheer speed. Punting a low-powered car with skinny tyres around can be more enjoyable, and a lot less stressful, than trying to explore the limits of a supercar on wide-section low profiles. Remember James Hunt and his Austin A35 van?

There's much to be said, then, for a car that has just enough power to keep things interesting. For a perfect example of this philosophy, you need look no further than the Morgan 4/4. It's been in production in various guises since 1936, and any car that's been a steady seller for 80 years has to be doing something right.

Morgan terminology can be slightly confusing to the uninitiated but '4/4' simply indicates a four-wheeler with four-cylinder engine. That first numeral is far from superfluous because the 4/4 (written as 4-4 until the end of WW2, when it was changed, for reason unknown) was the company's first four-wheeler. Morgan had made its reputation on sporty and economical three-wheelers but Joe Public's aspirations were rising in the 1930s and three wheels seemed a little *too* cheap 'n' cheerful. A cut in the Road Fund licence in 1935, for all vehicles *except* three-wheelers, was a further nail in the three-wheeler's coffin.

The 4-4 and post-war 4/4 were therefore the company's mainstay until 1950, when a sportier version with a bigger engine was introduced. Called the Plus 4, its name had nothing to do with increased passenger capacity (the 4-4 had long been available as a two- or a four-seater) but simply referred to the extra power on tap. It was, of course, more expensive than the 4/4 but has traditionally been a bigger seller, Morgan owners being as susceptible as any to the allure of extra horses.

The 4/4 has always been around, however, and these days it has a certain kind of purist appeal. It's narrower than the Plus 4, which has wider wings to cover its bigger tyres, and the 4/4's 1.6-litre engine (Ford Sigma) mated to a five-speed gearbox (Mazda MX-5) suggest that it will be just fast enough – particularly on the standard-fit 165-section tyres. That's a properly classic tyre width!

Recently, Morgan introduced an 80th Anniversary Edition of the 4/4, and we liked the look of it. So we took one on a mini road-trip around the quintessentially English countryside that surrounds Morgan's home town of Malvern. And, to see how it's evolved over eight decades, we borrowed a couple of 4/4 ancestors from 1937 and 1966.

'There's much to be said for a car that has just enough power to keep things interesting'

Any road trip needs a destination, so we decided our first port of call should be the village of Stoke Lacy in Herefordshire, where the Morgan family lived during the 19th Century and well into the 20th. The old family house is opposite the Norman church, which is logical when you realise that the father and grandfather of company founder HFS Morgan were the rectors there. There's a family vault in the churchyard, and some Morgan-themed memorial windows inside the church.

It's a 30-minute drive to Stoke Lacy from Malvern, and my first choice is the 1966 4/4, kindly lent by US owner Chris Towner, who keeps it in Olde England for his visits here. Fitted with the 1498cc Ford 'Kent' engine used by Morgan at the time – the 4/4 has had more varieties of engine than Heinz soup – it's a nicely patinated old thing that looks suitably timeless with its understated two-tone paint and disc wheels. Say the word 'Morgan' to someone who isn't particularly into cars and this is the one they'd visualise, with the waterfall grille that was introduced in 1955 and is still used today.

For a tall driver, the '66 car is something of a squeeze: steering wheel resting on inner thighs, and bucket seats pinching (admittedly middle-aged) bum. There's not a lot of footwell room for someone with my clodhopper feet, either, although a more averagely sized person would have no problem. But any minor inconveniences are soon forgotten when out on a country road, where this 4/4 is the perfect companion. It's brisk rather than fast, 55mph equating to about 3100rpm, yet the humble Ford four-pot (an evolution of the 997cc unit that appeared in the 105E Anglia) proves remarkably smooth and willing. The gearchange operates via a slightly bizarre remote linkage below the dash, involving a certain amount of pulling up, down and rotating from side to side, but it has satisfyingly short throws in compensation.

But what of the infamous Morgan rock-hard ride? Well, that's balderdash, of course. Yes, it's a little jiggly and it →


FUB 240

Clockwise from facing page, top
1966 4/4 cruises past the former Morgan family home in Stoke Lacy; that classic waterfall grille looks right at home in the market town of Ledbury; memorial to HFS Morgan's father, the prebendary of Stoke Lacy church; 80th Anniversary Edition features bespoke paint, solid cast wheels and side-exit exhaust; bright red 1937 4-4 feels faster than it is!

doesn't suffer potholes gladly, but it's perfectly decent otherwise. The steering on this example isn't quite up to par, with stiction either side of the straight-ahead position requiring a conscious return of the wheel after cornering – the classic symptoms of a worn 'box that's been adjusted to take as much free play out of the middle of its range as possible – but you soon get used to it, and the car goes where you point it. I liked it very much indeed.

The biggest revelation, though, is that engine. Because it's lifted from a 1960s mass-produced tin box of a saloon car, you might have preconceptions of something rather coarse and unresponsive. Nothing could be further from the truth. It might offer only 64bhp via a single carburettor (maybe slightly more in this Weber-equipped car) but it has an eagerness and civility that belie its humble origins.

Ford has a long association with Morgan, having supplied engines for the final three-wheelers of the 1930s and then been a stalwart of the four-wheelers from the mid-50s right up until today. There have been flirtations with other manufacturers along the way, notably Fiat and Rover, but Ford has generally been the default choice for the 4/4 and that's still the case for the current model. Today's 4/4 has a 1595cc Sigma unit, whose 110bhp power output sits quite comfortably with the 4/4's low overall weight of 795kg.

Morgan has been clever with the 80th Anniversary Edition 4/4, emphasising the model's traditional looks – narrow wings, skinny tyres – with a dress-up kit that gives it a really period flavour. Photographer Matthew Howell and I both loved the painted disc wheels (cast alloy, rather than pressed steel), were slightly ambivalent about the leather imitation bonnet straps (purely decorative, being stuck onto the bonnet sides), and not at all keen on the shiny brass instrument bezels (too blingy – check the opening spread of this feature and see if you agree).

Overall, however, the 80th is an appealing package: our test car looked great in two-tone green with silver wheels, but the other two paint options – solid blue or dark red, with body-coloured wheels – are even more redolent of Morgan's past. Not surprisingly, only 80 examples are being made, retailing at £33,330 plus taxes, which equates to a UK on-the-road price of a whisker under £40,000.

Heading out through Ledbury and on to our lunch halt at the excellent Farmers Arms pub, tucked away down a lane near Birtsmorton – and complete with a flock of sheep feasting on the flowers in the pub car park when we arrive – the modern 4/4 feels like a rocketship in comparison with the '60s car. It rides just a little better but it also has a kind of nervous, kart-like agility that's in marked contrast to the older model's rather heavier, string-backed-glove brand of machismo.

Partly that's because of the drivetrain: the Sigma engine was developed with input from Yamaha, which may explain its zinginess and willingness to rev, while the Mazda gearbox has the typical ease of action that we associate with Japanese cars. But mostly it's because the

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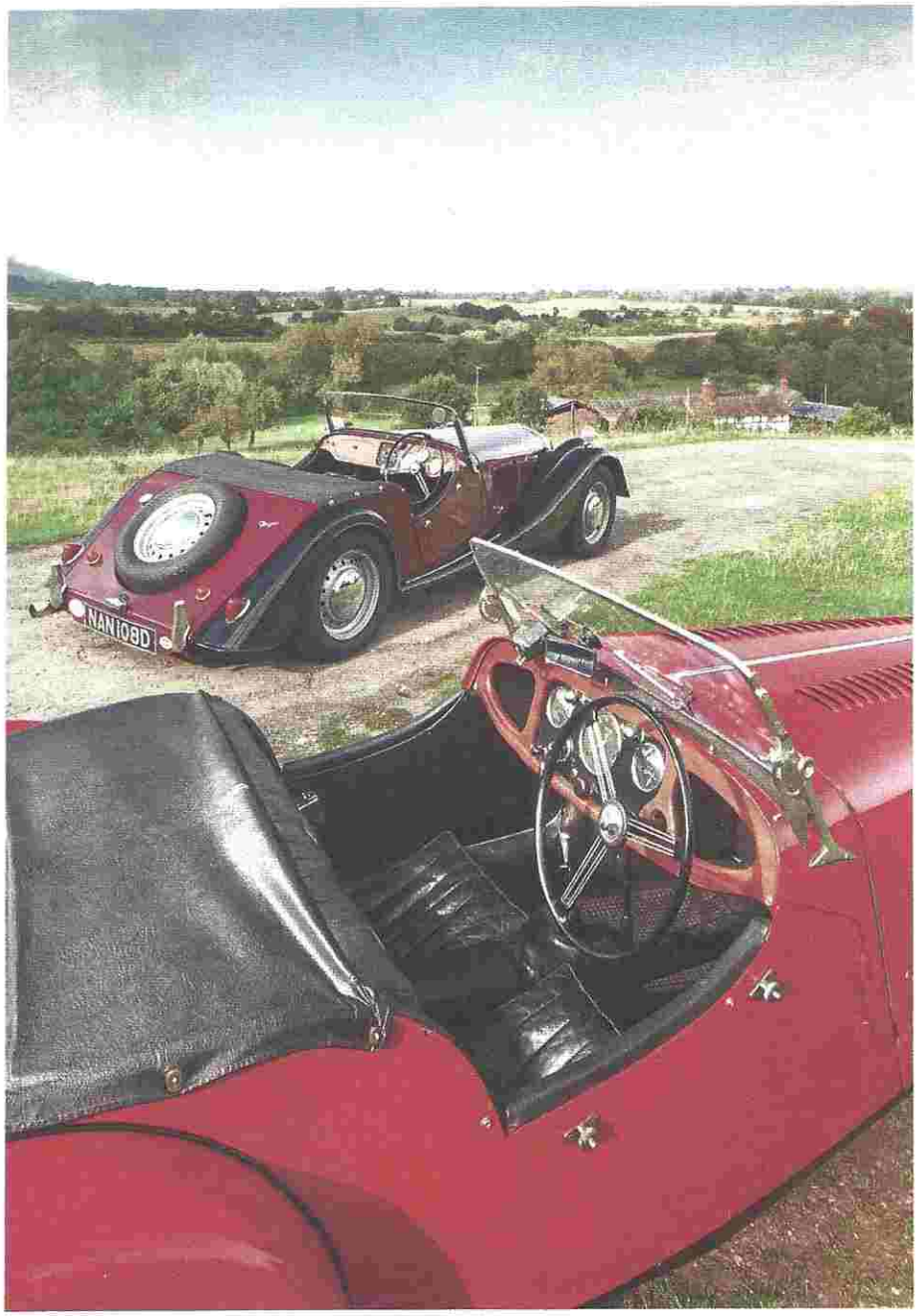


Above
These two Morgans span a 30-year period of massive change in global car design, though you'd hardly guess; note the separate gearbox in the 1937 4-4, at the front, linked by a short torque tube from the engine and positioned mid-car to improve weight distribution.

1937 Morgan 4-4

Engine 1122cc Coventry Climax four-cylinder, IOE, single Solex 30 HBFG carburettor **Power** 35bhp @ 4500rpm **Transmission** Centrally mounted Meadows four-speed manual, rear-wheel drive **Steering** 2:1 geared steering box **Suspension** Front: independent, sliding pillar, coil springs, telescopic dampers. Rear: underslung live axle, semi-elliptic leaf springs, friction dampers **Brakes** Cable-operated drums **Weight** 660kg **Performance** Top speed 77mph. 0-60mph 28.4sec

1966 Morgan 4/4

Engine 1498cc Ford 116E four-cylinder, OHV, single Zenith 33 VN downdraught carburettor **Power** 64bhp @ 4600rpm **Torque** 81lb ft @ 2500rpm **Transmission** Ford four-speed manual, rear-wheel drive **Steering** Cam and peg **Suspension** Front: independent, sliding pillar, coil springs, telescopic dampers. Rear: live axle, semi-elliptic leaf springs, lever-arm hydraulic dampers **Brakes** Hydraulic, front discs, rear drums **Weight** 727kg **Performance** Top speed 80mph. 0-60mph 16.5sec

2016 Morgan 4/4 80th Anniversary

Engine 1595cc Ford Sigma four-cylinder, DOHC, 16 valves per cylinder, electronic fuel injection **Power** 110bhp @ 6000rpm **Torque** 97lb ft @ 4000rpm **Transmission** Mazda five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, sliding pillar, coil springs, gas-filled telescopic dampers. Rear: live axle, semi-elliptic leaf springs, telescopic dampers **Brakes** Front discs, rear drums **Weight** 795kg **Performance** Top speed 115mph. 0-62mph 8sec

steering, twirled by a relatively compact woodrim wheel operating a rack, feels incredibly light and direct.

Reassuringly, in the face of all this light-touch modernity, the side-exit exhaust (another 80th tweak) puts out a pleasantly gruff tenor note at lower revs, although its character dissipates as engine speed rises; you can still hear it, but the buzziness it emits is not especially thrilling. It's a little too polite.

While the 80th feels more spacious inside than the 1966 car, what's really surprising is that the 1937 example does as well. OK, there's probably no more actual volume, but the scuttle is higher than in the later cars and so the steering wheel is not pushed down onto your legs. It feels cosy and enveloping. It also adds to the impression of speed, because you are hunkered down in the cockpit and – forgive the cliché – sighting along the bonnet like a WW1 fighter pilot.

Interestingly, while the pre-war car has just over half the horsepower of its 1966 successor, if the figures are to be believed (and no less an authority than *The Autocar* tested it in 1936) then it gives all of 3mph away at the top end to the three-decades-younger example. Thank the revvy little 1122cc Coventry Climax engine for that. It takes a while to get there, of course, but it blats along very happily at 50mph or so – 'blat' being the appropriate verb, since the side-mounted exhaust emits a very tractorly sound. *The Autocar* described it as 'noticeable'.

Steering has that typically vintage floatiness around the straightahead – just let it find its own way – and the gearbox is also vintage in style, being separated from the engine by a short torque tube and placed centrally in the car for better weight distribution. Curiously, the first-second plane is to the right, with third-fourth over to the left; the unsynchronised second gear takes a little bit of learning but, once you've got the knack, it's a lovely little 'box to use, snick-snacking precisely from slot to slot.

There's even more vintageness in the form of cable-operated brakes, yet they have no trouble coping with 660kg of short-wheelbase Morgan. Fact is, the 4/4 is basically a three-wheeler chassis that's been adapted to take a live axle at the back, and it retains much of the trike's peppy, compact sense of fun. And that's what these cars are all about: fun. How could you fail to be amused by something so cute and characterful, and painted fire-engine red? This one is owned by none other than former Morgan chairman Andrew Duncan, and it's very easy to understand his choice.

We'd be happy to have any one of these Morgans in our fantasy garage. If it's going to be an 80th Anniversary Edition (and there are a handful still available as we go to press), make ours a Saxe Blue example with matching wheels. Just ditch the shiny brass instrument bezels.

Technical Tidbits

By Ed Barnard, Eclectic Sports Cars

Many people probably assume that every repair a shop does or problem it identifies is commonplace. That thought is far from the truth. Sometimes I encounter some very unusual problems; something I've never seen or heard about before. In some cases the only thing that can help you are troubleshooting hints from another mechanic, perhaps a related article in a publication or online, or in the case of the incident I'm about to talk about; the mention two years ago of a problem with a popular product.

This particular problem became apparent while we were working on a late model Spitfire 1500. This car had more then its share of problems arriving at the shop in "kit" form. In addition to a disassembled engine the car had a Lucas 45DE4 distributor with the OPUS ignition, so for reliability I chose to install a Pertronix unit and toss the unreliable OPUS components. After the car was brought back to life the engine ran very poorly; gutless performance would be a good description. It performed like a car that had improper cam timing so that's what I checked first...multiple times. My checks showed the cam to be timed perfectly.

Next I made a very common mistake and assumed it must be carburetion. The carburetor always appeared to be running sloppy rich. Perhaps the needle was incorrect or the jet worn. This car was equipped with a Stromberg 150CD and I replaced the needle and then the carb with another 150CD only to have the same condition. I installed a Weber DGV and manifold and still had the issue.

At this point I was scratching my head raw. Then one morning we were playing with the car and I adjusted the timing for the best running for what must have been the umpteenth time. I adjusted the timing for maximum vacuum and shut the engine off. I then popped the distributor cap and rotated the engine until the rotor pointed to the #1 spark plug wire. To my surprise the timing pointer was not pointing to the TDC mark on the crank pulley. In fact, it wasn't even near TDC; it was 90° after TDC. At this point I thought I had a real clue although I didn't know what it meant. Brian kept telling me that all we had to do was rotate the distributor until the ignition sparked at TDC and everything would be right, but that made less sense to me than the mark being 90° off.

I sat and drank a coffee while pondering what we knew. Then I remembered a conversation I had with Jeff at Advanced Distributors a couple of years ago. Jeff mentioned that he hated the Pertronix units because they were "out of phase". At that time I had not asked him what he meant

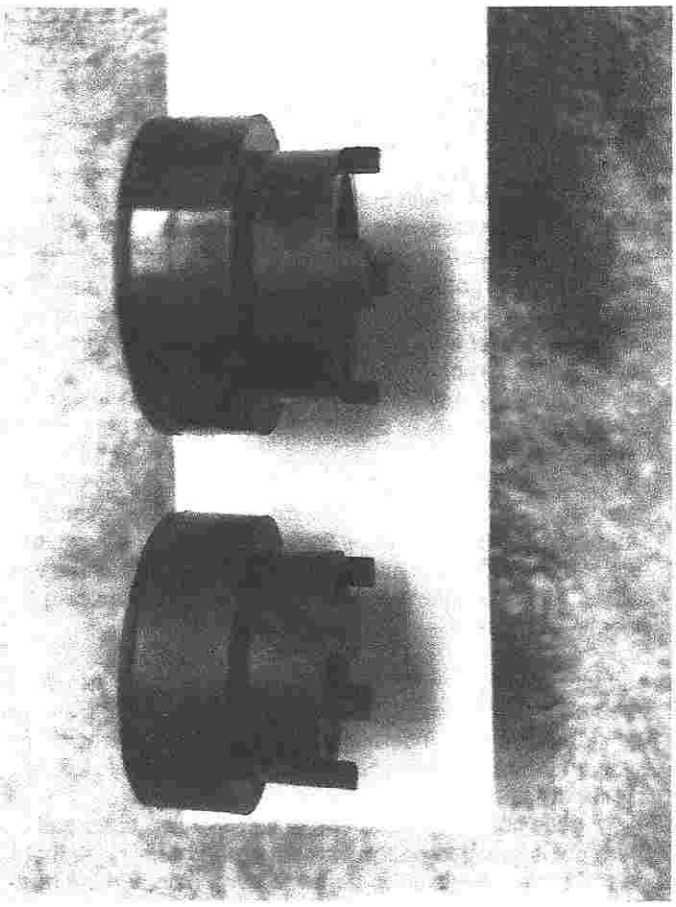
Technical Tidbits Cont....

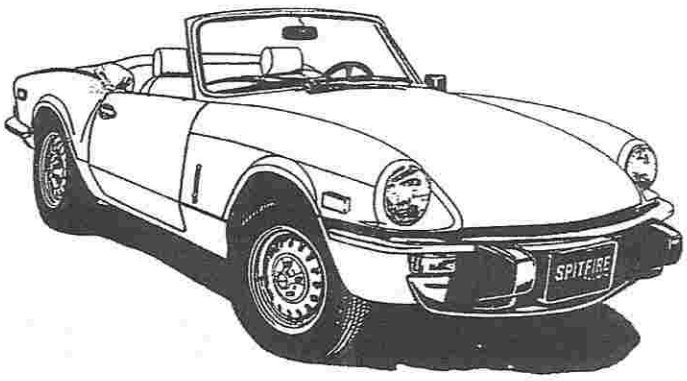
by "out of phase" and I just filed the comment somewhere behind that bald spot I had just scratched into my head. All that scratching must have revealed it! I pulled the magnetic inducer off the distributor shaft on the car under question then I removed one from another Spitfire engine with a 45DE distributor that is in the shop. On a 45DE these are held in place with notches in the bottom of the inducer that align with cut-outs in the shaft base. Take a look at the photo and see if you can spot the problem. I placed the inducers onto a strip of metal, using their magnets to hold them in place. Knowing this you can see that the magnets are in different places in relation to the notches. This will make the magnets in different places on the distributor shaft causing the distributor to fire at a different time. You will also notice that the magnets are off by 45°. This is 45° at the distributor, which is equal to 90° at the crankshaft. All the pieces fell into place. Swapping the inducers made the car under question run correctly and proved the idea. Getting a new inducer from Pertronix repaired the problem.

So, what is this phasing that Jeff spoke of? Why doesn't just turning the distributor fix the issue? We need to think about all the relationships present within a distributor. There are two main relationships in the distributor. We have the baseplate that is screwed to the distributor body at a preset position. This sets the points (or pick-up in the case of a Pertronix) at a predetermined position to the body and the cap because the cap can only go on in one position. The second relation is the shaft with its cam like lobes. In the case of the 45DE there are no lobes because it is an electronic distributor, so it has notches that align an inducer. The shaft aligns the inducer and the rotor at a particular relation.

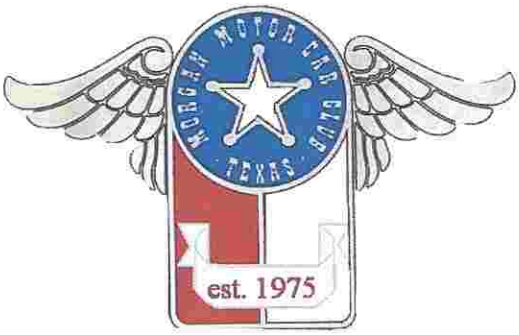
In a points distributor the lobes will open the points at the precise time that the rotor is pointing to a spark plug wire. Move the body of the distributor to adjust the timing +/- to TDC. In the Pertronix the magnet passes the pick-up when the rotor is pointing to a sparkplug wire and in a good unit you move the body to adjust +/- to TDC. But, change the relation of the rotor at the end of the shaft with the magnet on the inducer and you have changed the phase of the ignition. In this case you can rotate the body to fire at the correct time but the rotor won't be pointing at a plug wire. Rotate to get spark to the plug wire and the spark is not near TDC.

Hopefully I've explained this in terms that can be understood. I wrestled with trying to make it as simple as possible. There are many sites online that talk about distributor phasing; none explaining it in layman's terms. It made a real believer out of me and I'll use points/condensers whenever I can. Pertronix were developed to remedy problems with worn out distributors. Instead send your dizzy to Jeff at Advanced Distributors for a very reasonably priced refurbishment and go back to points and condenser. After all...they worked for 100 years before Pertronix came along.





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 WHCIH 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)

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