

MOG LOG



SEPTEMBER 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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PUTTIN' the BLIND HOG to WORK

With the dearth of auto events this year, your timely self appointed Historian has been scouring his collection of old Morgan, or other, articles of interest to supplement the MOG LOG.

Otherwise, with his reduced eyesight, the magazines are just being discarded. Hope some the articles you will find of interest.

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



NOT OFTEN SEEN ON AMORGAN EVENT

RUNNING On.....

TO A BRIGHTER TIME IN THE FALL....

And I want to thank Darrel VanDyke for the wonderful article. We always like member input.

THE PREZ, etc.



the Prez



MORGANS...ROAD CANDY

The cover this month is in honor of our member and compatriot in many an adventure.

RIP ART KAMPSCHAFER

Our dear Morgan friend and jolly fellow traveler passed away August 18, 2020 with Patsy at his side. They were intrepid and enthusiastic company on many trips and he was a joy to be with.

We will miss you, but you will always travel with us.



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~~

~~Feb-6~~

~~Mar-5~~

~~Apr-2~~

~~May-7~~

~~Jun-4~~

~~Jul-9~~

~~Aug-6~~

~~Sep-3~~

Oct 1

Nov 5

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

Morgan Motors OF NEW ENGLAND

LARGEST MORGAN PARTS SUPPLIER IN THE U.S.

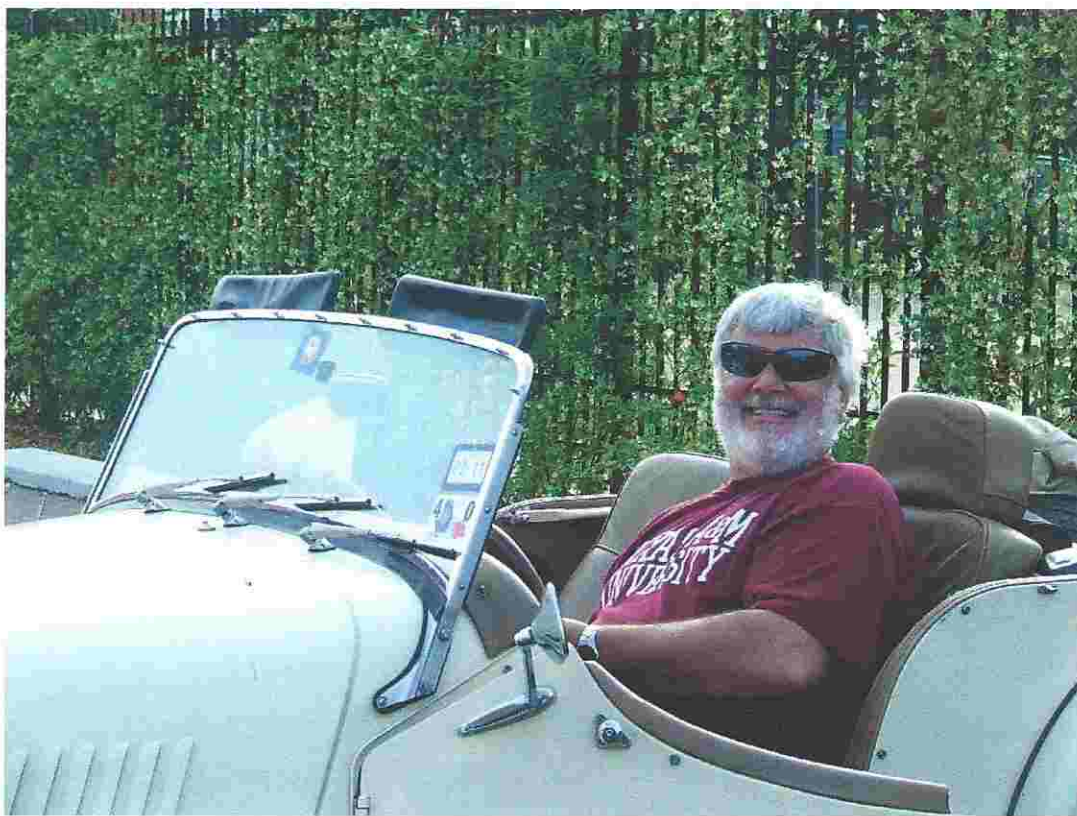
For Everything Morgan

- 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

Our illustrated parts catalog
available free online



Gemmer style steering
column now available



A “Brake Down” story

In the summer of 2019, while driving home in my 1984 4/4 from giving a lecture, my car kept dying about every 2 miles. It was a very hot day, I was in my lecture clothes, and stopping in traffic while trying to restart it was no fun. Sweat was pouring off in buckets. After about a minute the car would start... and run another 2 miles. I had about 20 miles to go on my trip, so I knew I had to take back streets to avoid as much traffic as possible. Of course my trip was now longer, which added to my driving misery. (I longed for any car with air conditioning at this point, and the thought of abandoning my Morgan by the side of the road with a sign that read “just take it” actually crossed my mind.)

In what seemed like an eternity, my house was in sight. As I slowed to turn into my garage, the brakes failed. I guess I should have seen this coming, as my brake light had kept coming on intermittently. I thought that was caused by a mechanical switch issue, but in reality Morgan had actually caused the light to come on as a warning of low brake fluid! (I didn’t find this out until later as I was reading more about the Morgan brakes.) I got the car stopped using my emergency brake, and parked the car in the garage – it turned out to be its home for the next 10 months.

Never tackling Morgan brakes before, I put out a plea for Morgan assistance from my local club. Three folks responded. One had a scheduling issue, one had a bag of brake tools I could borrow, and the other said, “Sure, let’s work out a time”.

I ordered all new parts from Morgan Spares. Basically I told them, “Send me everything I need”. My car is approaching 26 years old, and I figure if I do this right the next owner won’t have to

worry about the brakes for a while. The old rubber hoses were replaced with stainless steel hoses for a starter.

In removing the old hardware, I found the cause of my brake light coming on. My right front rubber hose had a slit in it at the top of a bend. Obviously a weakened point in the hose, and brake fluid had coated the inside of my wire wheel. An "aha moment" if there ever was one. I kept putting off getting help putting it all back together because of a stuck read drum. The Morgan group had all said, "be careful – don't break the drum!" With that in mind, I would work on it, pound on it, apply WD-40, pound some more, pry a little, and it would not budge. A week or more went on with me battling this. I would work on it a while, then just walk away in frustration. Then one day I was at it again, and with only a slight pry and rubber mallet whack, it came right off! Time to start replacing the new brake things.

While this was going on, I had to tackle the issue of the car dying. Bill Fink had installed a new GM Ecotec engine in my car, and although the car ran beautifully (and his installation is a masterpiece of engineering), it had started dying randomly. Sometimes the car would run for a year without dying, and then poof... start dying more frequently. I had posed this issue to Bill, and he suggested replacing several things – which I did, but the dying persisted. Hooking up an analyzer to the Electronic Control Module (ECM), I found a code that was interesting to say the least. It pointed to a failure inside the ECM itself.

Being a computer geek, I delved into how an ECM works, how it is programmed, the microprocessor itself, and its memory unit. With nothing to lose, I pulled out the old ECM and found a guy in Indiana who could reprogram a new one for me (it's a long story of how this is done and why; contact me if you really want to know more about this). By the way, it wasn't until after I had gotten my new one back that I finally tracked down the guy Bill had used originally – if I had gotten his name I would have used him instead, but the guy in Indiana did a good job – no complaints.)

Back to the brakes. In John Steinbeck's wonderful book, "Travels with Charlie", he describes how his van had broken down in Oregon. With the kindness of a repair man who got him back on the road, Steinbeck wrote, (paraphrasing) "I was so full of humble gratefulness, I could hardly speak. That happened on Sunday in Oregon in the rain, and I hope...that service-station man may live a thousand years..." My brake guru, Dick Hawkins, was not from Oregon. Driving about 20 miles to/from for two days, he supervised and got greasy himself. The outcome is a fully stoppable Morgan! Likewise to Steinbeck, I am grateful to my local brake master, Dick Hawkins, for his help and guidance of putting my brakes together.

Back to the ECM. I replaced the reprogrammed unit, tested it in my garage (no codes "thrown"), the ventured out for a few test drives. I have now put over a hundred miles on it with no dying and the brakes working as they should.

Another Morgan back on the road.

P

PICKUP TRUCKS

Satirist and prolific author P.J. O'Rourke revisits the back porch with an engine.

Thirty-five years ago, occasional *C/D* contributor P.J. O'Rourke penned an essay titled "High-Speed Performance Characteristics of Pickup Trucks." O'Rourke, inspired by an early-'80s surge in pickup-truck popularity, closely examined the phenomenon and wrote: "A pickup truck is basically a back porch with an engine attached. Both a pickup and a back porch are good places to drink beer because you can take a leak from either one standing up." In the intervening decades, pickups have become even more popular. So we asked O'Rourke to check in on the state of the once humble pickup truck. Here's what he sent in:

➞ Pickup trucks have died and gone to heaven. The unwashed and battered farm, ranch, and loading-dock fetch-and-carry is a celestial being now.

The prices certainly are sky-high. A 2018 Ford Super Duty F-450 Limited Crew Cab dualie runs \$87,100. In 1955, when *Car and Driver* was founded (as *Sports Cars Illustrated*), the most you would pay for a

Ford pickup truck—a stake-bed F-350—was \$1824 (which is equivalent to \$16,660 in today's dollars).

Dealers are in paradise, too. The three most popular vehicles in America are the Ford F-series, Chevrolet Silverado, and Ram pickups. Together, they outsell the fourth-place Toyota Camry, an actual car, by almost five to one.

Today's pickups have interiors that make the inside of a Bentley look like a \$35 motel room. They have four doors. They are commodious enough for your yoga class, even if the namaste makers want to turn the climate control up to global-warming panic and practice Bikram inside the truck.

But there's nothing effete about these pickups. Their styling is aggressive enough to make Peterbilts hide behind interstate weigh stations. So is their size. Move your family into the three-car garage; you'll need the McMansion for the truck. And you'll need airline-passenger boarding stairs to reach the pickup's doorsill.

Angels from on high, pickups are Dominions, Virtues, and Powers. Power especially—the Ford F-150 Raptor has 450 horsepower. Pickup trucks replaced farm horses beginning with the 1917 Model T roadster pickup. Imagine going to town in an unsprung "Democrat wagon" pulled by 450 horses.

But so nimble and quick is the modern pickup that NASCAR has a Truck Series. Too bad it wasn't founded until 1995. How wonderful it would have been to see the pickups of yore on a racetrack with feed and grain and bales of hay blowing over their tailgates and spectators covered in timothy and alfalfa.

Just one part of the pickup didn't go to heaven. The cargo bed went to hell. It's an afterthought these days, a tea tray on a Cowboy Cadillac trunklid.

You can't put a pair of happy black Labs back there, ears flapping in the wind. There's barely room for a Shih Tzu. And Shih Tzus are lousy at retrieving ducks.

How do you haul a busted refrigerator to the dump? Where's the loam for the yard your dogs dug up go? How do you carry a load of gravel for the driveway you wouldn't drive on in your Super Duty F-450 Limited for fear of stone chips?

Come back to life, pickup trucks. You used to have an earthly purpose.



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. 12TH

BLOODY HELL! NO, I DIDN'T GO TO



BRITS *in the* **OZARK**

PRESENTING A SPECIAL "ZOOM" MEETING WITH JOHN NIKAS, WAYNE CARINI AND
AMELIA ISLAND CONCOURS FOUNDER BILL WARNER

So we had to cancel Brits in the Ozarks this year due to COVID-19 and the operational and business challenges that this situation has presented. But ALS (a/k/a "Lou Gehrig's Disease") does not care about what other crises may be competing with it for attention. It continues its horrible march and the ALS Association still has to fight it and provide assistance to ALS patients in the region. The Association will miss not only the money Brits in the Ozarks normally raises but also the funds it would normally get from its other events that have also been cancelled or reduced as a result of COVID-19.

We are trying to have a little fun with this situation and still raise some money for the local ALS Association chapter. We have created our new mascot, Cletus Wirewheel, who will grace the special, one time only (we hope) "Bloody Hell! No, I Didn't Go to Brits in the Ozarks, 2020" t-shirt. We also have a very special event in the form of a conversation with our guest speaker, John Nikas, and his friends Wayne Carini and Bill Warner to be held via Zoom on the original date of the car show, September 12th. You can participate with a qualifying donation.

How much money would you have spent had you come to Brits in the Ozarks this year? How would you feel if this year **all** of that money went to the ALS Association, Arkansas Chapter, instead of to the oil companies for your gas and the hotel? Think about that when you are deciding what your donation will be when you [fill out the form that accompanies this message](#).

Thanks for your support of Brits in the Ozarks and I hope you will join us on the Zoom meeting September 12th.

Bill Watkins

British Iron Touring Club

Nov. ? Dick Hawkins host

BLOODY HELL! NO, I DIDN'T GO TO



BRITS in the OZARKS

2020

Not Hosted by British Iron Touring Club of NW Arkansas
located virtually wherever you may be

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION - ARKANSAS CHAPTER
"FIGHTING LOU GEHRIG'S DISEASE"

Name(s): _____ Phone: _____

Address: _____

City/State/Zip: _____ E-mail: _____

Donate and join us on the original car show date, September 12th, for a Zoom conversation with author John Nikas, TV personality Wayne Carini, and Amelia Island Concours founder Bill Warner. See how to join the meeting below.

DONATION AMOUNT AND SWAG:

1. \$25 to \$49 - you get the special "Bloody Hell! No, I didn't go" t-shirt
5. \$50 to \$99 - you get the t-shirt and listed as a donor
3. \$100 to \$149 - gets you the above listed in bigger print
4. \$150 to \$249 gets you the above, 2 t-shirts, your name in even bigger print, whatever "SWAG" we can come up with, **and** an invitation to the Zoom meeting with John, Wayne and Bill
5. \$250 to \$499 gets you the above, your name shown as a co-sponsor and eligibility for DOOR PRIZES
6. \$500 to \$999 gets you all of the above and shown as a Sponsor
7. \$1000 or more gets you all of the above and shown as a Presenting Sponsor

TO BE LISTED ON THE SHIRT OR BE INVITED TO THE ZOOM MEETING WE MUST HAVE YOUR QUALIFYING DONATION BY MONDAY, SEPTEMBER 7

FREE T-shirt - MUST Circle **one** S M L XL XXL

2nd Free shirt **if applicable** MUST Circle **one** S M L XL XXL

(If you don't circle a size the default is a large!)

Additional T-shirts may be purchased for \$25 each.

MUST Circle size and include S _____ M _____ L _____ XL _____ XXL _____ \$25.00 x _____ =\$ _____
number needed when ordering (If you don't circle a size the default is a large!)

Total donation plus extra shirts ordered: \$ _____

Mail checks PAYABLE TO THE ALS ASSOCIATION, ARKANSAS CHAPTER and mail to:

Jim Carney
11565 Oak Hills Dr.,
Bentonville, AR 72712



Love, American Style

A single prototype is all that remains of an enthusiast's dream of returning classic Morgans to the U.S. in the late 1980s

WORDS AND PHOTOGRAPHY BY DAVID LaCHANCE

No automaker on earth embraces tradition more than the Morgan Motor Company. At its factory in the spa town of Malvern, workers still use generations-old techniques to hand-assemble cars that are not so different from those their parents or grandparents or great-grandparents might have owned. The 4/4, introduced in the 1930s, remains in production. So do the Plus 4, the Plus 8 and the Roadster, while the most primeval Morgan of all, the 3 Wheeler, has returned from its decades-long hiatus.

One of the company's enduring traditions has been its reliance on other manufacturers for the engines that power its cars. Since 1909, when H.F.S. Morgan used a Peugeot V-twin to make his prototype three-wheeler go, Morgan has produced not one single engine, gearbox or rear axle. Avoiding the considerable development cost has no doubt been crucial in the survival of such a small automaker, but the resulting dependency has sometimes left Morgan unable to steer its own path.

The Plus 4, for instance, shows how that

dependency could play out. When it was introduced in late 1950, the model featured a 2,088cc Standard Vanguard four, which was succeeded by the four that powered Standard-Triumph's TR2, TR3 and TR4. When the TR4—and its engine—went out of production in 1969, so, too, did the Plus 4, only to be revived in 1985 when Morgan began acquiring 2-liter twin-cams from Fiat. The Fiat was elbowed out of the engine bay in 1988 by the Rover M16 four, which, after the end of Rover production, was replaced by Ford's 2-liter Duratec four,



The AMC 2.5-liter four was an EPA-certified engine that Morgan could have used to reintroduce the Plus 4 to America. Equipped with twin sidedraft Webers in place of fuel injection, the pushrod four fits in the space once occupied by a Triumph TR4 engine, and makes an estimated 150-170hp.

the engine the Plus 4 features today. (It's not available in the U.S.; the 3 Wheeler is the only new Morgan on sale here, though some Aero Supersports remain unsold, and the company is taking orders for its EvaGT under development.)

All of this footwork was tricky enough when governments didn't care about what came out the tailpipe. In the late 1960s, Morgan retreated from our shores, unable to meet federal emissions and safety regulations. Bill Fink, who today remains the pro-

prietor of Morgan dealer Isis Motors in San Francisco, outflanked the EPA by getting the Rover V-8 in the Plus 8 to run on propane, with tacit assistance from Peter H.G. Morgan, H.F.S.'s son. Morgan was—unofficially—back, but the flow of cars was a mere trickle, even by Malvern standards.

"To me, it is a sad reflection that at the present time we are not supplying cars to the United States as we did in the past, particularly as American owners were so instrumental in the present success of the

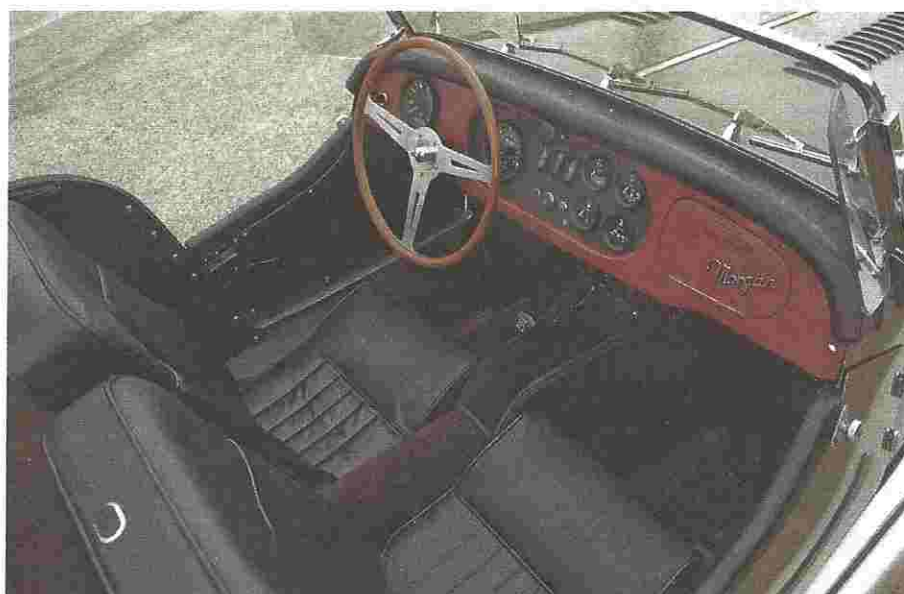
Morgan," Peter Morgan wrote in a foreword to John H. Sheally, II's 1978 book, *Morgans in the Colonies*. "I am hopeful that sometime in the future we shall be able to resume shipments of Morgans to America, but I feel that anyone making an even brief study of U.S. vehicle regulations will appreciate the difficulties and possible hazards to a small car concern."

This is how things stood in 1989, when Robert Couch received a phone call from Richard Johnson, a Morgan enthusiast from





The engine came attached to a Borg-Warner five-speed. Tudor instruments fill the dash.



The comfortable leather seats are from a Morgan Plus 8, with their headrests removed. The tunnel had to be enlarged to house the five-speed's bell housing, cutting into the available footroom.

Montauk, a village on the eastern tip of Long Island. What Johnson wanted to know was, could Couch build him a four-cylinder Morgan that could be sold in the United States? "He was an eccentric guy with a fair amount of money," Larry Eckler, who then worked with Couch, recalls. "He wanted to explore the possibility of building a federalized car for Morgan." The result of that exploration is the car you see on these pages.

Robert David Couch, who died in 2010, was an apt choice for such a project. He had already become known as a Morgan guru among devotees of the marque, who referred to him as "Dr. Robert." The founder of Morgan Spares—which he later sold to Larry and his wife, Linda—Couch, it seemed, could do anything with a Morgan. Besides being one of the few places where Morgan parts could be found, his Millerton, New York, shop restored cars that won concours, kept daily drivers humming, and readied race cars for the track.

There were no new Plus 4s available in the U.S., of course, and so Johnson's prototype was based on a 1965 Plus 4, with chassis number 5874 and a four-seater body. Out came its Triumph TR engine and gearbox, leaving a space for...what?

The 1,994cc, twin-cam, 16-valve Rover M16 engine that Rover was building the Plus 4 around in 1989 might have been fine for the Rover 800 sedan in Europe, but it had not been certified by the EPA. Some other powerplant, perhaps something more domestic in nature, would be needed. The choice was something not so technologically removed from the old Triumph



*I feel very comfortable
driving the car,
because I have
complete control.*

engines: the sturdy, AMC-designed 2.5-liter four-cylinder found under the hood of the rugged Jeep CJ7, Wrangler and Cherokee.

Larry, who had started working for Couch after the project had begun, can't say why the AMC engine was chosen, or if any others were considered. He does

point out, though, that Johnson had a professional connection, working for Chrysler in Central and South America. Chrysler had bought Jeep in 1987; perhaps Johnson had an inside line on acquiring engines for his Americanized Morgan. Or maybe he simply thought it was a good engine that would fit under the Plus 4's hood without too much surgery.

In place of the factory fuel injection, Couch installed twin sidedraft Weber carburetors, mounted to a Clifford intake manifold. This required the addition of a side scoop to the driver's side of the hood for clearance. The five-speed that came with the 2.5—an upgrade over the previous Triumph four-speed—also needed a little more room, which resulted in some shrinking of the footwells.

Couch did some elective surgery on the body, designing and building a trunk large enough to swallow a set of golf clubs. He used aluminum tubing to support the body's aluminum skin, but, like the factory, used wood for the floors and other components. The car was finished in two Rolls-Royce colors: Dark Spice for the body, and Inca Gold for the fenders. Seats were borrowed from a Plus 8, minus their headrests. There were clearly some efforts made to meet U.S. safety regulations, the most obvious being the energy-absorbing, hydraulic bumper mountings intended to clear the 5-MPH impact requirement.

When the car was complete, Larry and Dr. Robert drove it out to Johnson's house in Montauk, where he enjoyed it for a number of years. If he ever tried to interest Morgan in partnering with him to sell

Specifications

ENGINE

Type	AMC OHV inline-four, cast-iron block and head
Displacement	2,471cc (150.8-cu.in.)
Bore x stroke	98.4 mm x 80.96 mm
Compression ratio	9.2:1
Horsepower @ RPM	150-170hp (est.)
Fuel system	Two Weber 45DCOE152 two-barrel carburetors, Clifford intake manifold

TRANSMISSION

Type	Five-speed Borg-Warner, fully synchronized
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STEERING

Type	Cam and peg
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BRAKES

Type	Hydraulic
Front	11-inch discs
Rear	9-inch drums

WEIGHTS AND MEASURES

Wheelbase	96 inches
Overall length	144 inches
Overall width	56 inches
Overall height	52 inches
Curb weight	1,680 pounds

the car in America, there's apparently no record. "I'm not sure how much effort he went through to get Morgan on board. All I know is that this was the only one we ever produced," Larry says. In any event, he adds, "I'm sure Richard got a lot of pleasure out of the car."

The car was still in good condition 10 years later when Larry got a phone call, asking if he might like to buy it; Couch, by this time, had moved out to Washington state. "I just couldn't resist," he says. "It was great to see it after all those years." The brakes and fuel system needed attention, but cosmetically, "it was as it was when Richard did it the first time."

Larry and Linda drove the car until 2005, when they sold it to Shawn Henderson. Five years later, he put the car up for sale, which is when current owner Jack Farley spotted it.

Jack, of Greenwich, Connecticut, was a Corvette enthusiast—he still owns three, plus a Harley-Davidson V-Rod—when a neighbor suggested that he might like Morgans. He bought a Plus 4 four-seater, which he drove for six months, convinced himself that he liked Morgans, and began getting estimates for some cosmetic work that was accumulating to in excess of \$20,000. "It was a 20-footer, mechanically sound, but ugly," he laughs. But before spending that kind of money, he went back to Dennis Glavis, the owner of Morgan West in Santa Monica, California. Dennis had sold him his first Morgan, and Jack had learned to trust his judgment. They talked about shipping the car back to California

for Dennis to cosmetically restore, at which time Dennis told him about the prototype Morgan that had just arrived in the Morgan West showroom and was already cosmetically in excellent shape. "He had just taken it on a trade from a Shawn Henderson who lives just a half-mile from me, so the car went from Greenwich to Santa Monica back to Greenwich within a matter of days," Jack notes.

We can attest that, despite its Anglo-American heritage, this prototype Morgan sounds every bit the traditional British sports car that it is. The forty AMC 2.5 is estimated to make somewhere between 150 and 170hp, giving this car a big leg up on its 100hp Triumph predecessors. Jack reports that the gearbox shifts smoothly through all five synchronized gears. "The car is so light," he adds, "90 percent of the time I start off in second."

"My '57 Corvette, if you're trying to park it, you miss power steering. Not so with the Morgan. It's much easier to drive. I feel very comfortable driving the car, because I have complete control," Jack says. "When I go in the Morgan, the top is always down. I feel like I'm in a four-wheeled motorcycle."

It's tempting to think of how Morgan's presence in the U.S. might have been changed if Johnson's efforts had borne fruit. In any case, the car itself deserves no blame. "It's very similar to a current-production, Ford-engine, four-cylinder car, performance-wise," Larry observes. "It could have been a good car. If it could have been produced at a marketable price, I think it would have done well." 🌐



Where most Plus 4s have a sloped deck, the prototype features a weather-tight trunk big enough to hold a golf bag. Hydraulic mounts help the bumpers meet the federal 5-MPH impact requirement.



The Laws for British Sports Cars!

Distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man. Most of us are familiar with the physical laws thought up by Issac Newton. He said things like For every action, there is an equal and opposite reaction; and If you sit under a tree long enough, an apple will eventually fall on your head, provided you are sitting under an apple tree. Newton's laws made sense for hundreds of years and everybody believed them. They believed them right up until the time when British sports cars were invented and it was suddenly realized that a whole new bunch of laws was needed.

By Don Hayward

Finally, a group of eminent scientists with names like Morris, Healey, Leyland, Mowog and Murphy shook up the scientific community when they published their new theory of mechanical behavior called "The Laws For British Sports Cars". Since many are not familiar with the four major laws, they are listed below.

1. Law of Peculiar Random Nomenclature.

- a. The name of a British sports car shall consist primarily of letters and numbers with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning. This law explains why British cars always have spectacularly bad names like XKE or MGBGT.

2. Law of Cryptic Instruction.

- a. Any book, manual, pamphlet, or text dealing with the maintenance, repair or restoration of a British sports car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect.

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual. "Before rebushing the lower grunion banjos, you must remove the bonnet facia and undo the A-arm nut with a #3 spanner." All attempts to publish an English language version of this manual have failed.

3. Love of Hardship Law.

- a. The more a British sports car malfunctions, breaks and/or falls apart, the more endearing it becomes to the owner.

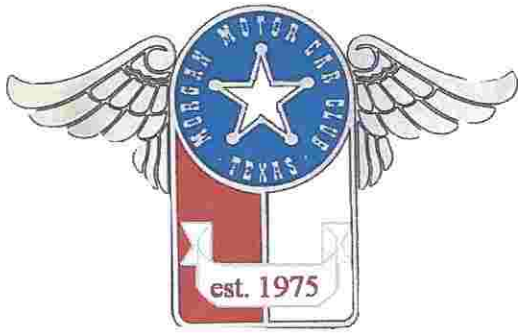
You buy an MG. You have had it for a year and a half, and have replaced every item on the car at least twice. When the engine is started, it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because "It's like part of the family!". British sports car owners often stare into space and smile a lot. This is referred to as the 'Foolish Person Syndrome'.

4. Law of Non-Functional Attributes.

- a. All British sports cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis. This is also known as the famous *Lucas Electrics Law*.

Thanks to our friends at "The Official Newsletter of the MG Car Club of Toronto" for this!

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: _____