

MOG LOG

A vintage car, possibly a 1930s model, is shown from a low angle. A Christmas tree is mounted on the roof. The background is a dark night sky with a large, vibrant firework exploding in shades of red, purple, and blue. The car's headlights and front grille are visible in the foreground.

JANUARY 2021

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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RUNNING On.....

SITTING HERE AT THE COMPUTER WONDERING WHAT TO SAY....

about the upcoming year. It is snowing lightly here in North Texas but not as much as in the Panhandle where my son in Lubbock got 5 to 7 inches. It seems every weekend the weather gives us a blast of winter, so meeting at a park to socially distance and socialize is out of the question.

Funny thing, my rediscovered Christmas cards stirred up a flurry of seasonal greetings from recipients, including membership checks. Looks like we will be forging on into 2021 with typical Morgan owner optimism. Morgan owners are always giving out cheery statements like 'the parts are on the way' for a major rebuild, or "she/he just needs a few tweaks to the carbs and ready to go" before a 500 mile trip to a car show, "it started up yesterday with no trouble, must be a low battery" when explaining why they aren't driving the Morgan to this or that event. ONWARD YOU STALWART OPTIMISTS!

Ah, I look out the window and the snow has stopped, but I have no intention of stopping my incessant push for keeping all things Morgan Motor Car Club at the top of member's minds. British motoring shall persevere.

THE PREZ, etc.

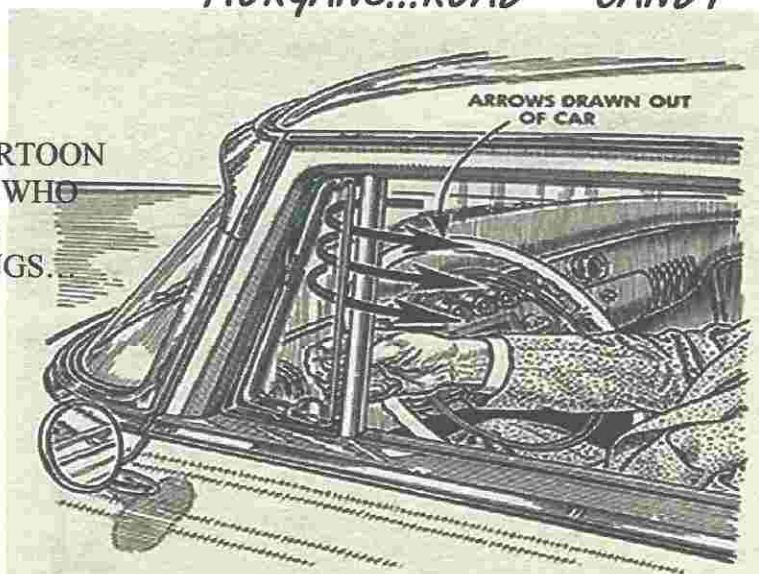


the Prez



MORGANS...ROAD CANDY

A SILLY CARTOON
FOR THOSE WHO
REMEMBER
THESE THINGS...



By opening the vent windows, you can rid the passenger compartment of unnecessary arrows.



First Look at the “Morgan Experience Centre”

by Charles Neal

The Morgan factory has now reopened for tours and driving experiences, with all the necessary Covid-19 measures in place, and work is nearly complete on the massively remodelled visitor centre – or the “Morgan Experience Centre” as it is now known. Although the basic fabric of the building mostly remains, with mainly the same basic layout, it is completely unrecognisable. Apparently some £2 million has been spent on this exercise, and it shows.

I was given a tour of the site, including the museum. The photos show the interior, which is 95% complete, but I was asked not to show the outside in full detail as there were quite a few finishing touches still to be added. They are not doing a formal launch for the time being, but were keen to get back to doing tours during the autumn. It will therefore be launched gradually as each part is completed.

Outside, the car park and layout are the same as before, with the entrance set in between the two wings of the building. A larger reception desk is now straight ahead of the door, with the foyer enlarged and a new opening into the café on the right. New, larger toilets are located to the left of the entrance.

The café is now called the Canteen, and work is ongoing to build a full kitchen, so that proper meals can be served. A local catering company is providing the food, and the menu will be expanded considerably from the cakes, cookies etc offered before. The room itself is familiar, with the removable partition wall separating the eating area from the other half of the room, where the introduction is given for tours and where we’ve had our AGMs. The major change here is that the low, flat ceiling has been removed, and now it’s a full height space with skylights, and wooden strip ceiling details in both halves of the room. The tables and chairs in the Canteen are currently very widely spaced out, as per Covid-19 guidelines; the original plan and long-term goal being long tables and benches.

The shop has been reorganised, but otherwise remains much the same as before, following its redecorating a year or so ago. The room between them has new tables and benches, and a further step in due course will be to expand the decking area outside this room, to provide outside tables as well (you may not have realised it

was there, but there’s a very small decking accessible from the French windows at the end of the room).

To the left of the entrance is the biggest change currently visible. Almost the whole wing has been transformed into a showroom, with a “glass case” display at the outer end, currently featuring a Plus Six, the first thing visitors see. The showroom itself faces the road, incorporating what was the Sales and Marketing office and the small showroom that was there before. Some of the walls have been stripped back to the bare brick, which is an original part of the building and the same type as used on the main factory buildings. When Morgan Dealers bring customers to the Factory, for tours or to see their new car in build, for example, they will be able to base themselves here and there will also be a very small “local dealership” for customers in the Malvern area – other new customers will be put in touch with the dealership nearest their home.

The Sales and Marketing office is now based in a remodelled room behind the showroom, which was previously a rather quirky meeting room. Of course until

this exercise the building was mostly as inherited from the previous occupants, the local working men's club!

The final indoor area, and the only one being done "in-house" by the Morgan wood-shop, as opposed to the contractors doing the rest of the work, is the museum. It will be housed in the same floor-space as before, but you won't believe that when you see it! Where before, visitors twisted and turned around a cramped route with a low ceiling, it has been emptied and the false ceiling removed to reveal a large room with a remarkably high roof. It will be kept very open, with a number of cars on display in the centre. On the walls there will be lots of Morgan artefacts and memorabilia, and a new piece of "furniture" inspired by one of the oldest parts of the factory will display many items. Six projectors have been mounted high up, and the museum will now incorporate lots of audio/visual displays, giving far more to see than previously. The content from these has come from the Morgan archives, which during the last few months the team have been busy scanning and digitising. Therefore the new museum will be called the "Archive Room" in future, and there will be scope to update/alternate these videos periodically, or to coincide with something being celebrated etc, which will mean that us Morgan nuts will have much more reason to revisit the museum, and see

something new or different, than before. A casualty of the redevelopment, however, is the recreated Peter Morgan's office, which will not be present in the new layout. In fact the office inspired the new concept, as when packing up the contents they discovered numerous interesting titbits which had been on shelves, in bookcases etc, but weren't visible, or explained, to visitors. The "Archive Room" will take a bit longer than the rest of the building, and is likely to be complete around the end of October or early November.

Work is still progressing outside, but the building looks completely different. All the walls have been clad in timber, there are new black-framed windows, including full-length glazing on the showroom wall facing the road, and above the entrance there is a spectacular canopy made from laminated timber. Another canopy, with a quirky, wavy outer edge, provides shelter for the Morgan hire cars facing the car park – this is in the space previously occupied by the now demolished "Nissen Hut" where the hire cars were stored overnight. Every part has been re-tarmacked and lines repainted, there are new fences and gates in a style matching the cladding on the building, and there will ultimately be a dividing fence or hedge which will allow the "Experience Centre" site to be opened separately from the rest of the factory.

The plan is for it to be open every Saturday, with the factory itself open for tours only on selected Saturdays, and they are keen to welcome us to come and drop in for coffee (or breakfast/lunch in due course) whenever we are in the area, either singly or in Centre groups – much the same as other emerging car-related venues such as Caffeine & Machine, the Classic Motor Hub at Bibury, etc.

The whole thing looks extremely smart and up-to-date, but after spending a couple of hours there it did not feel in any way out of place – perhaps because the abundance of pale wood is a very familiar sight, and the high open roofs inside are reminiscent of the factory workshops. It will present a much tidier and smarter image than before, but all the same friendly faces are there and I think we'll get used to it very quickly. Much like the other changes we've seen over the last couple of years, it's the image you would imagine Morgan ought to present in 2021, now that they no longer have the financial limitations of the past.

Photo captions:

1. New entrance with timber canopy
2. Plus Six in the glass-walled display area by the entrance
3. The Morgan Canteen with high ceiling
4. Conference room set up for tour intro
5. New showroom/dealer area.



MMCC BUSINESS MEETING/NOGGIN NOTICE

As you know the Noggins / Natters were cancelled last year. For 2021 they are again not scheduled as we don't know the future status of the virus, or for that matter, any meeting place or restaurant.

So until further notice no Noggins / Natters will take place. If you can help come up with an idea, submit suggestions to us at wmj3@att.net.

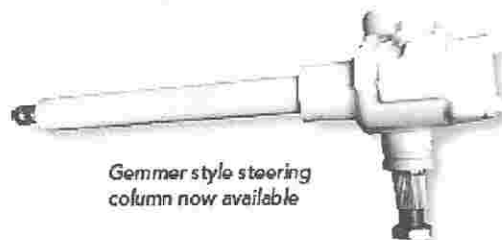
MMCC is noting the suggestions in various newsletters as to what other car clubs are doing, or trying, to solve this shared problem. Our neighborhood has formed a small group of interesting cars which just meets on one of the interior streets of the neighborhood. One of those members said he belongs to a club that meets at a park, and just brings chairs and congregate that way. Another club does tours without stops or personel contact, masks/distancing.

We may need to be creative to proceed!



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Gemmer style steering column now available



Road Test: Plus Four Automatic

by Charles Neal

When the Plus Six was launched last year, the main criticism was that it was automatic-only, with no manual gearbox option. For the "core product" Plus Four, a manual box option was a necessity, but for the first time the four cylinder Mog is also offered with an auto as well, using the same transmission as the six cylinder.

In fairness, the Plus Six's ZF 8-speed auto is one of the best, and the BMW engine and the auto gearbox work very cohesively together. When driving fast, not having to take a hand off the wheel at a critical moment is very useful. The Plus Six feels very modern as a result of the engine/gearbox combination, but they work very well. Having only tried the manual Plus Four before, on my latest visit to the Factory I took the opportunity to test out the auto version.

I should say up front that I prefer the concept of a manual Morgan, as I feel that's more appropriate for both the Morgan concept, and for a sporting and rewarding drive. On both counts the manual 6-speed box in the Plus Four is very good.

Of course not everyone sees things the same way as me; I have spoken to people who say that after owning many luxury cars such as Jaguars, Mercedes or Range Rovers, they haven't driven a manual in years and are much more comfortable with autos, and others who struggle with knee or hip problems and have trouble with the clutch. Also of course, with Morgan looking to expand into other markets, notably across

the Atlantic, those customers are much less used to "stick shifts" and an auto option might just clinch the sale.

The auto car gets a slightly different engine map, with 295 lb/ft torque instead of the 258 lb/ft of the manual; both claim 255bhp. The auto is actually 4kg lighter, surprisingly. The gearbox and diff are identical to the Plus Six, with the same final drive ratio used on all three CX cars.

Despite this the manual and auto cars have a quite different character. Both of them are as quick as you could need for the road, and both will do relaxed cruising or a B-road thrash very well indeed. The manual car has six gears but the ratios are very long, so for fast driving third, and maybe fourth, are ideal. Fifth and sixth are overdrive gears best suited

for cruising along, and the engine has such a wide band of torque that it's not necessary to change very often – hence my comparison to the old Rover-engined Plus 8 (see July's Miscellany). Fast when you want, easy all the time.

With the auto box, it achieves the same thing but in a very different way. Like on the Plus Six, the bottom four gears are very short ratios, and the top four are longer for low-RPM cruising. If the manual doesn't strictly need 6 gears, the auto doesn't need eight – 4th gear is similar to 2nd in the manual! This is due to the Morgan being so light, compared to everything else that uses this box. It does mean that when driving off, it makes several upshifts which don't make much difference, but once on the move, it





either picks from the top three, the middle few or 2nd-5th, depending on your driving style and whether it is in "Drive", "Sport" or "Sport+" mode. Like in the Plus Six, these are, basically, "comfort", "sporty" or "mental"! The modes only affect the gearbox and engine mapping, but the whole car changes character. There is a lot to be said for the ZF, it is almost certainly the smoothest automatic I've ever driven, very little "slushiness", and it seems to be mapped very well for the lightweight Mog – it helps to switch to Sport to overtake or accelerate out of a 30 limit, to avoid a delayed and then rather abrupt response, but otherwise it does everything very well.

In fact I didn't actually try the Sport+ mode this time; Sport was quite sufficient for the narrow and surprisingly busy Herefordshire lanes and A-roads I was driving on. This is really a very quick car indeed. The Six is faster again, but in this you can feel like you are using more of the power without needing to be on a wide-open airfield, or consume four or five espressos first!

The sports exhaust makes a really nice growl, sounding much nicer and meatier than you'd expect for a 2 litre turbo, but just understated enough not to be tiresome or embarrassingly loud in town.

In this car you can switch very quickly and easily between cruising and overtaking, useful on country A-roads where safe opportunities to pass are rare. It requires

remarkably little effort to drive, and I can imagine you could still be very relaxed after a long day's drive in it. The one thing that always punctures the upmarket image of the (traditional) Morgan is arriving at a nice hotel after a long journey, but instead of stepping out elegantly I always find myself staggering out and needing ten minutes for the noise, and the shaking and bumping sensations, to dissipate – a bit like stepping off a sailing boat, and then feeling seasick once on terra firma! I can't see that being a problem in the new Plus Four, especially in the auto version...

The driving position was very good, a definite step forward from the very high position in the Plus Six and even better than the manual Plus Four too, although that is probably just how I had the seat adjusted rather than anything physically different. Also, possibly due to being more "inside" the car, there was none of the wind whistling from the windscreen pillars apparent on the previous two CX cars.

One thing I haven't liked much about the CX cars, is that the brakes aren't very confidence-inspiring. All three examples have had a long, soft pedal, and on the Six the ABS light flashed frequently during spirited driving when it shouldn't have been needed. On this drive, however, when I came round a blind corner at 60mph to find a line of stationary traffic in front of me, it stopped straight and very quickly indeed, and without engaging

the ABS, despite the pedal going down a long way. The force required is light, very much less than the steel Mogs, but the trade-off is too much travel in my view, making it hard to judge what you'll get from any given press on the pedal.

In other respects this car was of course the same as the manual car. The ride and handling were as good as the manual, thanks to very similar weight, so it flowed nicely over the sometimes bumpy roads. There are limits to how big a pothole the suspension can soak up, considering it's such a light car, but I think it is now equally as good as any "modern" sporting car in that respect. It is not as soft and comfort-focused as something like a Jaguar XK8, but on the other hand it's much more nimble. This car was on wires, as opposed to alloys on the manual car, but I didn't notice any significant difference to drive.

As it was a 25C day I again did not try out the hood. However I did try the air-con, and although it seems a daft concept in a Morgan, I have been fried on 35C days in Europe often enough to know this is well worth having if you plan to travel abroad. It isn't standard on the Plus Four, but at £1,194 extra is several thousand less than it was on the Roadster. With the air-con switched off, however, it wasn't hot inside. In fact one of the differentiations is that the air-con, speaker system and puddle lights, which are at extra cost on the Four, are included on the Plus Six. There are a vast range of choices of leather type and colour, stitching and piping combinations, carpet, etc, but anything other than black adds quite a bit to the cost. In terms of price the auto Plus Four is £2000 more than the manual, at £64,995 before options.

Whether you would prefer the manual or auto is purely a question of personal choice. If I was in the market for a new Mog, I would still choose the manual Plus Four, but for those who appreciate what the automatic offers this is well worth considering. It's certainly a very good car for long-distance driving, it's as quick as you could possibly need, and has all the advantages of the new chassis.



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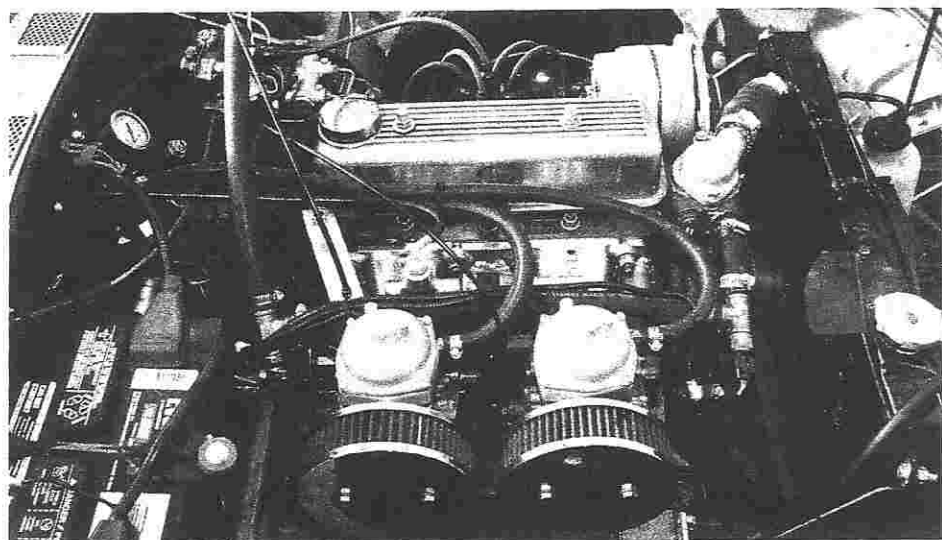
Electronic Fuel Injection for a Triumph (Part 1)

By Dennis Duke

A while back I had become thoroughly disgusted with the way my '78 Spitfire was running. I couldn't get the carburetor to produce a decent mixture. I was getting only about 10 miles per gallon with lousy acceleration. It just wasn't fun to drive the car anymore. I had chalked it up to some genetic defect that prevented me from having the ability to adjust a carburetor. I had to do something different.

I found some information about a product from Patton Machine that adapts a modified Zenith-Stromberg carburetor to a fuel injector, forming an electronic controlled throttle body system. At the time, I had several surplus carbs of that type in various stages of non functionality. This looked like a fairly simple thing to do so I decided to go for it.

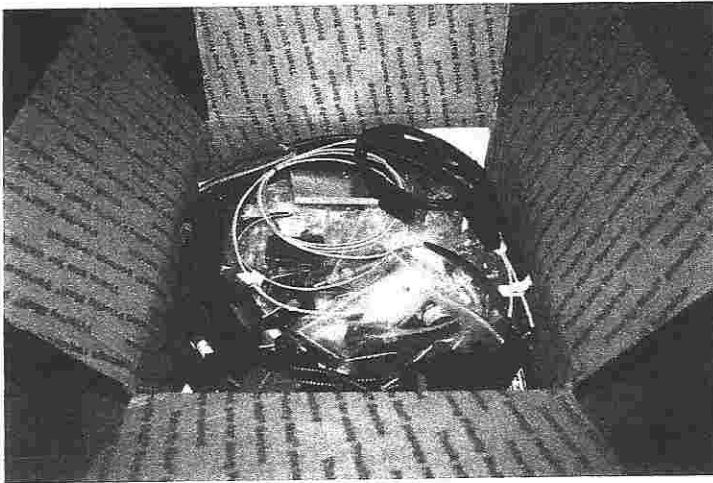
Ed Barnard had developed a dual carb intake manifold for the Spitfire engine that would take advantage of the surplus of Strombergs on the swap market. It seems like these are the least favorite of all carbs useable on our Triumphs. Everybody seems to want something better and replaces the stock carb with either a Weber or, if they can find one, a



Spitfire engine bay with fuel injection installed.

dual SU setup. The result is that a Stromberg can be had fairly cheap these days – and some of them even work. Ed took advantage of this situation and came up with the dual Stromberg manifold.

I decided to go with a dual carb manifold and build two throttle bodies from the parts I had available. So I ordered a full kit from Rick Patton and jumped into the project.



Some assembly required.

ratio of air to fuel at any point in time; a coolant temperature sensor because the stock sensor is not compatible with the computer; an electric fuel pump required for the higher fuel pressure needed to make fuel injectors work; a fuel pressure regulator; the engine control computer. And since I chose the kit which included the electronic ignition system as well, there was a distributor pickup module and distributor control module. Lastly, there is a wiring harness to connect it all together.

There are a few other things required that are not included. These are things like heater hose and plumbing adapters to install the new temp sensor, new fuel line to add a return line to the gas tank from the regulator, and bits and pieces you discover you need during the project. This is not your average, all parts included kit. This is for the dedicated DIYer. There are a lot of things to figure out as you go and in many cases there are several different ways to do it. But don't let this discourage you. As a matter of fact, you wouldn't be a Triumph owner if you expected everything to be easy.

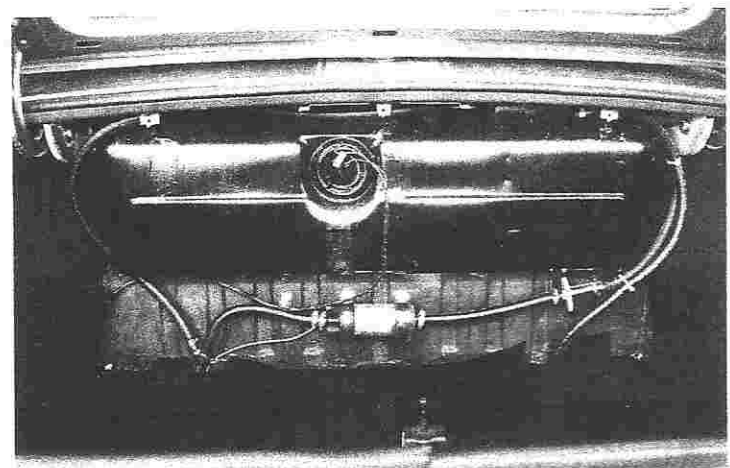
You can start with something easy like installing the electric fuel pump and running the extra fuel line from the tank to the engine compartment. In a Spitfire you remove the fuel tank cover panel in the trunk (or boot) and mount the pump below the tank. Put a fuel filter between the tank and the pump then run tubing to the front of the car. Since the pump is in the rear pushing fuel forward you now have a pressurized fuel line where you had a line in suction before. Use fuel tubing rated for fuel injection systems. The stock plastic tubing in the Spitfire may or may not take the pressure so I decided that this would be the return line. I used 3/8" copper refrigeration tubing to carry fuel to the regulator on the firewall. The copper tubing is relatively cheap, handles higher pressure and is easy to work with.

Next time I'll talk about modifying the carburetors and mount some more of the fuel injection components.

It took a little while to receive the kit in the mail. The dual carb Spitfire engine is not standard so a special kit had to be assembled and the initial tuning for the electronic control module had to be calculated and programmed into the computer. But it did arrive. Just about everything I would need was packed into a single priority mail box.

So what's in the box?

First, there's the two fuel injectors and adapters for the carbs; a throttle position sensor and manifold air pressure sensor to tell the computer how much air and fuel is flowing into the engine; an oxygen sensor that will go in the exhaust pipe to determine the



Fuel pump and filter below the fuel tank.

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Electronic Fuel Injection for a Triumph (Part 2)

By Dennis Duke

So far we have a new fuel line from the tank to the engine compartment and the electric fuel pump mounted under the tank. The next thing to do is mount the fuel pressure regulator in the front of the car. The regulator is necessary in a fuel injection system because the computer precisely controls the fuel delivered to the intake by varying the length of time that the fuel injector is open. If the fuel pressure is not constant, the computer will not know how much fuel has been injected for any given amount of time.

All you need is some real estate on the firewall where you can mount the regulator. There is one obvious choice when it comes to making room – remove the silly water bottle for the windscreen washer. I did have one of those in place but it was really only there to earn points in a judged concours event. I don't know how well yours may be working, but my windscreen washer was practically useless. When I did try to use it, it leaked under the dash onto my cardboard glove box and warped it. If I do get a dirty windscreen, I can just stick my head out the window and spit to accomplish as much as the spritzer was doing.

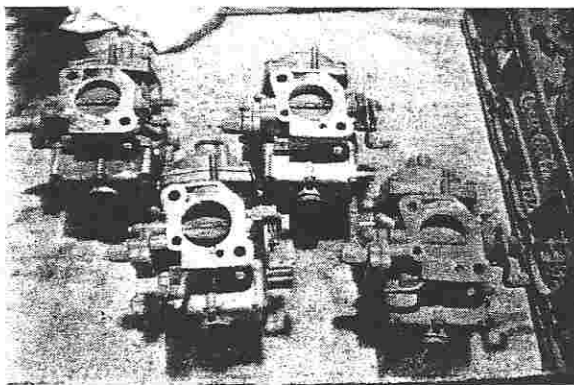
So, the water bottle and pump are now gone and the regulator is in their place. You connect the new, pressurized fuel line from the pump to the input of the regulator with a length of flexible hose. The return line from the regulator is connected to the old fuel line that goes back to the tank. One more line goes from the regulator straight down to the bottom of the car, pointed toward the road. This is the emergency vent. It's there in case something gets plugged up and the pressure has to be relieved, safely, instead of creating leaks where you don't want them. Two more lines go from the regulator to the carburetors, which will be throttle body fuel injectors when we are done.

Now we've got a new problem. The fuel tank only has two lines going to it. One draws fuel from the bottom

of the tank to feed the engine. The other line is a vent and it goes from the top of the tank to the charcoal canister to keep fuel vapor from escaping into the atmosphere. You can't just connect the return line to the vent and disconnect the canister because you would cause the pump to pull a vacuum in the tank if the gas cap seals well. If you install a tee in the vent line you may allow liquid fuel to be drawn into the canister causing it to fail. You need a third connection on the tank. But the 1978 Spitfire only has the two connections.

Luckily for me, I also have a 1971 Spitfire which does have three connections. The third line was for an overflow tank that was mounted in the trunk (boot) of the car. Since Triumph removed this third line in later models I didn't think it would be missed in my '71. So I swapped tanks between the '71 and '78 Spits. If you are considering this project yourself and don't have a tank with three lines, you'll have to figure out how to install the third line.

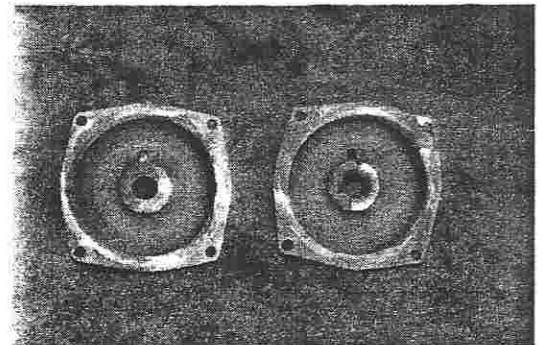
All right, now that we have regulated fuel pressure, its time to convert carburetors into throttle body fuel injectors.



I collected a bunch of Zenith Strombergs from eBay, swap meets, trash cans, etc. They don't have to be fully functional. All we need is the butterfly valve (throttle) to work. There will be no fuel in the float chamber, no float, no float valve when we're done. The temperature compensator and air bypass valves do not have to work because the air passages inside them need to be blocked off anyway. That's why they can be found so cheaply.

You have to remove the caps from the vacuum chamber and remove the

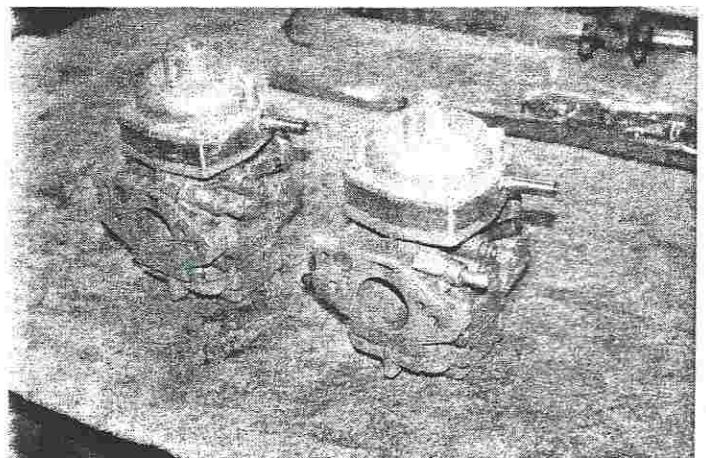
piston and metering needle. Then grind off the part of the cap that holds the needle assembly flush with the bottom of the cap where the gasket would normally go. The fuel injector adapter will go in this area and any material that would cause the cap not to fit evenly on the adapter will have to be removed.



Seal off any of the ports or air passages that can be found between the butterfly valve and the intake manifold. You can use epoxy, JB weld, aluminum tape, or any other durable material for sealing the air passages. Any ports or passages on the intake side of the carburetor ahead of the butterfly valve can be left open. We are only concerned with the butterfly valve's ability to control all the air going into the intake.

The result will look similar to the photo on the right. Notice the wide spacer between the caps and the body of the carburetor. These are the fuel injector adapters. The brass tubes extending to the right from the adapters are the fuel inlets where hoses from the fuel pressure regulator will be connected. The other existing tubes can be capped off with rubber caps from your local auto parts store.

Well that was fun, wasn't it? Next month we can mount these on the new twin carb manifold Ed Barnard designed for the Spitfire engine.



2021 DUES REDUCTION

We finally got all the board members, officers, and appointed executives together to review our dues structure and the reduced activity during the past year.

After reflection, dues are temporarily reduced for 2021 to \$20.00.

Also, printed MOG LOGs are presently not an option.

Suspending printing saves money during the virus and also the health of the Editor (and the Historian) from having to go to the printing center. The printed issues may be restored soon and activities planned again.

This is perhaps the lowest dues of any Morgan Club that publishes a newsletter, much less monthly by MMCC.

We have a slight advantage over the others in that our car is still produced after 112 years. But then we have no National Club to send dues to – or support. Stay with us for 2021.



Membership Application Form



SEND THIS FORM AND DUES, IF PAYABLE TO:

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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 \$20.00

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. Printed option in black and white sent by U.S. Mail may become available sometime later.