

# MORG LOG



JUNE 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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# MORGAN MOTOR CAR CLUB

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

When in doubt, risk it,  
however.....



Always leave room to add an  
explanation if it doesn't work out.



## RUNNING On.....

**The Morgan Motor Company has opened an interactive museum experience, The Archive Room, housed within the Morgan Experience Centre.....**

and guess what is displayed in the Archive Room, an actual Morgan Motor Car Club badge (check upper left corner of cover photo.) I believe it is the Tex Mog 2000 25<sup>th</sup> Anniversary badge, one of my favorites. Three other examples appear below. Now that we have achieved factory fame, do we need another badge? Maybe they need examples of some of our other badges?

Check the Calendar for goings on in June, July, and September.

*Have you sent Bill Beecher, webmaster, (bill\_beecher@flash.net) photos of your Morgans to show on the website, he would appreciate it? No names or address will be posted!*

Check the website, [www.texmog.com](http://www.texmog.com)

THE PREZ, etc.



the Prez

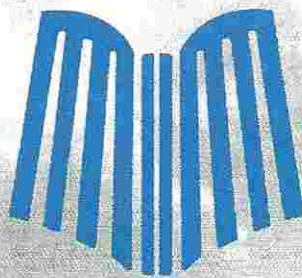


*MORGANS...ROAD CANDY*



## NOTE:

Morgan +4's  
from the fifties  
and sixties  
used Triumph  
engines



## Heaven Called...



As I sit down to write, the news reaches me, Robert "Kas" Kastner has passed. While it may be that no single individual wrote the book on Triumph performance, it was Kas who finished it. As a racer with no funds, he had no choice. It was either make stock parts go faster, or watch from the back of the pack. If I had put half the effort invested in studying his TR performance guide into my school work, I might have graduated with honors.

There are any number of web sites or books which document Kas' achievements in detail. Among Al Moss' personal photographs, there is at least one image from Riverside with Kas clearly visible, square roll bar and all, leading the charge. Kas had the ability, and force of personality necessary, to be a successful competitions manager. To prove the point, he did it twice, for two very different manufacturers.

I was lucky enough to meet Kas some years ago at Road Atlanta. The Friends of Triumph were holding their Kastner Cup race event. Tim Suddard, the publisher of *Grassroots Motorsports*, asked if I would drive Mr Kastner around during the lunchtime track parade. Tim provided a TR6 for the task. The memory fades, but there was something about the car which made it hard for me to drive. Either

the seat was stuck too far back, or the brakes didn't work.

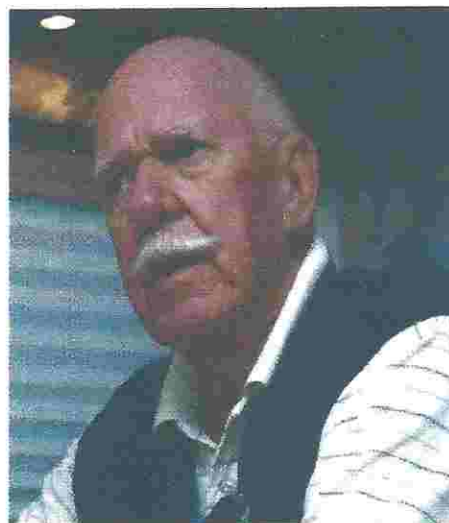
Whatever it was about the car, I wasn't about to let Kas think I couldn't drive. Even though it was a low speed tour, I felt it necessary to touch each curb at the proper spot, as if to say "yeah, I know how it's done." Such antics were entirely unnecessary. Kas was a perfect gentleman, and answered my every silly question as we toured the track.

Though not a collector of celebrity, circumstances have given me the opportunity to spend at least a few minutes with several very effective people. By and large, they share certain characteristics. They are extremely focused. They can withstand no half measures. They see their goals, the path forward to those goals, and have the quick twitch intellect to meet every challenge; head on and with a plan.

Such people can be a little scary. They don't dwell on the past, and won't give time to those undeserving of their focus. The rest of us can join the team and learn, or be left behind. Kas had long since left his auto racing days behind when a TR owning friend of mine, who also can only do things the right way, picked up a phone book and dialed the number for R.W. Kastner.

Whatever was said in that first cold call, it was enough to set Kas on a path which would reintroduce him to new generations of Triumph drivers. Ultimately, he re-embraced the Triumph community, accepting the mantle of elder statesman. Kastner's "Ready to Race" autograph now adorns a limited number of lucky TRs. Sadly, there will be no more.

The guitarist Jimmie Vaughan once sang the words "Heaven done called another blues stringer back home." I don't have as clever words for the automobile industry, but one of the British sports car A-Team members has gone home. So long Kas. Thank you for everything you did. Thank you for sharing your life with the rest of us. *MM*



Robert "Kas" Kastner  
1928-2021



# Morgan Motors OF NEW ENGLAND



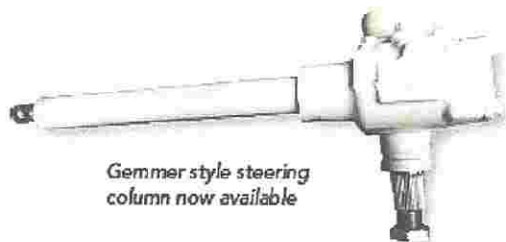
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## FBHVC clarifies the introduction of E10 petrol for historic vehicle owners

After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade.

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure FBHVC

members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available.

Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year, will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue

to market the 95-octane E5 grade.

The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: [www.gov.uk/check-vehicle-e10-petrol](http://www.gov.uk/check-vehicle-e10-petrol)

It should be noted that some Super E5 Protection grade products do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. Product availability varies by manufacturer and geographical location and enthusiasts should check the situation in their location.

## AUTO BADGES OF THE



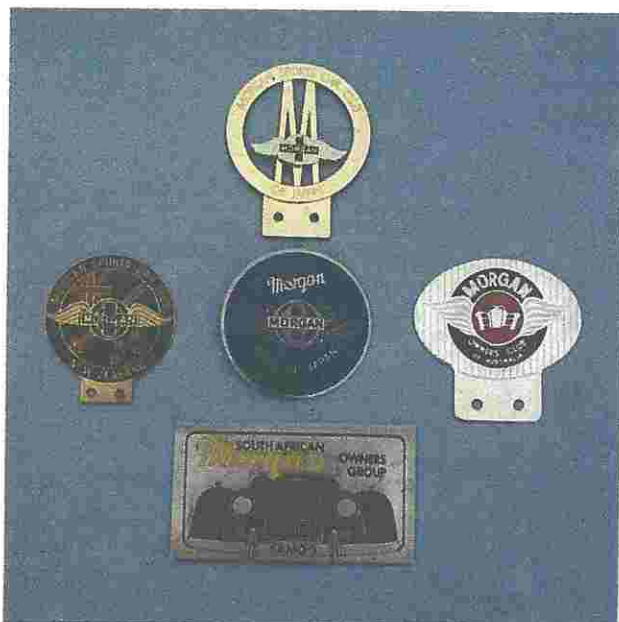
## CAR CLUBS

by Win Sharples

Ask the average guy to define "collector" for you and he would most likely say that it is someone who never throws anything away, an obsessive accumulator of worthless junk in which only he discerns the slightest value.

Well, it is true that we collectors do pride ourselves in our ability to see true value in that which the mass of man pass by. And, deep in our souls, we hold to no firmer truth than that all material things increase in value as they grow older (and, of course, rarer)!

Evolutions of club badges: the creation of the Morgan +4 causes the 4/4 Club to assume a new identity; the hand-hewn character of the first Morgan club, the Three-Wheelers, adapts to the modern world. No need to state national identity here; these are the original Morgan clubs. Rule Britannia...



Morgan badges of the Pacific and Africa: the early and the present badges of the Japan Morgans; Australia, New Zealand, and South Africa. The sun never sets...

But a true collector is never indiscriminate. Tell me that someone collects postage stamps, and I will nod with polite interest. But show me a man who has carved out for himself the domain of the air mail stamps of the Republic of Bolivia, and you have shown me someone truly worthy of my attention. With the definition of exact parameters, the accumulator becomes a true collector.

In the collecting of automobilia, it's hard to think of a better place to begin than with auto badges. They date from the earliest years of the automobile and



trace its developing history with their evolving style. They come in a wonderfully wide variety of shapes, sizes, colors, styles, and materials and have been issued to celebrate a myriad of events. Their small size makes them ideal for assembling in attractive displays (including ones placed on the car itself), and they are in themselves very beautiful.

Most importantly, they are evocative symbols of things larger and more complex, resonant with meaning and emotion, recalling to us an event, a car, a group, a triumph, a friendship.

But there are many auto badges of many types and purposes. Where can the serious collector begin? Well, I'll propose a somewhat surprising place, the badges issued by one-marque clubs; and I shall offer here as an example a choice that might seem even more



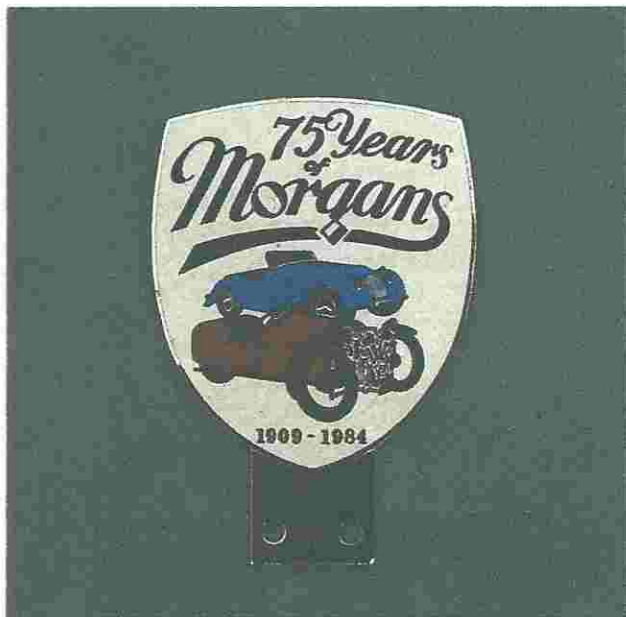
Morgan Commemorative badges: Swiss Morgans' 5th Anniversary; Dutch Morgans' 10th Anniversary; the only Morgan badge commemorating a meet: the German Morgans' 1983 Pfingsten (Spring) Meet; 70 Years of Morgans; and the commemoration of an event that never happened: a long planned but never realized revival of "The Great Race," Peking to Paris.

Morgan Commemorative 1984, the 75th Anniversary of the Morgan Motor Company.

Evolutions of club badges: Great Lakes enters the modern world (and learns that there are other "Morgan owners groups"); Toronto assumes, then abandons, the role of Canadian national club; Washington becomes succinctly British, then strives for identity as the US national club.

"Morgan Club of Japan" to "Morgan Sports Car Club of Japan" — which outdates the badge; and many at times feel it necessary to commemorate with a badge a special event or anniversary. Sometimes, when supplies run out, the pioneers of a club prefer to come forth with a new badge rather than to reorder, thus ensuring that they shall forever be identified as the Old Guard by the tarnished symbol on their badge bar. And, at times, out of pure whimsy or just for the sweet, simple hell of it, a club has acted to produce a new emblem for no other reason than to relieve the monotony of a weary winter season of bleak skies and silent engines.

But, no matter how many different pragmatic reasons for the issuance of a badge, none of these changes in design is ever arbitrary or without meaning.



surprising, those of the world's *Morgan* car clubs.

True, Morgan has produced an average of less than 500 cars per year, but *this* is the 75th of such years, and Morgan enthusiasts are famed for their almost fanatical devotion to the marque. And so, since the first was formed in 1945, the clubs have grown to 34 in 20 countries, 28 of them having issued a total of 79 different badges to date.

Obviously, many of the clubs have — for a variety of reasons — issued more than one badge. Twice the reason has been to correct an error: one hapless manufacturer left off the word "Morgan," while another added an unwanted apostrophe, undoubtedly confusing the "Morgan's of Philadelphia" with a seafood restaurant! Often the club undergoes a name change — from





Each variation in sign and symbol tells us that a group has changed its vision of itself, replaced the old view with a fresh idea, visually proclaimed.

If we were to invite into our world of automobilia collecting a semiologist, one skilled in the science of sign and symbol, it is safe to assume he would find in car badges a great deal to interest him. So too would the artist, who, since the advent of Expressionism, has followed the credo of Matisse that the form of a work of art has as much to say as has its content.

The artist and the semiologist each would note the extraordinary variety in our subject Morgan badges, their variations in material, color, and design; their relative degree of flamboyant gaudiness or modest self-effacement. From the badges themselves they would



Morgan Car Club badges of the continent: Austria, Belgium, France, Germany, Holland, Italy, Poland, Sweden, Switzerland. National pride in chrome and enamel.

Clubs within clubs: the Scottish, Cranfield, and High Peak (Tormog) Centres of the British Morgans; the Victoria Centre of the Australians; Germany's Munich Morgan Drivers and Hamburg's Morgan Enthusiasts show their pride, as does Sektion Nord.

North American Morgan Club badges: Toronto, Ontario; Plus 4 Northern California; Plus 4 Southern California; Chicago; Great Lakes; ¾ Group (New York); Northwest (Oregon, Washington); Ohio; Philadelphia; South (Southeastern US); Texas; Washington, D.C.; Western New York; A man with a Mog is welcome throughout the land.

spawned it. Car badges are as much, in their way, a reflection of the producing society as are the pyramids, glyphs, and ball courts of the ancient Maya, also a society in which the artist served to express the collective mind.

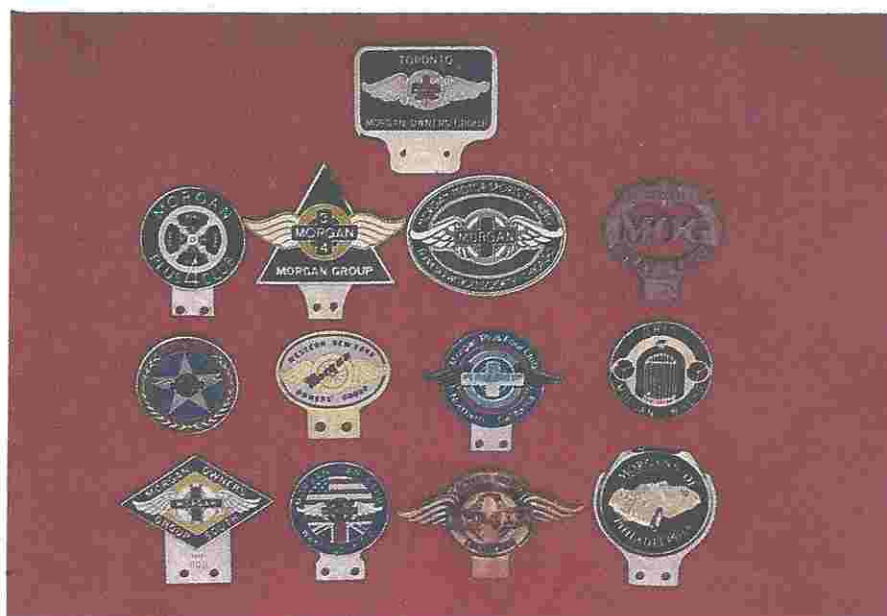
One of the first things that might interest us is the variety of ways in which the clubs have chosen to express their affiliation with the Morgan marque through a visual symbol. Most elected to utilize the Morgan emblem, a variation upon the theme of the winged wheel, a popular automotive emblem, but there is significance in the way the group has chosen to present it literally or in varying degrees of abstraction.

And some clubs preferred not to use the emblem, relying instead upon a version of the Morgan's characteristic grille for identification. Still others placed



learn a great deal about the members of the group and of their attitudes about themselves and about the marque. They would know something about the group's pride, their sense of history, their relative progressivism or conservatism, their romanticism or hardmindedness, their Anglophilia (versus chauvinistic identification), their originality of thinking. They would understand the group's ability to abstract thought or need to spell things out, their sense of values.

Aha, you say! Sure, this might be true for the artist who designed the badge, but surely not for the group whose symbol it has become. But the fact is the badge is not a private and esoteric art form, but a popular one. Badge-making is a communal, celebratory art, and so a badge reflects the vision of the social system that has





one version or another of the car itself upon the badge; while one, California's Plus 4's, used the device of a Brooklands steering wheel, quite appropriate to the history of this quintessentially British car.

All Morgan enthusiasts are by definition Anglophiles, reflected not only in some instances by a joining of the Union Jack with their own nation's flag but invariably stated by the rendering of the club's name not in its native language but in English.

Virtually all of the badges are round, a symbol of unity and completeness, the group a circle unbroken. Two use instead the mystic triangle (the first Morgans were, of course, three-wheelers) and four groups rely upon the strong but stolid and unimaginative rectangle. Six of the badges illustrated in this

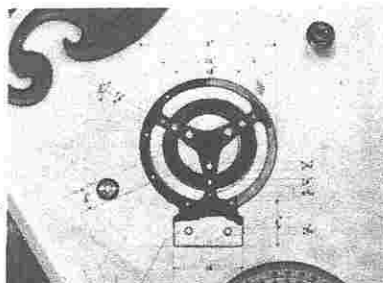


**Future badge:** The Washington, D.C. Morgans' 25th Anniversary. The world's fourth oldest Morgan club honors its traditions.

article, and four others as well, use the oval, an oppressed circle which causes us to think of earlier times; and two others, with their thoughts in the past, employ an heraldic shield. Six badges dare to interrupt the unbroken circle's strength by superimposing on it dominant Morgan wings which overhang it, a mothering and protective force. Two clubs, Great Lakes and Japan, dare further by choosing the freedom (if lack of substance) of a perforated badge; and, interestingly, each stands out from all the others in their choice of golden hues by which to proclaim their worth. Most other clubs enjoy the contemporary glitter of chrome, but several have used the warmth of antique brass to very good effect.

Four of the most interesting badges stand out in *sui generis*: Cranmog, which anthropomorphizes the Morgan into a comically menacing beast (a vision shared by more than one devotee to the marque); Philadelphia, which

dares to reveal an owner in an act of fond licentiousness with his car; an early Washington, D.C., badge in absolutely damned-if-I-care-if-you-know-what-it-means abstraction with a terse MCC DC that manages to be both loyally British and regally Roman; and the wonderfully Teutonically arrogant great flying tombstone of the Morgan-Club Deutschland, perhaps revealing



**Future badge:** the Barrow-in-Furness Centre of the British Club issues a challenge (and its badge dimensions) to the Morgan collectors: a do-it-yourself badge!

beneath their defiant pride just a touch of concern for their future on the Autobahn!

For national or regional identification, some badges display an heraldic symbol, some the flag, and many the national colors of the country. For many, it's the instant communication of a universally understood symbol: the windmill of Holland, the maple leaf of Canada, the Southern Cross (as well as the more subtle Maori good luck symbol) of New Zealand, Texas' lone star, the rather subtle Confederate grey of MOG South, and the San Francisco-based Plus 4's, with a rolling fog bank underneath the Golden Gate bridge. With

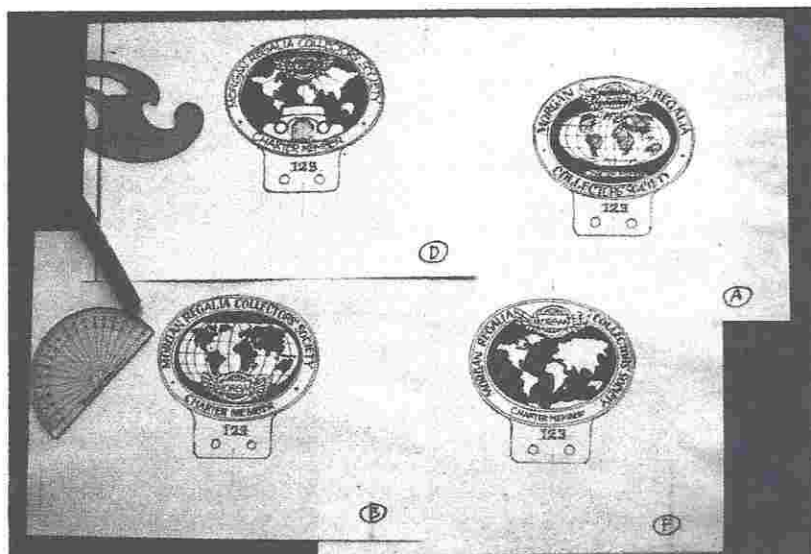


To commemorate the Inaugural General Meeting of the Morgan Regalia Collectors Society: a dash plaque.

both national pride and a nice sense of history, the French surmount their badge with a crowing cock, symbol of their ancestors, the Gaulois, so wonderfully French in its identity as the only bird able to sing while its feet are mired in the mud of reality, or so they tell us!

Seventy-nine badges, within the clubs of one marque, proud and quite eloquent symbols of these groups' devotion to the Morgan marque and the uniqueness of each. Only one example of the richness in store for the person who looks beneath the surface of the world of auto badges. ++

*Editor's Note:* Win Sharples has been a Morgan enthusiast since 1961, is currently general secretary of the Morgan Regalia Collector's Society, and is also editor of the Morgan Club of Washington, D.C.'s publication. His special fields of interest are ethnoart and the social function of art, as well as, of course, the complexity of Lucas' electrics.



**Future badge:** working sketches for the badge of the newest Morgan group, the Morgan Regalia Collectors Society, the club which spans all clubs.



# Shifting Gears

by Keith Martin

## Skinned-Knuckle Diagnostics

**W**e of the Boomer generation grew up sneaking J.C. Whitney and Warshawsky catalogs onto our desks during biology lectures. Figuring out how to afford trick, high-compression, .040-inch over-size pistons and rings for our Bug Eye Sprites was a daily topic of discussion. Tinkering with cars was our lifestyle.

There was all sorts of wonderful mechanical wizardry to decipher, including the mysteries of adjusting distributor points, gapping plugs and setting the static engine timing with a 12-volt light bulb connected to two pieces of lamp cord. At the tender age of 16, there was something terrifying and magical about leaning over a four-cylinder, Weber-equipped 1300 Alfa engine and revving it to 6,000 rpm while watching the strobe light search for the maximum advance mark etched on the flywheel. The wind from the fan, the sound of the four carburetor throats sucking air and the urgent sense of restless energy conveyed by the engine combined to form a powerful gearhead narcotic.

We learned to undercut generator armatures and install new brushes, to sand the points on voltage regulators and rebuild brake master cylinders. Whereas today the Ferrari or the Alfa just saunter off to the shop with a long list ("just keep fixing things until you reach my Visa card limit"), in the early '60s time was more plentiful than money, and a day spent decoding the confusing diagrams accompanying a Solex carburetor rebuild kit was time well spent.

Today's children don't have our affection for motor cars, nor should they, given the era they were born into. We are the last generation to troubleshoot with skinned knuckles instead of computer printouts, they are the first generation to grow up with more PCs than toasters in their homes.

Cars today, more efficient than ever, require almost nothing from their owners and customization has taken some strange twists and turns. I confess to bemusement when confronted by slammed rice-burners with big exhausts and twinkling lights attached to the inside rear-view mirrors. But as a '60s sports car fanatic, I never understood low-riders and hot rods either.

Let's jump forward a decade. The nascent power outages on the West Coast are just the precursor of challenging times ahead. Vehicle ownership and use will become more of a privilege than a right, and we predict that a combination of increased environmental concerns and a new, younger bureaucracy not nearly so attuned to cars (who will replace long-time enthusiast Dick Merritt at the DOT when he retires?) will create a situation far less friendly to our noisy, polluting old playthings.

Recall that at the turn of the last century, horses were commonplace in downtown areas. Their visible pollutants are staggering, both from a volumetric and olfactory per-

spective. Today, when horses are in a parade, the obligatory motorized cart manned by pooper-scooper wielding clowns are right behind.

Will it really be so different for our old cars in twenty years? California has already reneged on its rolling exemption concerning emissions requirements for vehicles more than twenty years old; in Oregon, any car built after 1974 has to pass emission requirements with no upper limit on the amount the owner may have to spend to bring one into compliance. (A call to our DMV asking about controlling the exorbitant costs of smogging a vehicle will often elicit the following *soito voce* response, "Can't you register it outside the mandatory testing area?").

SCM has no philosophical problem with the tradeoffs required by an increasingly urbanized society that is trying to make wise use of diminishing resources. Few of us shoot deer for the dinner table from our bedroom windows any longer, or collect breakfast eggs from the henhouse outside the back door. In an ideal world, if we had to pay \$1,000 a year as a "pollutant tax" on an old Ferrari, that money would go to subsidize creative mass transit or hybrid cars.

At this moment, there are more classic sports cars that are roadworthy than at any point in history. When automotive historians of the 22nd century look back on 2001, without doubt they will be filled with envy at our era when vintage cars could simply be fired up and taken out on the road, and driven just as long and as far as the driver wanted to go.

As we baby boomers begin to enter our golden years (my invitation to join AARP arrived last month; I angrily discarded it, but only after checking to see if the New England 1000 or Monterey Historics were offering senior discounts), we are creating ever more ways to put our old cars on the road. We have the cars, we can create the venues, we must make the time.

These are the good old days.

### On the Cover

A romance-laced confection consisting of equal parts of spring-time Italy, a Ferrari Dino and two young lovers graces our cover this month.

Created by English artist Alan Fearnley, it's titled "Ciao."

The painting is one of a group of eleven Fearnley has produced called the Classic Collection, each featuring a different classic car, including a Bentley, Alfa Romeo, Jaguar XK 120 and XKE.

The paintings in the Classic Collection are not historical, but rather represent the emotional feeling from a moment in time. For "Ciao," imagine the year 1974, a young man driving his new Dino, and visiting his Juliet in Verona.

The original oil painting, created in 1996, belongs to a private collector in Italy. Lithograph prints, from an edition of 500 printed on archival paper, are available for \$175. The image size is 20 x 15 inches, and the entire print measures 26 x 20 inches. This edition is nearly sold out. Contact Steve Austin's Automobilia in Beaverton, Oregon, at 800/452-8434, fax 503/643-1302, [www.steveaustinsautomobilia.com](http://www.steveaustinsautomobilia.com). ♦



ED., circa 1968, using special tool #2x4x6 for Alfa engine removal.



# A Texan Stopover

by *Pauline and David Pickles* (MSCC 4368 - Staffordshire Centre)

Miscellany occasionally publishes articles on the theme "What I did with my Morgan." Well we thought we would send you a note about a Morgan adventure without our Morgan!

In 2002, being newly retired, and so without the time limitations of work, we decided to take an extended holiday to Bolivia and Peru, including walking the Inca Trail into Machu Picchu, a rather breathless trek taking four days and at heights up to 15,000 ft. But that, as they say, is another story.

Our flights to and from South America included change of planes at Houston in Texas, so we decided to extend our trip and spend a week in Texas, where we had never been before. This led to us wondering if anything was going on locally in the Morgan world during our stay. A quick email to the secretary of MOG MOG (Morgans on the Gulf Morgan Owners Group) giving our itinerary brought a speedy response saying that we were in luck,



the annual weekend get-together of the two Texas Morgan clubs, TexMog XXII, was taking place on the weekend we arrived and indeed starting on the very day of our arrival. Furthermore we

had been booked in for everything! True Texan hospitality! We were to pick our hire car up at the airport, drive to Club Secretary's address in Houston, where we could shower off the dust of Peru, have refreshments, and follow him to the town of Boerne, a mere four hours away, for the festivities.

Needless to say we were made incredibly welcome, and joined the 46 other Morgan owners who all made us very much at home. We enjoyed the opening meal on Friday evening,

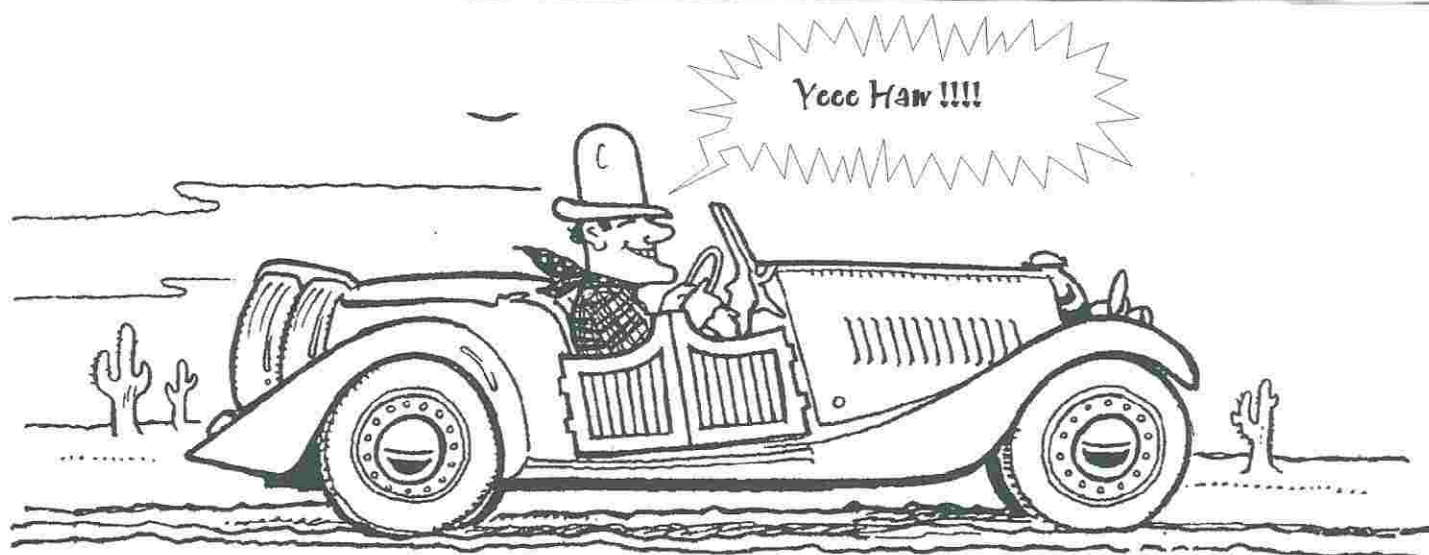
a scenic drive through what was described as Texas Hill Country - think Yorkshire Dales only flatter, the next day, and the main meal on Saturday evening.

We were awarded the prize for those who had travelled farthest, which we thought we did not deserve, as some had come from Oklahoma, which is a VERY long way to travel by road for a weekend event.

What struck us was how technically knowledgeable all the owners were about their cars. No Morgans had been imported to USA for 30 years or so, meaning that the cars were all quite old and also there was not the network of Morgan specialists to back them up which we enjoy in the UK. So they had to rely

very much on their own resources.

What lovely memories that very special occasion has given us and how pleased we are to be members of the worldwide Morgan family!



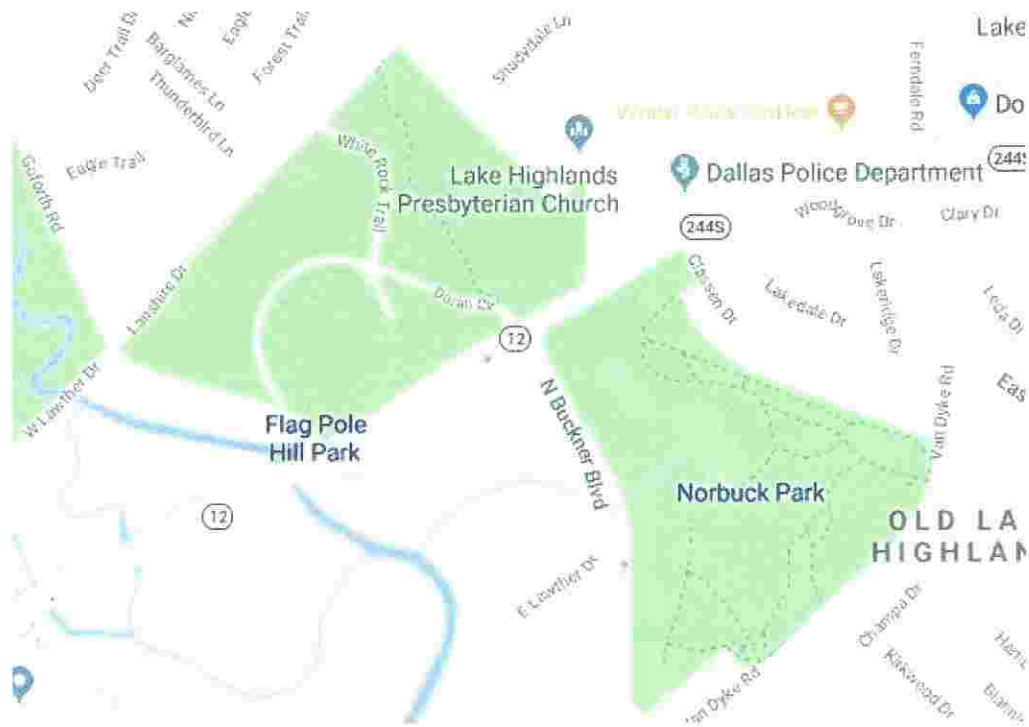
NOTE: New entries and revisions are in italic type  
Entries in bold type are official MMCC events

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Entries in bold type are official MMCC events

2021 Help to fill in the blanks, send info to: [secretarytexmog@att.net](mailto:secretarytexmog@att.net)

**July 8**      **After 16 months of no meetings, let's have a dinner at the**  
**Thurs.**      **Back Country BBQ /see you at between 6:30 and 7pm.**

**Sept. 27-29** *Texas All British Car Days* is a 3 day event being held from Centennial Plaza in Round Rock, USA.





## 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 \$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  
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Mail may become available sometime later.**