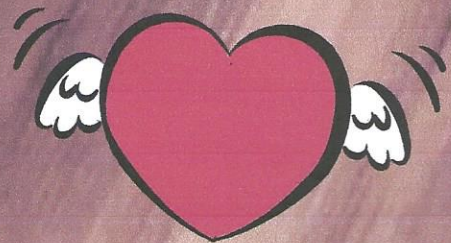
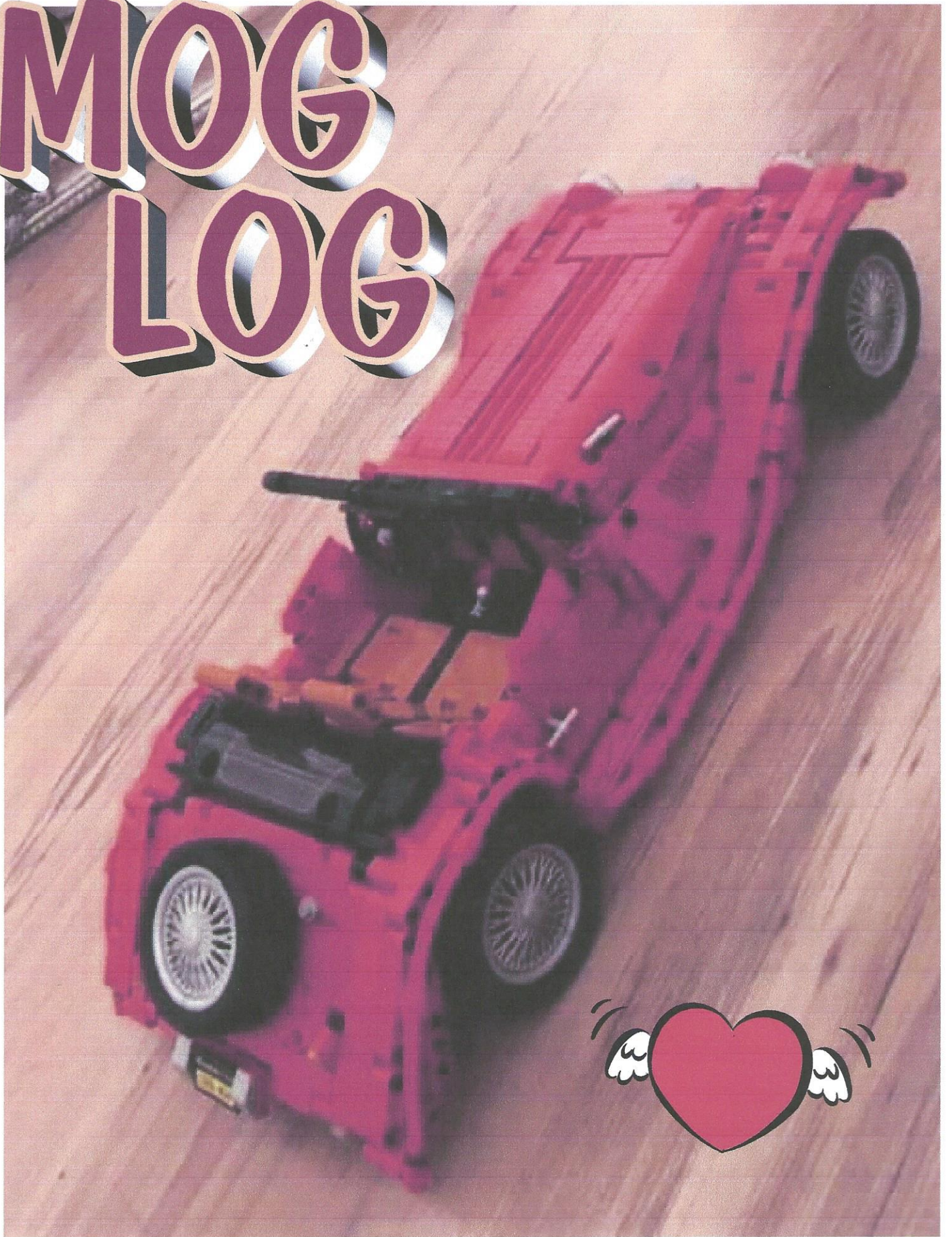


MOG LOG



FEBRUARY 2022

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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TREASURER
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214/321-1648

secretarytexmog@att.net

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MORGAN MOTOR CAR CLUB

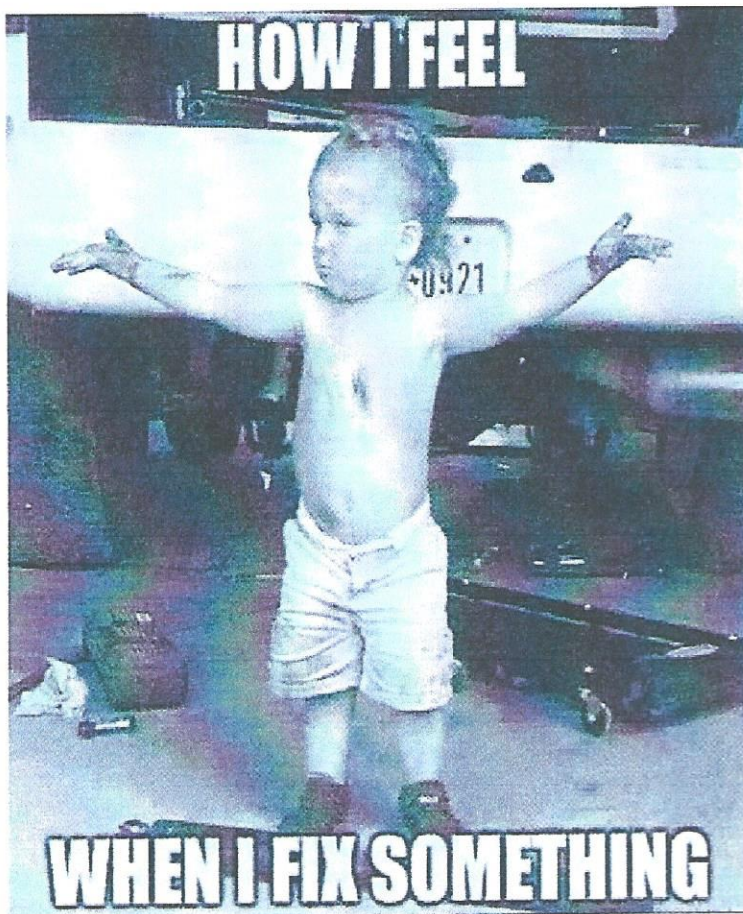
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To steal ideas from
one person is
plagiarism, to steal
from many is
research.



RUNNING On.....

Oh boy, oh boy--- a party, two car shows and a driving event have appeared on the calendar and...

Boxing Day is happening once again at the request of everyone who just wants to get back to normal in some way. We have been eating together at the Back Country BBQ for a while and followed the new protocol for going out in public. Masks on, skin dried to paper crisp with alcohol rub, and keeping distance, except for some quick hugs. Hopefully, the weather is becoming more temperate and the outside patio can be used by people. If you don't want to come we will miss you but no problem. If you are coming, please R.S.V.P. and check the notice in the newsletter for details. **THE EVENT WILL BE CANCELLED BY NOTIFICATION WITH INDIVIDUAL EMAILS TO LOCAL MEMBERS AND THOSE WHO HAVE R.S.V.P.'d if necessary.**

Check the calendar and flyers for the car show announcements. Waxahachie is not so far away for the Sweethearts & Orphans show, and of course All British and European is a long favorite for the Morgan community. Hope some of you can attend both or at least join us at White Rock Lake for ABC&E.

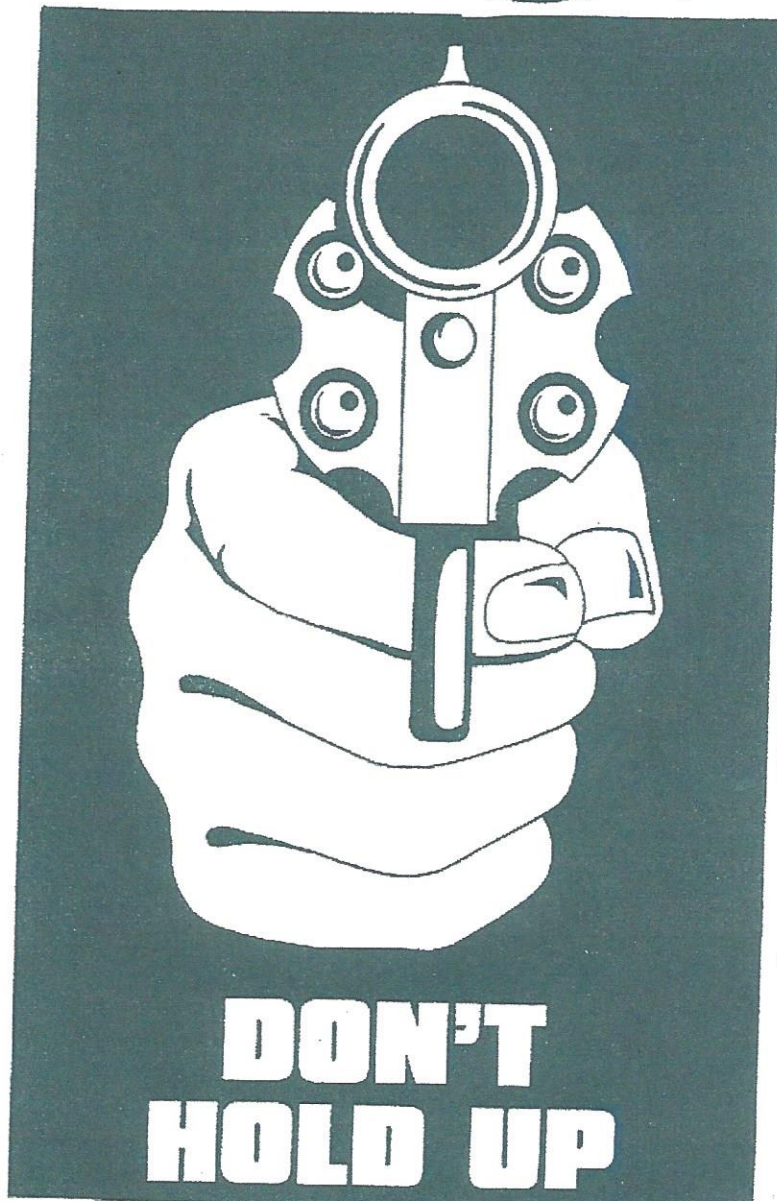
Coming up in April is our first driving event. It has been so long I don't know if any back roads still exist now with all the growth to the north of DFW. Craig, our brave 3-wheeler pilot, has checked out the area and put together a great route for his car and our more roady 4 wheelers. Nocona is a fun location to visit and this all sounds good. Check the page with the details and join us.

***See you Sunday, February 20th, at the Smiths for Boxing Day.
See you Thursday, March 3rd at Back Country BBQ.***

Check the website, www.texmog.com



MORGANS...ROAD CANDY!



YOUR 2022 DUES PAYMENT

MMCC 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**

2022 - Help to fill in the blanks, send info to: secretarytexmog@att.net

Feb. 20th ***Boxing Day (see details in newsletter)***

Mar. 5th *Sweethearts and Orphans XXII*
Waxahachie, Texas (See flyer in Newsletter)

Apr. 16th *******APRIL ROAD TRIP*******
Nocona, Texas (See details in Newsletter)

May 1st *All British & European Car Day*
Sun. *Dreyfuss Club Point – White Rock Lake, Dallas, Texas*

June

July

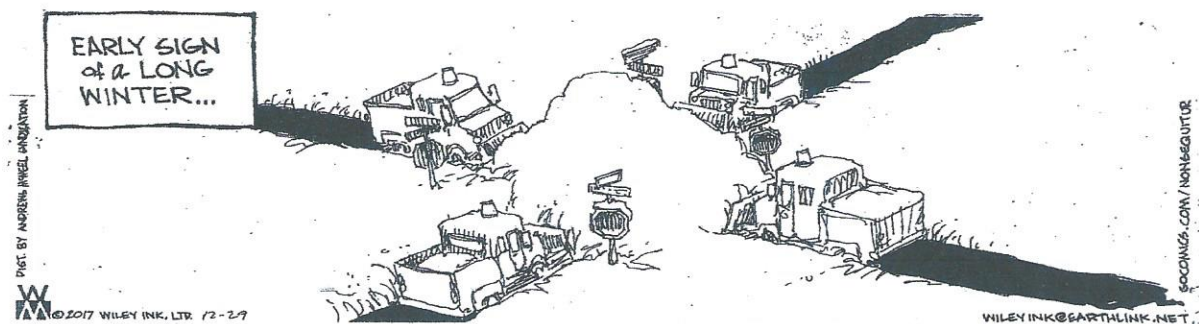
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Sept.

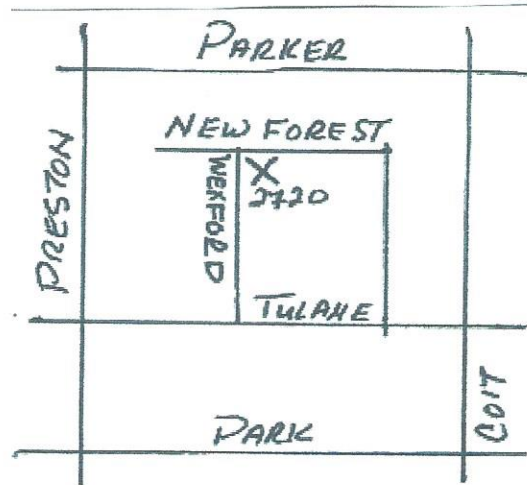
Oct.

Nov.

Dec.



BOXING DAY – SUNDAY, FEB. 20 – 1:00 PM



It's party time again, so be prepared for the abnormal warmer weather MMCC usually has for the Boxing Day Party. Yvonne and Jeff Smith are once again our hosts having *volunteered* for this event. This is a site of many previous Boxing Day parties.

There will be the usual gift exchange for those who want to participate. Bring a gift of value less than \$30.00 for each participant. If you elect not to participate, come anyway, to enjoy the machinations of those who do participate in the sometimes crafty or cruel trading of certain gifts.

Since food and drink will be provided, it would be good taste to RSVP 214-505-0933 or email at: jsmith6844@gmail.com. The address is 2720 Wexford in Plano.

If you are unfamiliar with the area, call the above number, tell them where you are, and Jeff or Yvonne will lead you in.



Sweethearts & Orphans XXII

March 5, 2022, in Waxahachie, TX

S&O IS BACK FOR IT'S 22nd SEASON IN 2022!!!

The Texas Region Antique Automobile Club of America (AACA) invites you to join us for Sweethearts & Orphans XXII. We are back again in historic Waxahachie, Texas!

Registration will open February 9, 2022, 8 am at [sweethearts-orphans.com](https://www.sweethearts-orphans.com). The event is FREE, but everyone must register as space is limited! Do you have an Orphan? Read below to make sure.

To clarify, "orphan cars" are those wonderful, historic automobiles whose manufacturers have disappeared into the mists of time - great American independent marques like Hudson, Studebaker, Willys, Graham-Paige, Nash, Kaiser-Frazer, Packard, AMC and hundreds of others. There are also "corporate orphans" - historic marques from Chrysler, Ford, and GM - such as LaSalle, DeSoto, Edsel, and more. Recent orphans like Plymouth, Oldsmobile, Mercury, Pontiac and others are also welcome, but we ask participation of pre-1990 cars only, original or restored to stock or "stock appearance". **No customs or rods, please!** We love all cars, but S&O's focus is on automotive history, not automotive art!

As usual, S&O is open to ALL marques built prior to World War II. We believe all 1942 and earlier vehicles are of historical significance and want the public to see the cars that changed America and the world. The main reasons for S&O will never change: (1) to bring "orphan" and vintage car owners together to make and renew friendships; and (2) to take time during the Valentine Season to honor the wives, girlfriends, or significant others that put up with our old car obsession all year long. So, c'mon, join us... Those who have attended in the past will tell you that we have a great time together!

Sweethearts & Orphans will continue to be a non-judging meet. S&O meets aren't about competition. We just want people to admire and enjoy our unique and historic cars, establish friendships, and enjoy a day in a friendly, laidback setting. Good friends and great memories remain the real prizes of this meet. Join us for this event... From beginning to end, S&O is just fun, fun, fun!!!

The Saturday Car Show N' Shine will be held around the beautiful and historic Ellis County Courthouse in downtown Waxahachie. The show will start at 10:00 AM. Let us remind you that your car doesn't have to be a #1 show car... If it can make it to Waxahachie, we want to see it! We ask that you keep your car on-site until 3:00 PM. Downtown Waxahachie has lots of shops, boutiques, galleries, restaurants, and such for those who tire of tire-kicking (perish the thought!!!).

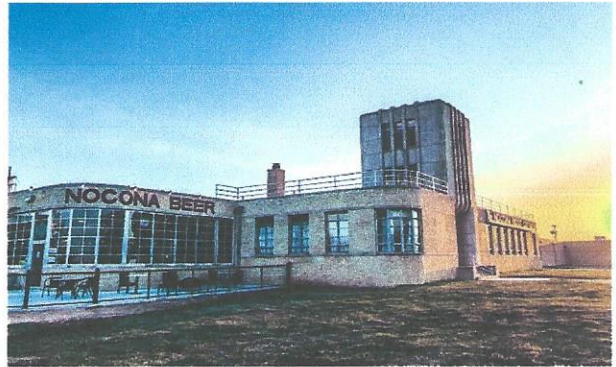
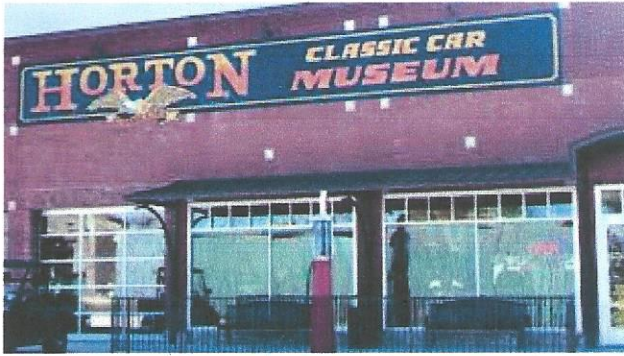
We will have parking helpers onsite around the square. Parking will be allocated on a "first come, first served" basis in designated parking slots around the square. In previous years, we've tried to order cars by year or marque, but most seem to prefer to stake out a spot with their friends or clubs. Most clubs are very effective at "self-organizing." For those who have attended in the past this year is car show only - no Friday tour, Saturday banquet or judging and awards.

For more information about S&O XXII, call Larry Kollie at (972) 903-9037 or email me at aklol1915@gmail.com.

<https://www.facebook.com/AACATexasRegion>

April Road Trip –

Saturday, April 16th – Nocona, TX

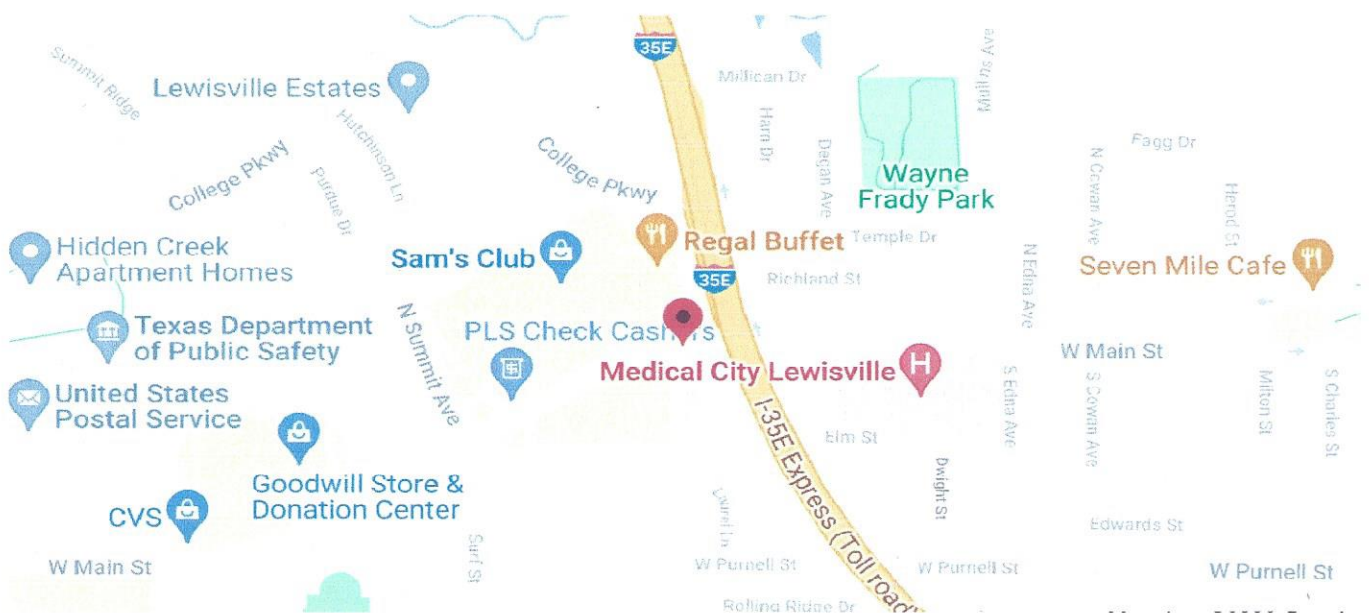


Need to get out for Spring? Need to escape the Tax man? Let's get out for a road trip! Bring your Morgan if you can, or another driver if you can't, but let's get some fresh air and see some sights.

We'll take some Texas back roads and get out of town. We can meet at 151 Coffee, off I-35E in Lewisville. We'll leave at 9AM for a back road tour up to Nocona; about a 1 hour 40 minute drive. We can start with the tour of the Horton Classic Car Museum, and get our fill of all sorts of cars in the Horton's collection. Museum entry is \$10 (\$8 if we can get a group of 20). Afterwards we will head over to Nocona Beer and Brewery for a good lunch and maybe even a beer.

Between the pandemic lockdowns and the winter months, it is time to get out and drive. Come join us! Reservations not required, but let Craig know if you plan on coming so we can get an approximate headcount, and just to ensure we leave with everybody the day of the event. See you there!

When	Saturday, April 16 th
Starting Point:	9AM – 151 Coffee - 720 W Main St, Lewisville, TX 75067 (near I-35E) www.151coffee.com
Destination:	Nocona, TX
Sights:	Horton Classic Car Museum – www.hortonclassiccarmuseum.com Nocona Beer and Brewery – www.noconabrewery.com
Contact:	Craig Ligon – ligons@gmail.com or mobile 214-535-9423



100-YEAR

ITCH



Morgan Motor Company

Reportedly, 2014 marked the 100th year in the motor business for Morgan Motor Company. Certainly it has been thirteen years (December 2001) since *Roundel* published a feature on the first of Morgan's 4.4-liter BMW-powered Aero generation. Prewar craftsmanship was the key to Morgan's survival, until the aluminum frame Aero-BMWs arrived with Bavaria's V8 engines in 2000.

Today, Morgan's BMW engines measure 4.8 liters and lack the turbochargers of current Munich manufacture. The British company sold more than 1,000 Morgan-BMWs that rest on the aluminum chassis, clothed in hand-beaten or Superform alloy composites. They appear as a closed Aero Coupé or as an open roadster under the Plus 8 nameplate—the badge that adorned Morgans carrying Rover-Buick alloy V8 engines in 1968.

Since we last drove a Morgan-BMW, company life has been anything but traditionally unhurried. The Morgan family still own most of the stock, but their charismatic chairman—Charles Morgan—was briskly sidelined in 2013. Malvern Link now regularly assembles well over 1,000 vehicles a year, of which 50% are the price-starter three-wheeler with American V-twin power.

Eccentric even by English standards, **Morgan** puts **BMW's V8** to good use in an aluminum frame to return electrifying performance.



Story and photographs
by Jeremy Walton

Currently, the Morgan production range consists of six cars and a three-wheeler. The cars are priced from £33,075 for the long-running 4/4 to more than £100,000 for the Aero Coupe; our test Plus 8 would have cost £85,200 with no options. Based on the Plus 8, a limited-edition Speedster—celebrating 100 years of Morgan production—is a better value at £69,995. The Speedster may lack a windscreen and weather protection,

but a scant 60 were made, and the Speedster boasts the starker racing look (side exhausts, blacked-out alloys, and so on), so it has some enticing aesthetic values.

For such a British icon, Morgan's American links may come as a surprise. All current Morgan cars, except the 100 or so Morgan-BMWs made annually, carry Ford USA power units, ranging from 1.6-liter fours to

a 3.7-liter V6. The transatlantic trades continue with the U.S.-available three-wheeler (its owners inevitably include Jay Leno), which has an X-wedge V-twin supplied by S&S Cycle (Smith & Smith of Wisconsin), Harley-Davidson custom power specialists. Don't think those tricycling Morgans are just a retro hobby for the company; they account for half of the total 1,200 annual production.



Rare beast! The Plus 8 Speedster in left-hand-drive format appeared at the Goodwood Festival in 2014.

Those Superform panels that provide Morgan-BMW product with front fenders and other external cladding—but not the hand-beaten bonnet—are supplied via a Luxfer Group subsidiary. There is a factory close to Morgan at Worcester, but since 1986, Superform is also found in Riverside, California. Superform has delivered automotive components since 1974; its customers now include Rolls-Royce, Bentley, and Aston Martin.

Morgan's Pickersleigh Road site appears as the organized chaos that I remember from over 40 years ago, so seductive in Olde Worlde charm that it attracts over 30,000 paying tourists annually. It's a place where carpenters not only bend and fit their crafted automotive components, but where they will create motor-show stands—or the

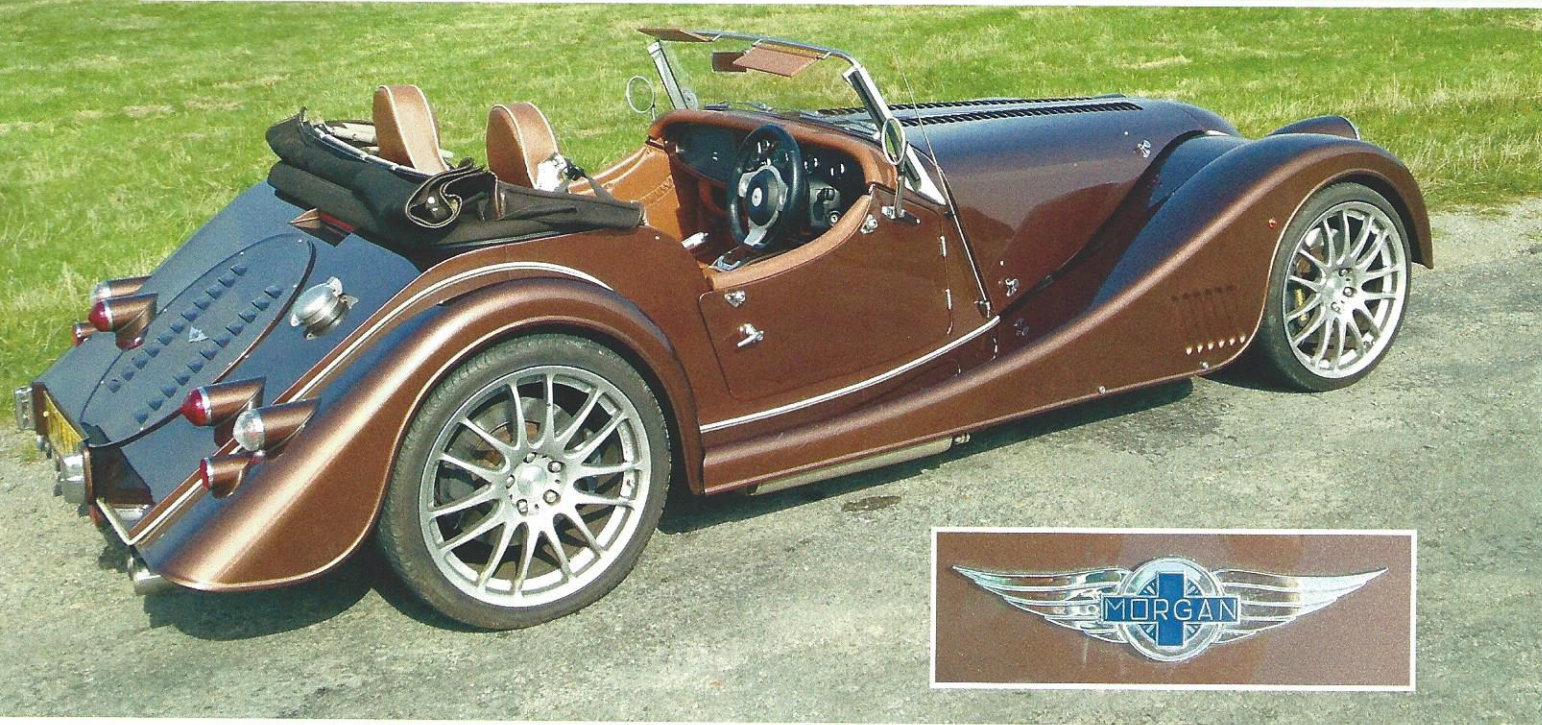
desks for employees. Look beyond a cheerfully skilled workforce, and you see new construction, evidence that considerable investment continues. Family-owned Morgan generates enough cash to make substantial investments without major loans, so I admire their effective 21st-century facility deploying ICI water-based paints in their final finish and assembly areas.

Three assembly methods tackle such differing vehicles. The three-wheelers depend on many subcontracted components before they reach the assembly and paint booths at Morgan. The traditional tubular steel chassis and wood stand-alone sections of the roadster are the bulk of four-wheel motor-car output; they crawl through various hand-assembly halls at Morgan over a four-week period, including the

traditional roll down a slope from chassis-assembly and body paneling to the paint shop. Any logic in the process is completely lost on the casual visitor as they paint, and then disassemble, before final assembly. Mad—but it seems to work.

The final production process applies to the Aero and to subsequent generations of BMW V8s, which use an alloy riveted-and-bonded aluminum chassis instead of the Old School steel tubular frame. Major ash wood sections remain in all Morgans that do not use BMW power and the Aero alloy chassis, and those include the bathtub enclosure that serves the three-wheeler. However, the BMW-powered machines and their alloy chassis do carry exterior body panels on skeletal wooden support sections. **R**

SUNSHINE SUPERCAR



Optional nineteen-inch wheels are by Rays, a manufacturer of wheels for Formula 1.

"The Plus 8 is now the perfect marriage between retro icon with leading-edge technology underneath," says youthful James Gilbert from Morgan's media department. Burbling back to Morgan's main reception area at the end of an exhilarating drive, it is difficult to argue. Every mile is memorable as this Morgan allies acceleration in the road-rocket zone—4.5 seconds is the brief interlude between takeoff and 62 mph—with docility and seductively classy charm.

There are everyday snags, but most are predictable, given the long snout and Morgan's disdain for the all-but-eye-wobbling ride qualities delivered via the wishbone suspension, which replaced those prewar suspension layouts in all Morgans lacking BMW power. The ride was mildly improved over the first of the Millennium Aero Morgan-BMW eights—this despite the demonstrator wearing nineteen-inch Rays wheels supporting fat 225/35 and oversize 245/35 rubber from Avon-Cooper.

First impressions increase my lust for ownership. I'm not a great fan of this long-bonnet layout in urban use, but stylistically, it works for the Jaguar XK-E, 1960s V12 Ferraris, and Mustang's pony-car clones. BMW is fond of the layout for the Z4 and the Z8, and like Morgan, Munich reckons that you should post sports-car-driving posteriors over the rear axle, delivering a sense of impressive cornering immediacy.

The detail finish of this Anglo-German sports car is another attraction. Hand-beaten sheet alloy forms a folding two-section lid over the tightly packaged V8, surrounded by the latest in Superform alloy panel tech for the wings. I'm personally not so keen on the numerous louvers and vents for that hood and the rear panel, but the

machined metal for the gear lever, handbrake, and side-screen knurled locator nuts are tactile, as well as visual pleasures. Shiny metals continue for a triple wiper array, but the foldaway soft top is not the tuck-away item that BMW and others offer; untidy Mohair folds dominate this rump.

The cockpit is an utter contrast to the British tradition for starkness in low-weight two-seaters. Trim, pale brown leathers allow stylish individuality in an automotive world crammed with harsh leathers that look and feel like plastics in 50 shades of drab. Some well-polished ash hardwoods are blended into the dashboard and doors.

The primary instruments cover a 180-mph/300-kph central speedometer and 7,000-rpm tachometer, just out of your immediate sightline, but the engine has a 6,500 rev-limiter that is unlikely to be needed in this low-weight, high-torque conveyance. Confined to fuel and water-temperature readouts, minor dials live in front of the driver, visible through the three-spoke steering wheel. The leather-rim wheel, featuring bright metallic detailing to spokes and boss, is more attractive than most current airbag items, but a passenger-side SRS bag is within a distinctly downmarket plain plastic panel. Carpeting is lush, and you are cosseted with standard air conditioning, although it struggled to overcome England's 70°F ambient.

The Brits offer cliché snug cockpits in this category, meaning torture chambers for any long, tall Texans. Morgan is an honorable exception, with okay legroom and acceptable shoulder room, but neither of the occupants exceeded 5'10". The snug bit comes because the factory demonstrator with 15,000 miles wore side screens, denuded only for the photographs.



Far from the stark, spare British tradition, the Morgan Plus 8 cockpit is intimate and accommodating.



The view ahead on a sunny day is dominated by your grin and a long hood.



BMW's 4.8-liter non-turbo V8 appears in the Plus 8 wearing Morgan cam covers.



Note the signature on some very finely crafted piped-leather seats.

Because this example had the ZF six-speed automatic—a manual six-speed is a no-cost option—there was generous footrest area and a steering-wheel paddle-shift option. You shift a shiny alloy central lever with conventional PRNDL detents; go left to select Sport.

Starting the Plus 8 is an event: Twist a conventional key, press a Start button, and wait for exhaust echoes that make an official Urban Economy figure of 16.0 Imperial mpg sound like a wise investment. From factory parking-lot gurgles to a business-like progress through harder-edged tones onto outright aggression, only a proper larger-displacement Detroit V8 will allow a clearer aural performance: *Hear me now, watch me now—we're gone.* Bystanders, even in Morgan Malvern hometown, stand and stare as the premium collection of fancy metals, accommodating leather, and the world's most louvered road vehicle fades to a distant V8 beat.

At the wheel on tight UK lanes, driver feedback is mixed, from fabulous to truly retro, the latter traits not always deeply desirable. You get the long bonnet, the wrap-around cockpit, and formidable acceleration as

immediate kicks. Sunshine envelopes you physically and mentally as you note that equally powerful four-piston AP race-proven discs fail to break a sweat hauling back only 2,700 pounds (by independent test: Morgan claims 2,420 pounds) of curb weight.

As the long beak nods over the gentler contours of wider main roads and the rev-counter settles to 2,000 rpm and expressway velocities, the sunshine mood shifts to thoughts of acquisition. If you are not an imposter motor-noter, but a genuine prospective customer, then the Morgan Plus 8's asking price of £85,200 is just the start of a slippery slope to Option City Central. Morgan sells their options dearly—and extensively—and the final bill will also be memorable.

I'd be failing readers if I simply signed off the Plus 8 as a flawless funster. We could write off some idiosyncrasies as character, but there are elements to Morgan dynamics that need rectification. First is the steering, which goes through a disconcerting over-center patch as you apply tighter cornering lock. That suggests a fundamental quarrel occurring in the



The meaty retro look is spoiled a little by those spindly mirrors.

steering system that should have been sorted by now. Yet steering issues never cloud rapid progress, and you get enough feedback to counter any waywardness on slippery surfaces.

Second, there is still unruly flexing and creaking over the kind of country-lane surfaces that Morgan drivers should enjoy. Body and screen movement under duress is nothing like that exhibited by the 1970s ancestors of the Plus 8, but I had hoped that the chassis would display the inherent integrity that I remember from the bonded-alloy chassis of the Lotus Elise,

or the larger aluminum-chassis Aston Martins. Up-rated rigidity would benefit ride quality and safety-test results.

Would I buy into the nostalgia trip with a BMW techno kick?

I would be attracted by the Plus 8's outstanding acceleration, automotive individuality, and quality cockpit. The friendly and informative factory workforce treated me as a potential customer, and I felt that Morgan V8 ownership could be just like joining a warmly welcoming club—one that maintained reassuring family values.—*Jeremy Walton*



Our illustrated parts catalog
available free online

For Everything Morgan

- Factory Authorized Dealer
- Largest inventory of Morgan parts and accessories outside the UK
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- Award-winning restorations
- Complete mechanical rebuilding
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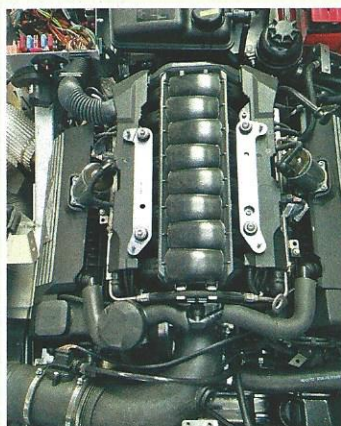
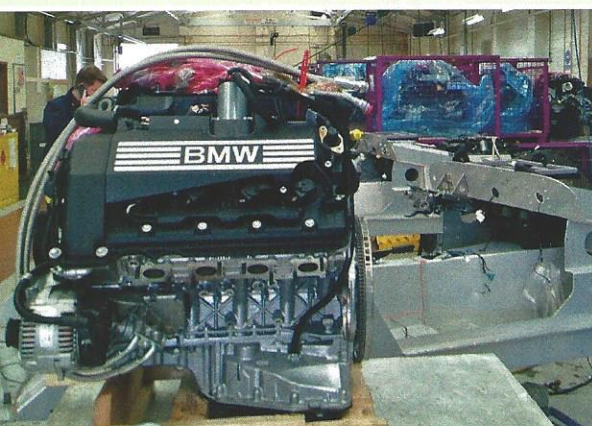


Gemmer style steering
column now available

MUNICH V8 LORE



Morgans from the past include the original BMW V8-powered Aero 8 that we drove for *Roundel* in 2001.



Crated arrivals lose their BMW ID rapidly, once the 4.8 V8 is installed in a Speedster.



A central speedo and tach—with start button below—and turned metal for gear lever and hand-brake contrast with downmarket plastic airbag paneling.



Morgan three-wheelers—with American V-twin power—account for half of current production; our front views show two prototype electric versions.

Appearing in 1954, the BMW 502 carried Germany's first postwar V8—the world's first aluminum V8, in fact. Uprated versions appeared in the glamorous 503 coupe and the classic collectible 507, both introduced in 1955 and put into production the following year. The 4,799-cc V8 found in Morgans today is a reminder that Munich previously reserved turbocharging to brewing motorsport winners rather than showroom produce.

The normally aspirated N62 eights shipped to Morgan carry a 93-mm bore allied to a shorter 88.3-mm stroke. They feature quad-valve heads, double overhead camshafts on each bank, and the VANOS variable valve-timing system applied to inlet and exhaust cams.

Power output was credited at 360 horsepower SAE, and the same number for maximum pound-feet of torque, measured in the US-spec 650i of 2006. Morgan and other sources credit it at 367 horsepower today at the same 6,300 rpm, coupled to 361 pound-feet of torque by 3,400 revs, a quote that goes back to the 2005 N62 in B48 specification.

Some V8 redevelopment work aimed at the USA—and to stretch the BMW aluminum block V8s from earlier M62 coding (branded 4.6iS in the X5), transferring to our Morgan test vehicle's N62 status—was undertaken at Alpina. That favorite BMW specialist tuner used a 4.8-liter eight for the B10 V8 models; the 4.8 was also installed within their automatic-transmission rework of the Z8 modern classic roadster, most of which were shipped to the U.S. After some laborious hand and parts-list modifications, that Z8 4.8 made 375 horsepower rather than the Z8's original BMW Motorsport-developed S62 V8 of 394 horses from five liters, which also served the E39 M5.

The N62 engine has been used in Morgans since 2008, but the British concern used two BMW 4.4-liter V8 generations—M62 B44 and N62 B44—from the launch of the Aero 8 models in 2000. I am told that there is no current BMW production model reliant on these late-edition V8s, which predate the turbo-charged TwinPower eights. The best-known BMW applications of the N62B48 engine were the X5 of 2002–2010 (355 horsepower), the 550i of 2005–2010 in sedan and Touring bodies (360 horsepower), and the 2005 650i coupe and convertible (360 horsepower).—

Jeremy Walton

THE PLUS 8 SPEEDSTER: A CENTENNIAL CELEBRATION



Inside the factory gates, the slope is still used to transport rolling chassis down to paint and final-assembly areas.

Morgans are uncommon even in Britain, but the elusive 2014 Speedster was hard to track down for a test drive even in its first—and only—year of manufacture. The original press car and demonstrator from the factory appeared at Goodwood Festival of Speed, gave a few passenger rides, and did a few media drives before it was sold. A German dealer bought ten of the 30 that had been made when we called, and friendly UK dealers also disposed of their vehicles before we called.

What's so Speedster special?

Both BMW and Porsche tend to strip out their most promising Speed Fiends For Sale in strictly limited Lightweight format at (usually) much higher prices. Morgan follows the strip-out procedure way beyond what BMW is ever likely to offer, but the price is actually substantially less than that of the mechanically identical—but heavier—Plus 8 that we drove. The Speedster is tagged at £69,995 versus the Plus 8's £85,200.

There's a slight reduction in 0-60-mph times to 4.2 seconds, coupled with a limited 148-mph max. Now you see why Morgan-kind would be keen to take immediate delivery.

The most striking and impractical features are the loss of all weather-protection equipment and a formal windscreen. Instead, you get aero-blade screens to deflect incoming gales. Oh, and they delete the door handles—no point to them without a top and side screens, but you can always get Morgan to build it any which way you want... for extra cash.

Other major Speedster bragging rights are the simple, unique black-sprayed eighteen-inch wheels, which look like steel rollers, but are actually aluminum items. More standard Speedster features include blue towing eyes, graphics, and exterior highlights. Inside, there's a body-color dash, plus pleated leather seats with vertical stitching, a 100 Years signed chassis plate, a Union Jack hood badge, and black stone guards.

The factory will supply a traditional leather-rim Motolita steering wheel in the spirit of the model, but that has no airbag. As for many other Motorsport options, there will be no homologation status. If you want airbags and paddle-shifters for the standard automatic six-speed we drove in the Plus 8, they will do that as an option. Also on the Speedster option list are the rollover hoops that adorned the factory demonstrator at Goodwood and those neat side-sill twin exhausts.—*Jeremy Walton*



A Morgan Speedster destined for a German VIP was assembled on unique wheels.



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