

MOG LOG



JANUARY 2024

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!

PRESIDENT
EDITOR
TREASURER
MEMBERSHIP CHRMN.

Judi Boyles
8422 Garland Road
Dallas, TX. 75218-4333
214/321-1648

secretarytexmog@att.net

WEB ADDRESS:

www.TEXMOG.COM

MORGAN MOTOR CAR CLUB

REGALIA
Jeff Smith
2720 Wexford
Plano, TX. 75093
jsmith6844@gmail.com

HISTORIAN
Bill Boyles
8422 Garland Road
Dallas, TX. 75218-4333
214/321-1648

wmj3@att.net



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

""The good we can do
together far surpasses
the good we can do
alone."

Benjamin
Franklin



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**

2023- Have an idea for an event you would like to put on for MMCC, pick a date, a time, a place and send me an email at: secretarytexmog@att.net.

MEETINGS

Feb. 10th Red Truck Café
Sat. 10am monthly meeting

Mar. 9th Red Truck Café
Sat. 10am monthly meeting

Apr. 13th Red Truck Café
Sat. 10am monthly meeting

EVENTS

Feb. 25th MMCC Annual Boxing Day Party
Sun. 1pm Jeff and Yvonne Smith Hosting
See details further in newsletter

Mar. 23rd British Motoring Festival, New Orleans, La.
Sat. See details further in newsletter

Apr. 21st All British Car and Other European Car Days
Sun. Details to follow.

News of further events will be welcome.

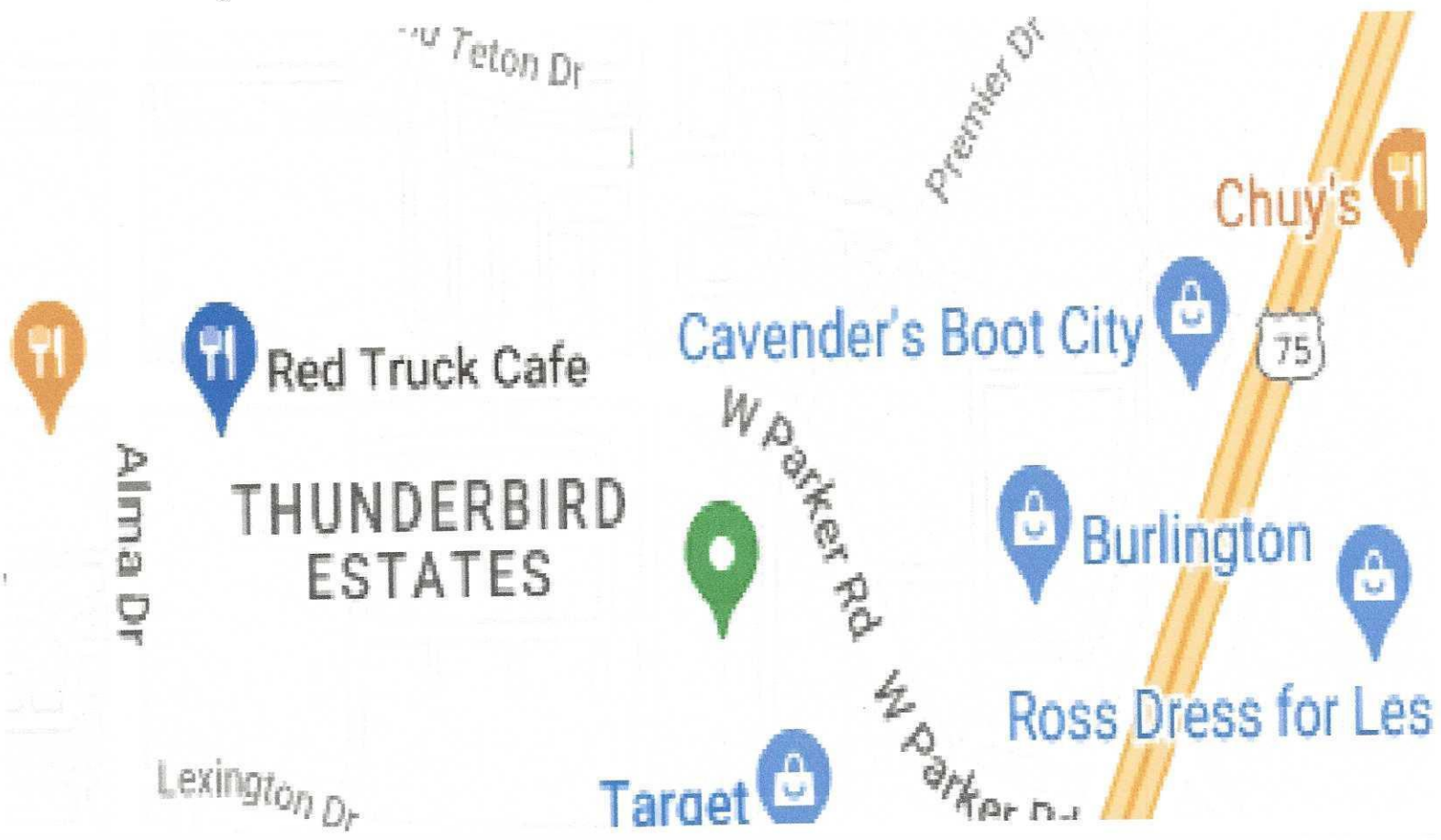
Is your Morgan suffering the winter doldrums?



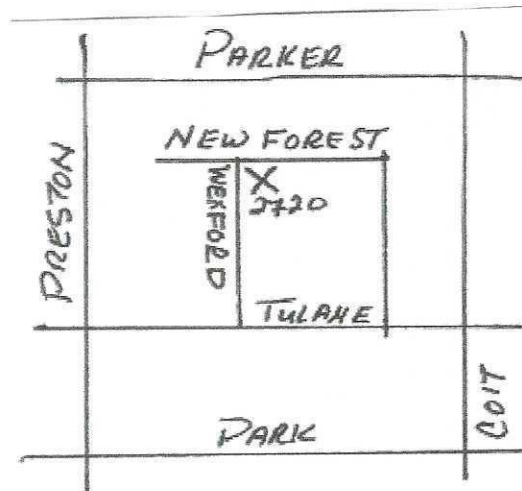
MMCC MONTHLY BREAKFAST MEETINGS



Towne square, 910 W Parker Rd #101
Plano, TX 75075 Second Saturdays



BOXING DAY – SUNDAY, FEB. 25 – 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.

There will be the usual gift exchange for those who want to participate by bringing a gift of value less than \$30.00.

If you elect not to participate come anyway to enjoy the fun.

Since food and drink will be provided, it would be good taste to RSVP. The address is 2720 Wexford in Plano. If you are unfamiliar with the area, call 214-505-0933, tell them where you are, and Jeff or Yvonne will guide you in.

IT IS HOPED THAT YOU R.S.V.P. A WEEK BEFORE THE EVENT, AS GREAT LENGTHS ARE GONE TO IN PROVIDING ADEQUATE AMOUNTS OF FOOD AND BEVERAGES.

EITHER CALL JEF OR YVONNE AT 214-505-0933

OR EMAIL AT : dadmog smith jsmith6844@gmail.com



Save the
Date!

British Motoring Festival

Covington Trailhead

March 23, 2024



British Motoring Festival March 23, 2024

BMCNO

P.O. BOX 173213

Metairie, LA 70033



You're invited to our 32nd Annual
British Motoring Festival
on Saturday, March 23, 2024
at the Tammany Trace Covington
Trailhead and Firehouse Events
Center in Covington, Louisiana!
British Motoring Club New
Orleans celebrates the interest,
ownership and driving of British
cars and motorcycles. Plan to
enter your British car or
motorcycle or come by to visit!
Registration info coming soon at

754-638-22 bmcno.org

Judi & William Boyles
8422 Garland Rd
Dallas, TX
75218



RUNNING ON

2023 MUST HAVE BEEN A GOOD YEAR....

**JUST LOOKJ AT ALL THE WOULD A...SHOULD A...COULDA THI;NGS THAT
HAPPENED AND WERE NOT ENJOYED BY MANY MORGAN OWNERS!**

The Boyles included. No excuses, my Subaru can handle those back highways and byways as well as any of our Morgans. Read on for some of the adventures.

Over and out!

Check the website, www.texmog.com

**Remember our next NOGGIN' and NATTER is SATURDAY, February 10th at THE
RED TRUCK CAFÉ in PLANO.**



the Prez



MORGANS...ROAD CANDY!

Wheels for Wellness – Fort Worth, Sept 16, 2023

For those of you who haven't been to Wheels for Wellness, it is well worth a visit. They promote prostate health awareness and run free prostate screenings to anyone willing to take part in a quick finger prick blood test. They section off 15 blocks of the downtown Fort Worth area for over 430 cars at the near capacity show of classic cars of all sorts. Several awards are given, but this year, our own Ed Arnold and his 2003



Morgan Plus 8 won the shows "Favorite Sportscar" award. Congratulations Ed!

Next year's show is set for Sept 21, 2024. See you there!

Morgan



UPCOMING EVENT - Grapevine Parade of Lights: Thursday, Dec 7th

Has your Morgan had a long unrealized desire to be in a Christmas Parade? Have you been wanting to come to the Christmas capital of Texas but been worried about the crowds and parking? Then join TEX MOG and have reserved parking, an escort down Main Street, and adulation from the crowds! View the lights and go home early!

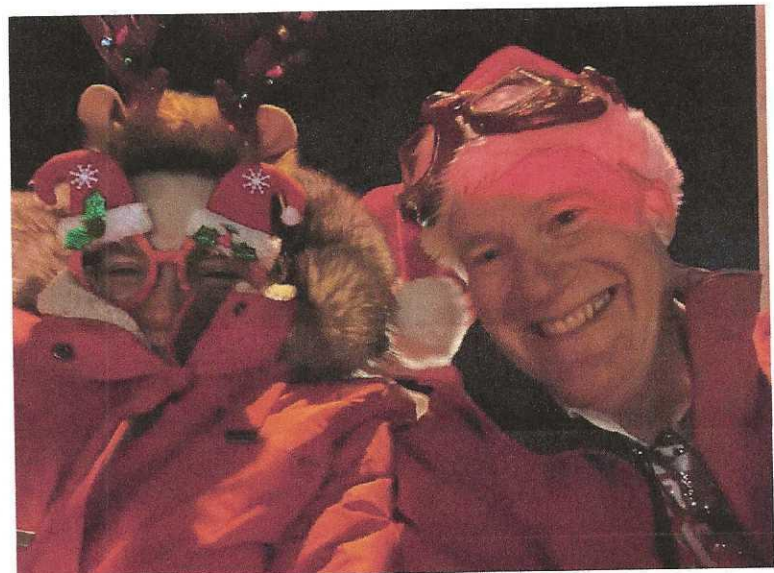
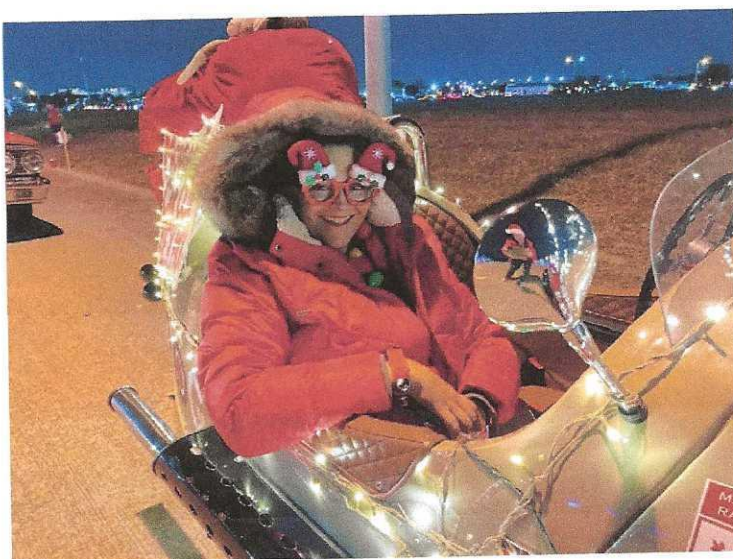
When: Thursday, December 7th, 2023 – 7:00 to 9:00 PM

Where: Grapevine Main Street

Who: Contact Craig Ligon for more information – ligons@gmail.com, m 214-535-9423



Grapevine City Christmas Parade



British Emporium British Car & Bike Show – Oct 22, 2023

By Craig Ligon

British Emporium had their Fall car and bike show benefitting the Grace Food Pantry. Sheela and the British Emporium crew were able to fill the parking lot with about 50-60 cars and motorcycles, including the North Texas Norton Owners Association.

Jim Shuckert (BRG '64 Plus 4), Dan Thornton (dark red '98 Plus 8), and myself got there early for ideal spots just in front of the store. Ironically we each had skeleton copilots, and we also had the best (and only) flag display! We were also able to meet Ted Glover as he arrived later with his red '85 Plus 8.



Sheela said somewhere that costumes were encouraged, so I donned the Monty Python Black Knight costume and drove down warning people that "None shall pass!" Don't worry, I didn't drive with the helmet on as it is not DOT approved.



One of my favorites was a '30s era MG boat tail racer replica. Its not a Morgan but definitely worth a look.

Morgan

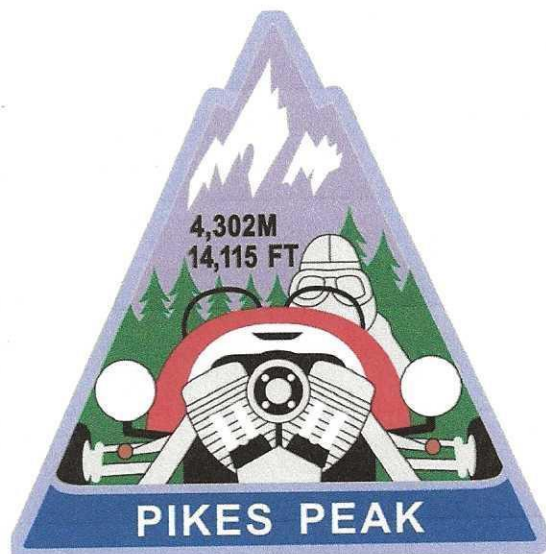


A Squadron of 3 Wheelers – On Top of the World! (At Least Our Portion of It)

M3W Expedition to Pikes Peak, Colorado – Sept 4-6, 2023

By Craig C. Ligon

This all started as a simple Facebook post. An online friend, Murphy Robert Murphy, had mentioned in the “Morgan 3 Wheeler – USA Low Flyers” group that he was planning another run up to Pikes Peak and asked if anyone else was interested in joining him. I had been wanting to drive up to meet him anyway, so I quickly jumped in and said I thought I could join. Where I live in Texas, a normal hill means about a 20 foot altitude increase. Something above 50 feet may be a fantastic change of pace. Driving up America’s Mountain, nearly the tallest road in North America, may be a little more scenic than driving up to the nearest Texas water tower.



Let's start with a little perspective. I know of very few M3Ws around me. In fact, I've only laid eyes on four in Texas. I know there is one close to me in the Fort Worth area; it is a 2012 car with only a thousand miles on it. I've never seen this car as the owner is worried about it breaking down and not having anyone to work on it. As a result, he doesn't drive it. Certainly a shame on such a fun little vehicle. I've heard rumors of a couple more, but these are mostly secretive garage queens who never see much daylight, or there are rumored sightings from individuals who may not know a Morgan from a Vanderhall from a VW Bug. Going outside of Texas, the closest is Murphy's car up in Oklahoma. To be fair, my closest Morgan dealership is over 800 miles away in Georgia. Very few people even know of them, and if you want one, you are usually going out of your way to obtain one. Even then, you are probably working on it yourself. I have yet to really find anyone nearby who is able and willing to work on them. It's got car parts, it's got motorcycle parts, both SAE and metric, it looks strange and expensive. No one wants to touch it. When I first imported it and had it inspected for my Texas registration tags, the guy asked my wife, "Yeah, but who is going to work on it?" That pretty much sums it up.



I live in Texas, land of the SUV and jacked up pick-up truck. I routinely drive past trucks with suspension systems taller than my Morgan. I often wonder if I can pull a Clark Griswold from Christmas Vacation, and tuck in under one of these huge pick-up trucks to avoid a highway toll. No one buys a Morgan for the ranch, and despite my inquiries, Morgan has yet to make a rifle rack for the back roll hoops. These aren't really Texas cars, and the English countryside for which they are ideally suited is thousands of miles away.

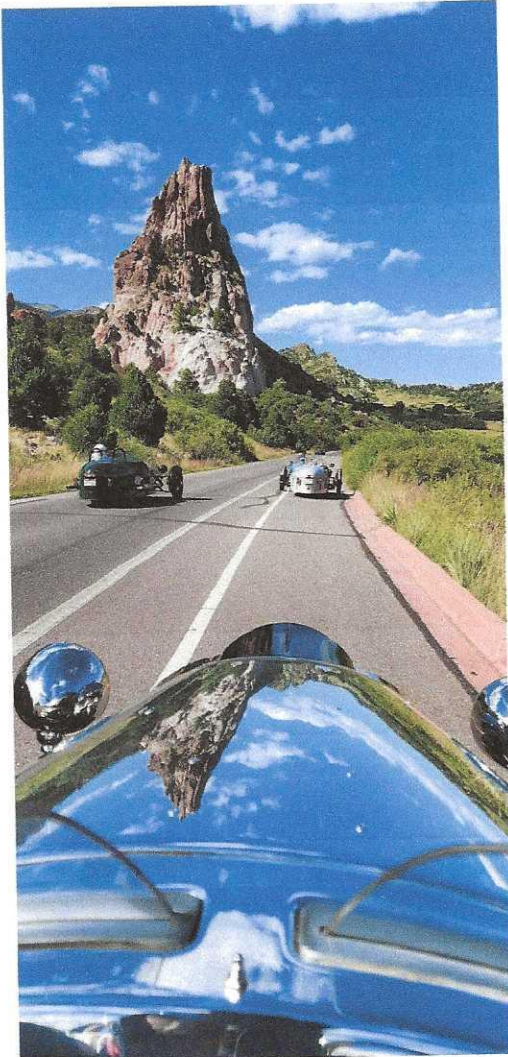
As a result, there have been relatively few 3 Wheeler events here in the US. Conventions and/or rides are hard to coordinate and attract attendees simply due to the relative scarcity of these cars and the vast distances that may lie between them. After all, the drive from London to Glasgow is shorter than the drive from Dallas to down to Corpus Christi. The drive from London to Zurich is over to El Paso. With all these distances of Texas. No wonder Europeans have

still shorter than the drive from Dallas
you haven't even left the grand state

1-Waiting for Bigfoot to cross - Photo by Robert
Murphy

more compact cars. They have such cute little compact countries! Since we have ranches larger than several of their countries, we are simply on a different scale here.

Our European 3 Wheeler brethren are lucky enough to enjoy many regular and ad hoc trips with many other Morgan 3 Wheelers: the original cars (1910-1953) as well as the modern 3 Wheelers (2012-2021), and now the Super 3. This includes their regular Jungfrau Treffen, Switzerland trip, which this year amassed a throng of nearly 50 cars on their annual pilgrimage up the Swiss Alps. They even have the M3WServices chase vehicle to fix things that break and replace parts that fall off. For adventures like this, those of us in the US can only follow from afar while we enjoy the photos, the stories, and the camaraderie. I have to admit, you guys in Europe drive your cars everywhere, no matter their age.



planning to drive all around Mt Evans, quite a few of its pleasures as well.

I guess this makes sense. Morgan is a British car. With many European dealerships, and even more English dealerships, the Morgan is far more accessible to our EU and UK friends. The United States is so large, that we simply don't have any regular 3 Wheeler meets. It is rare to see a single 3 Wheeler, let alone two or more.

Thus, when the opportunity arose of an event to gather a bunch of three wheelers together, who could resist? I was all in.

So, it began. The idea of an organized Morgan 3 Wheeler tour to Colorado quickly caught on and others began to join. Since it had been several years since we have had any 3 Wheeler events, we quickly had respondents from California, Ohio, Missouri, Georgia, Florida, and of course, Oklahoma and Texas. This wasn't to be a simple run up to Pikes Peak. This was going to be several days of rides. We would use Colorado Springs, Colorado, and the Garden of the Gods as a starting point and would plan our rides from there each day. Murphy was already familiar with Pikes Peak, having driven and recorded the run via a YouTube video. At 14,115 feet (4302 m) Pikes Peak is nearly the highest roadway in North America. The Pikes Peak International Hill Climb is a regular race event. We would be driving the same road, but maybe not at exactly the same speeds. I know it is a little more difficult to flip a 3 wheeler, but with very few guard rails, one overly optimistic turn could ensure you would experience that flip over and over and over again. And no, I don't think that would simply buff out.

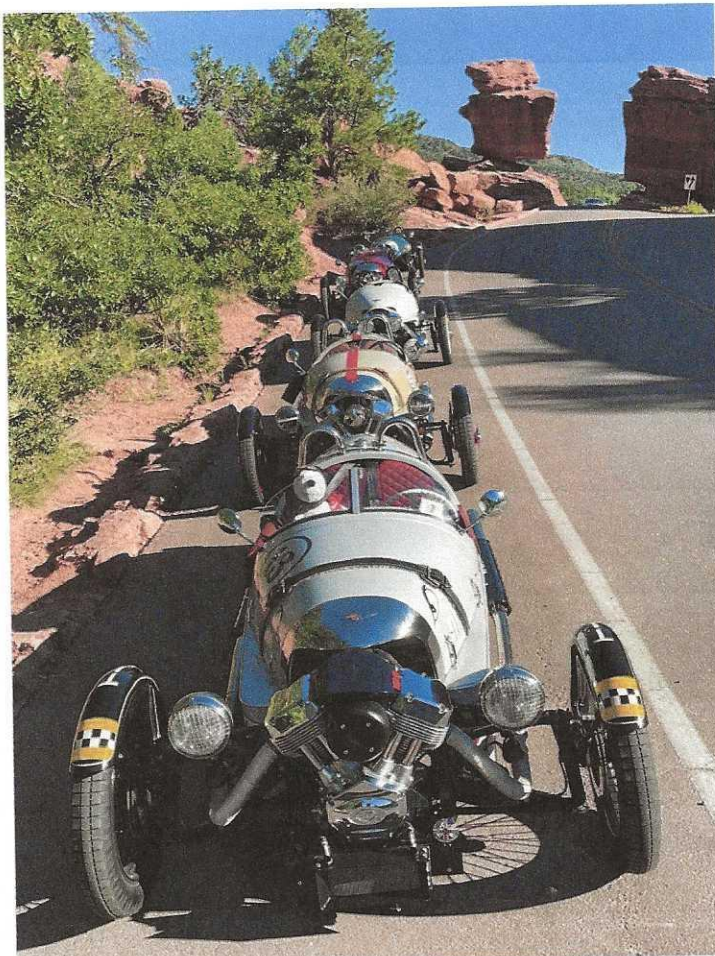
Nearby Mt Evans actually has the title of the highest roadway in North America, as they elevated their road by another 15 feet. However, Mt. Evans (which officially changed names to "Mount Blue Sky" after our visit) closes early, so we wouldn't be able to tackle the summit during our trip. We were

2-Garden of the Gods - Photo by Steven Van Dyke so we would get to experience

The agenda was coming together, the attendants were starting to confirm their availability. Final arrangements were made. Calls for emergency spare parts went out, several cam belts, tubes, some centa barrels, spare wheels and tires, a variety of tools, did anyone have a spare fuel pump? Yes, I would bring a Walboro pump. We weren't lucky enough to have Craig at M3W Services coming along with us, so we would need to support ourselves, but I think we were ready.

I had originally planned on simply driving there in the 3 Wheeler, but others who were coming from further away had decided to trailer their cars. In the caravan, several trucks and trailers and one lone 3 Wheeler didn't sound as fun. In addition, the weather would be quite varied. The low temperatures in the mountains during this trip would be down to freezing, but much of the ride up to Colorado would have to be through the high temperatures we were having in Texas. With temps approaching 110 degree (43C), maybe a car with AC would be better. I know, some in the Jungfrau Treffen

camp would call us wimps, but I did get to arrive without a third degree sunburn.



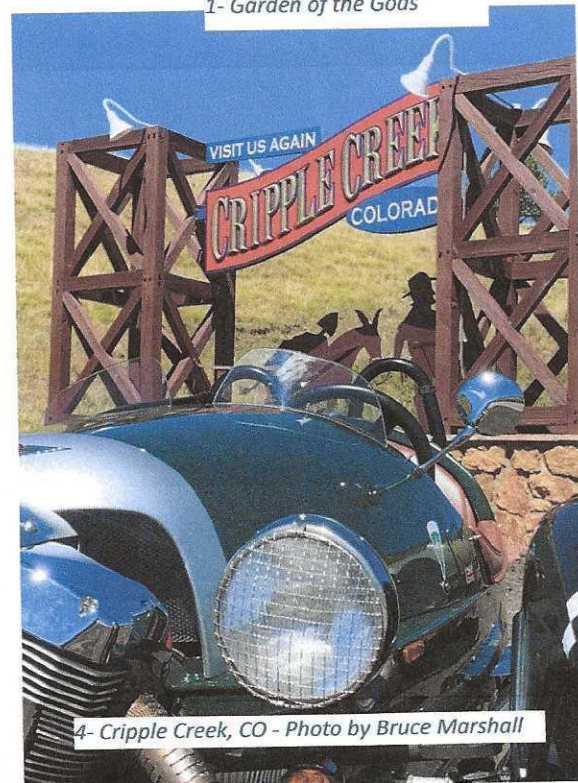
As with any event, we did have a couple of people who had to back out and couldn't come, but as the day arrived, we did wind up with six stalwart Morgan 3 Wheelers converging on Colorado. This may be small by European standards, but this was the largest gathering of 3 Wheelers in the US that I was aware of since the fabled 2017 North American 3W Convention in Georgia. After breakfast we gathered and started our trip by driving through the Garden of the Gods. A series of small roads wind their way through some truly spectacular rock formations. The red colored sandstone rock formations appear like organic growths in this aptly named garden. Formations jutting blade-like to the sky, boulders teetering on tiny bases, others rising straight up to 300 ft (91 m) in the air. We slowly made our way through, getting pictures of these prehistoric creations, while other tourists took pictures of our cars. On one of our stops for pictures, a group of bicyclists stopped to talk with us. One especially enthusiastic young woman took a special interest and asked lots of questions. When Murphy mentioned we were going up to Pikes Peak the next day, she excitedly said, "So am I! Maybe I'll see you up there!" With a group of three wheelers, it was doubtful she would miss us.

3- Garden of the Gods

One member of our motorcycle gang, Steven, had brought two of his 3 wheelers. Steven's most recent 3 Wheeler purchase was a fully polished model. Originally, I was wary of driving behind him. One good reflection might cause me temporary blindness and an unscheduled detour down the side of a mountain. However, this turned out not to be a problem as the curved body work refracted most of the sunlight so only a minor reflection was ever seen. His friend Andrew drove one of Steven's other 3 Wheelers. A P-101 silver belly tank edition. Steven has three 3 wheelers, but he left his original 2012 3 Wheeler at home as he was short on trailer space. The triple motif is strong with these Morgans: 3 wheels, number "3" racing numbers, three eared spinners. However, I've got to hand it to Steven on coming up with a more original way of honoring the number.

The first day was spent on a leisurely ride up into the Rocky Mountains. The twisting mountain highways made for both a scenic and challenging ride. We passed through several little towns and mountain outposts on the way up, always getting smiles and enquiries whenever we stopped. After some time, we took a break in Cripple Creek for lunch. Although, you might have to call it 'Mobility Challenged Creek' now; I'm not sure how that works anymore. This was the site of the last and greatest mining boom in Colorado in the late 19th Century and remained a mining town up until after World War II. The architecture harkened back to the gold rush, and still had the hotels, shops and saloons you would expect to see, although we didn't see any prospector leading his mule down main street. Luckily the Morgan's were all still operational, so we didn't need the mule either. Lunch was good, and luckily

1- Garden of the Gods



4- Cripple Creek, CO - Photo by Bruce Marshall

we didn't see any Polaris Slingshots, which surely would have led to a bar room brawl.

While coming back down the mountain, we began to hit traffic as we got closer to the population centers. For the most part, we drove in single file formation, as this is pretty standard when out on a group road trip of this sort. On this particular stretch of highway, the road had expanded to three lanes in each direction. We were approaching a red light in all the traffic was slowing as expected. We were in the far right lane, the middle lane was still mostly empty, but the left lane was filling up as it was also preparing for a turn. It is often said you are simply aware of more of everything around you while driving a Morgan. This is especially true when you find yourself in a small car with no safety equipment besides a leather flight helmet and some goggles. The sudden sound of screeching tires caught my attention, quickly followed by the sight out of my left eye of a minivan sliding to an ill-timed stop, but unfortunately not quick enough to avoid the car just in front of her. A loud crash was followed by bits of plastic scattering in an impressive display. Apparently seeing a line of Morgan 3 Wheelers draws more attention than a red light. A girl was looking more at us, or possibly her phone, than the car in front of her which physics dictates should have been the focus of her attention. They had collided while she was still at probably 20mph, so neither car took it that well, but the bumpers helped a bit. Luckily, no one was hurt as both the young woman and the gentleman who she had collided with, got out to assess the damage. About that time the light turned green, and having possibly been a factor in the accident, we decided there was nothing else to see here, especially the Morgans, so we slipped off down the hill.

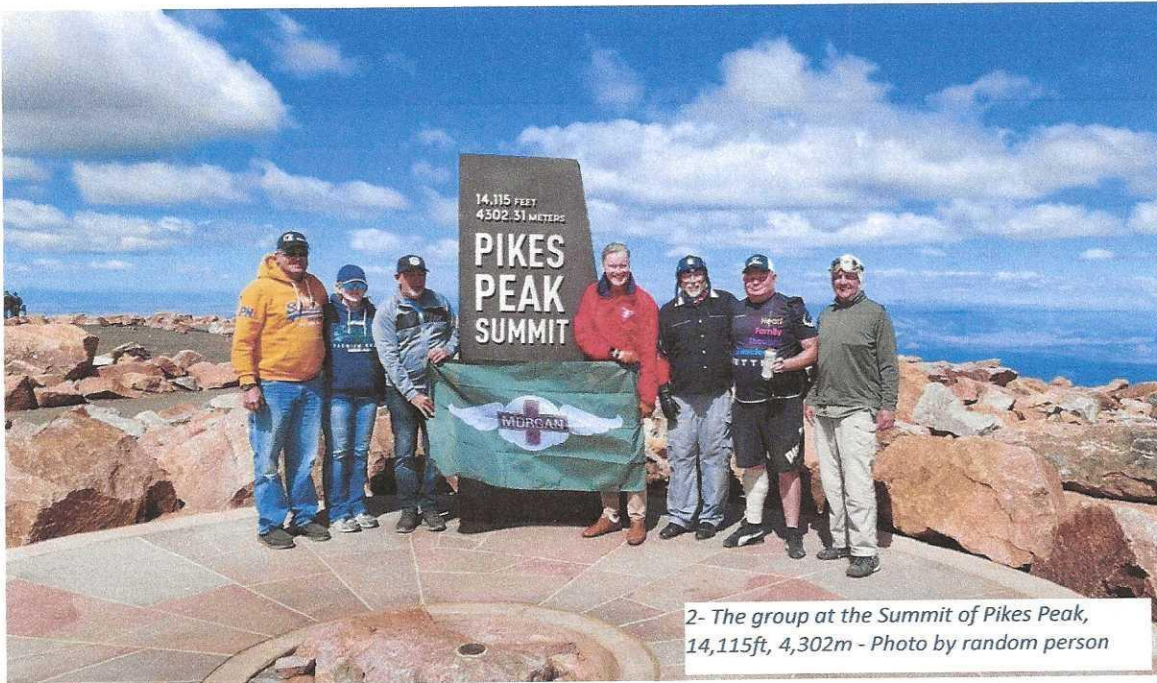
Our return trip took us back down through Manitou Springs, a charming 150 year old resort town known for its mineral springs. Apparently, they had some good ice cream, and as the afternoon temps had been rising, it was time to cool off. The parking situation was tight along the main street through town, so Murphy simply opted to have us park in the center turn/loading lane. I wondered if we might get questioned or ticketed. About that time, we did have a volunteer patrol car pull up to us. She did have questions, but mostly about what type of cars they were, where did they come from, etc. She did eventually get around to asking if we were going shopping, but the response that we had simply stopped for an ice cream seemed sufficient to her, and she finally drove on, allowing the backlog of traffic stopped behind her to once again move along. Our ice cream purchase and traffic flow situation was made worse by the many people who then began to stop traffic to walk into the middle of the road for closer looks, questions and pictures. We eventually ate our ice cream and allowed Manitou Springs to return to its normal flow.

For dinner that night, we found it only suitable that we stop in and eat at the local English pub, 'The Brit', where they were happy to let us all park on the front patio while we had our meal. Michael, one of our trip participants, had been joking several times that day that England and Europe are very small, and everyone seems to know everyone. Ironically, it turned out that Bruce, our navigational leader who grew up in England, had literally grown up just down the road from the pub's owner, who he had never met before. This simply seemed to reinforce Michael's statements and remind us of that tiny island nation must have very few inhabitants indeed. We ate up some good pub grub. Bruce introduced Andrew to a Scottish egg, and we downed a few drafts.



5-Manitou Springs, CO

Day two started bright and early. This was our actual day of the Pikes Peak run. After our parking lot meet and greet, and a few of us topping off at the gas station, we were once again off through Garden of the Gods and Manitou Springs before starting our ascent up to the mountain. Before heading off to Colorado, the weather forecast had called for possible scattered showers, but our weather had been perfect with only lightly scattered clouds and a lot of beautiful Colorado sunshine. After turning off the feeder highway onto the primary two lane road that went up to the park entrance, we turned aside to ensure everyone was with us. Michael, who was bringing up the rear, announced that

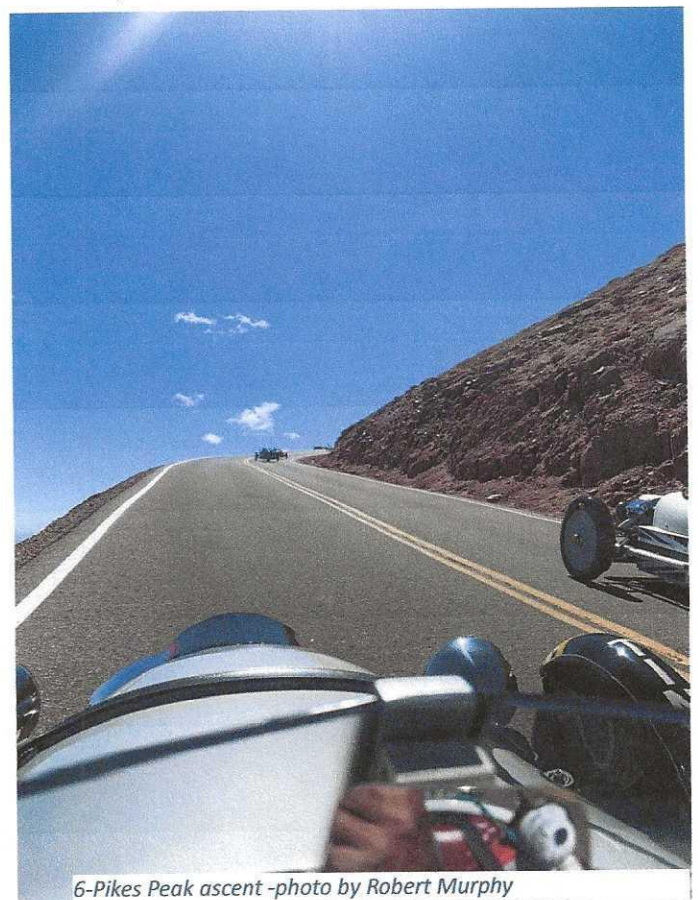


2- The group at the Summit of Pikes Peak, 14,115ft, 4,302m - Photo by random person

during one of our turns, he had seen a round piece quickly rolling off the road and asked if anyone had lost anything. A quick inspection of my car found that my right front turn signal bezel, that I had just replaced prior to the trip but hadn't attached with a set screw, had again flown off. Michael was kind enough to offer to go back and retrieve it since it

was just a short distance down the road. Bruce then noticed a bolt rolling near my foot as I stood by my car. Not knowing if this was mine, I simply picked it up and pocketed it for later inspection. I later found this was the retention bolt for my drivers side leather arm rest. I was two for two on lost and recovered parts for the Morgan. I simply secured the bezel with some electrical tape, an approved Morgan workaround, and we continued the trip. Luckily, this turned out to be the only mishap of the trip. Murphy later sent me a link to the decal "The parts falling off this car are of the finest British quality."

Bruce had been kind enough to secure our Pikes Peak access passes, needed to limit the traffic on the mountain. We stopped at the front gate to handover the group passes, which garnered a bit of excitement from the park rangers and a chance for more photos, and we set up the official park road. This final approach is just under 20 miles of some beautiful mountain terrain and breathtaking views, and four different Colorado life zones as you increase in altitude from 7,400ft (2255m) to the summit at 14,115ft (4302m). We pulled off a couple of times to enjoy the vistas, and of course we stopped at the "Big Foot" crossing sign, although we didn't have a sighting of one of the big guys on this trip. The final approach is made up of several tight hairpin curves carved into the side of the mountain, and there are no guardrails for the vast majority of the ride. It was during these hairpins that I was shocked to run across some insane bicyclists also making their



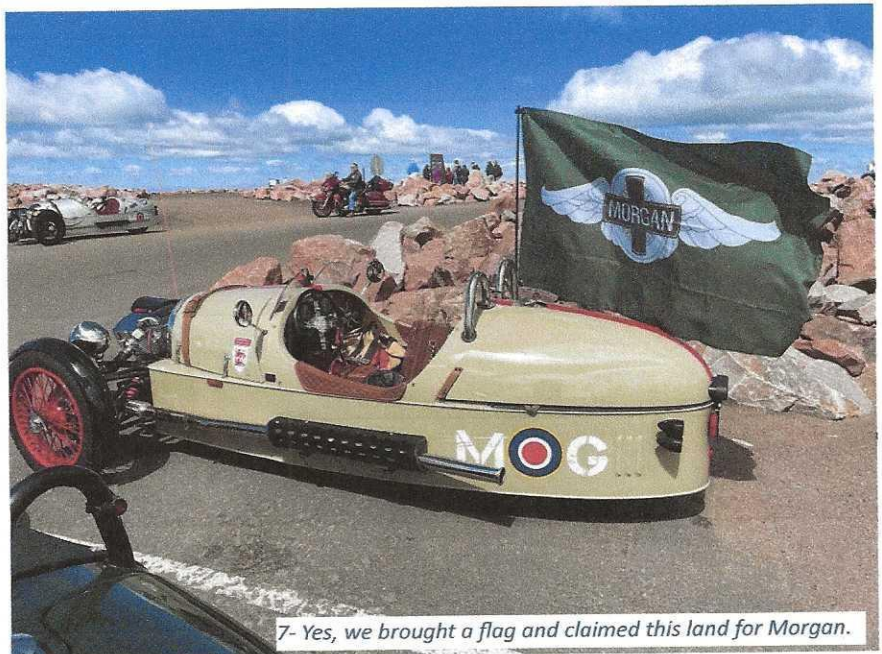
6-Pikes Peak ascent -photo by Robert Murphy

ascent, and only with the emphatic waving from one, did I realize we had just passed the young woman from the prior day. A hat tip to anyone fit enough to make this trip on their bicycle!

The Pike Peak visitor summit center is at the top, along with a walk that goes all the way around, and of course a marker designating the official 14,115ft altitude. I've researched and asked others, but as far as I could tell, this trip was the highest altitude organized Morgan 3 Wheeler rally event ever done! Of course, I just happened to bring a Morgan flag to mark the occasion. Whereas, we weren't making the trek in under nine minutes, as the Pikes Peak International Hill Climb racers had earlier that summer, it did harken back to some of Morgan's hill climb historical roots. We'll work on a moon landing for some future event, but for now we could bask in our small three wheeled victory.

At the Summit, we took many photos, including with Katie, our more impressive bicycling friend, who had caught up with us after our initial landing. We enjoyed lunch up at the summit, purchased the required baubles and simply enjoyed the 360 degree view of the surrounding area. I had not realized it was the same view that had inspired Katharine Lee Bates, a teacher on holiday in 1893, to write the opening lines of "America the Beautiful". This trip was made even better since we were able to enjoy the trip so much more in the open top of a Morgan. I can only imagine the poem Ms. Bates would have written if she too had made it in three wheels.

The summit having been reached, our victory celebrated. It was time to go back down. Whereas the trip up had been exciting and a wee bit intimidating, the trip down was a touch terrifying. Those same hairpin turns seemed like a road off into an empty sky at 14,000 feet. Luckily we were still in our line of Morgans so I could simply follow the M3W in front of me as they peeled off to one side, and then the next, as we quickly dropped altitude down the steep grade and descended back down the mountain. At one point, Murphy, holding his steering wheel with one hand and his mobile phone with the other, steered over the white line to get a better photo on the barely four inches of pavement still holding him to this earth. A braver man than I, as my hands gripped the steering wheel white knuckled until we reached a more level drive and with road that offered a greater margin for error.



7- Yes, we brought a flag and claimed this land for Morgan.

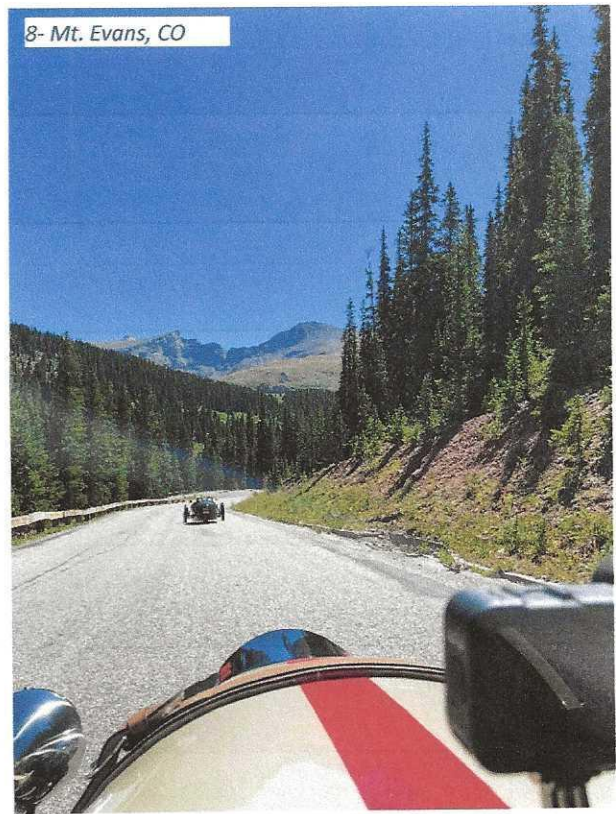
We headed back down the mountain and back into Manitou Springs for an encore parking presentation while we stopped for some water and another well earned ice cream. Within a few minutes, Katie and her fellow bicyclists pulled in alongside us. I think Katie and her friends were really the ones who deserved to plant their flag.

Day three was planned to go around Mt. Evans. The mountain is only scheduled to be open for a couple of months during the summer due to the weather and the cost of plowing. Although our trip had not seen any snow, Pike Peak still had snow piled high in the videos for the hill climb just a little more than a month before our arrival, and we found out later that both mountains received several inches of snow less than a week after our trip. However, luckily our trip had absolutely fantastic weather. This was great news since I'm not sure how to put snow chains on that rear tire, and I'm not sure they even make chains for 19 inch Blockleys. Something to enquire with Morgan Spares for the next trip.

As I mentioned, Mt. Evans was now closed for the year, so we couldn't ascend to the top. We'll leave that record for the next trip. However, we traveled some exhilarating back roads around the mountain and the surrounding area. This included driving over Guanella Pass at 11,670ft (3,5570m), between Mt. Evans and Square Top Mountain, before heading on to Georgetown, another historic mining town, for a spot to eat. We sat and ate tacos while we looked up the tree

covered steep incline of the mountain. Sadly we weren't there for the annual Georgetown Pack Burro Race, who race about 9 miles up to Empire and back. If you don't have a burro, you can rent one. A sensible alternative, since I don't need to have something else to store in the garage. If I thought the Morgan oil leaks were bad, a burro wouldn't be served by a simple drip pan.

After lunch we went up and down several more mountain roads. I hate to drone on about some of the beautiful views, but I can see why so many people like this area of the country. Bruce then took us through one of my favorite roads of the day. Near Evergreen, where he lives, a wonderful little road that plunged down a gulch between two mountain ridges. This was a portion of the road that dropped elevation quite quickly, but was naturally constrained by the two ridges so that there was simply no other option than to build the road with nearly a dozen tight switchbacks. It was great to look up and down and seeing Morgan 3 Wheelers interspersed between the trees, careening down this wee road, seemingly built for this purpose. The engine revs and pops muffled by plentiful vegetation and combined with the gurgling of the creek that ran down the valley along with us. Unfortunately, my GoPro battery had already died, so I will be forced to go back at some point to relive the experience. Maybe for the "Pikes Peak/ Mount Blue Sky Rally". Let's get on that, Murphy.



Alas, all good things must come to an end. That night we traveled back to our hotel, loaded up our Morgans, and returned home the next day. Back in our regular drivers, hauling trailers back to our respective states, the drive home



wasn't quite so amazing, nor were we forced to answer a litany of questions with each gas stop. However, for three fantastic days we stretched these little cars, and perhaps even probed their limits a few times.

A friend once mentioned that the wonderful thing about Morgans is their ability to spread joy. It doesn't matter if you are a

9- Mt. Evans, Guanella Pass, 11,670ft (3557m)

man, a woman, young or old. People see a Morgan and it simply brings a smile to their face. For these three days we were able to bring smiles to ourselves, as well as many other people. Well, at least everyone but the girl who wasn't paying attention just before the accident. Okay, so they bring joy most of the time. Let's leave it at that.

Morgan

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.