

MOG LOG



FEBRUARY - MARCH
APRIL - MAY 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!

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EDITOR
TREASURER
MEMBERSHIP CHRMN.

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www.TEXMOG.COM

MORGAN MOTOR CAR CLUB

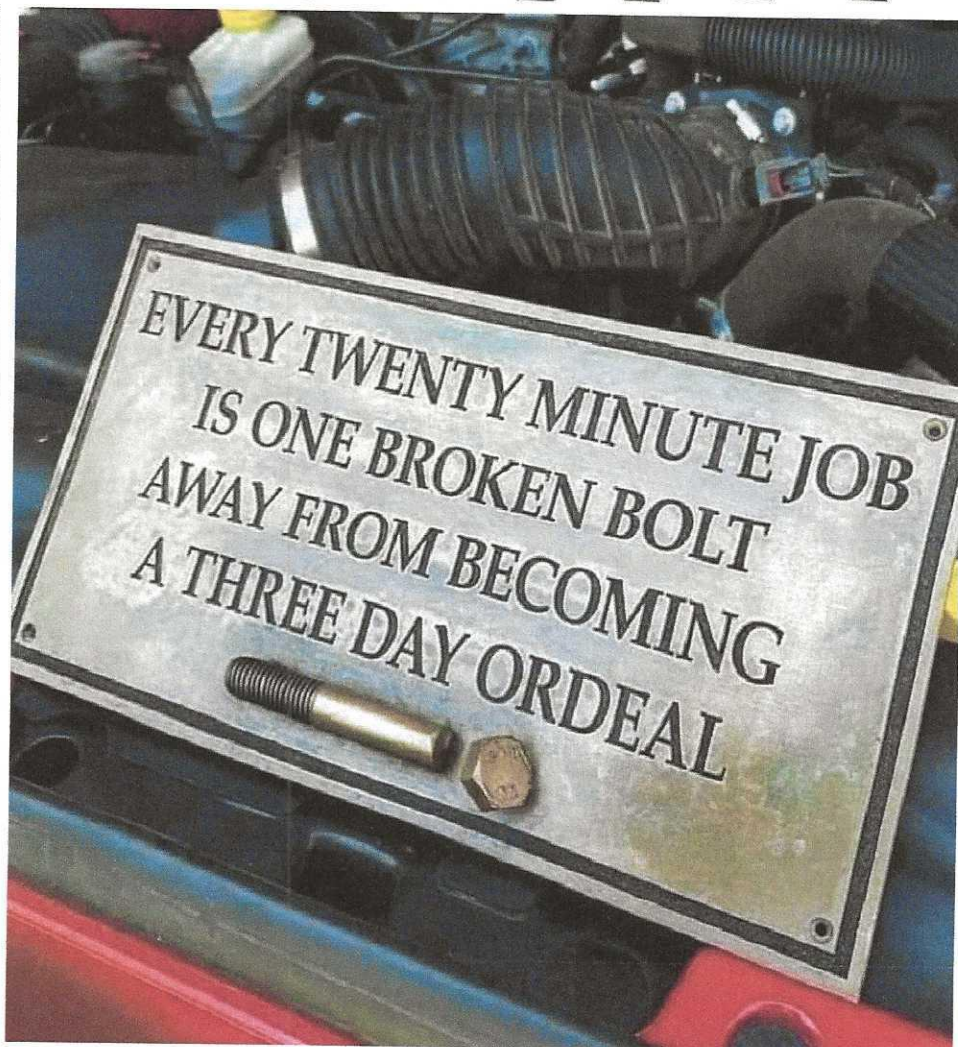
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To steal ideas from
one person is
plagiarism, to steal
from many is
research.



RUNNING ON

2024 had been the fastest year so far. It could make the top 6 Indy car placement at this speed. The days go slower now, but the years go faster!

MMCC and the Austin Healey Club have a joint event this coming weekend hosted by the Podmers. Check out the flyer !

If you want an adventure read the article about Craig's drive up Pikes Peak with some other intrepid 3 – wheeler pilots.

Now I know this is just the first newsletter I have put out since January and there a few things to cover, well 2 events: Boxing Day and the ABCDE and other car show. Some brief bits about these events will follow.

Read carefully the flyer about the May 25th event and please RSVP. Let the organizers know who is coming.

OVER AND OUT!

Check the website, www.texmog.com Try out the QR Code on the calendar page.

Remember our next NOGGIN' and NATTER is SATURDAY, June 8th at THE RED TRUCK CAFÉ in PLANO.



MORGANS...ROAD CANDY!

BOXING DAY

The day wasn't perfect, but mostly sunny like it should be for a Morgan event. We had some snazzy cars and a very cheery group.

The foods were tasty as partygoers will attest. The gift exchange was lively, a plaid cap, a Morgan pencil drawing, some goggles, and a Morgan(?) poster featuring an airplane made the rounds. All good fun again at BOXING DAY!



THE
END

ALL BRITISH AND OTHER EUROPEAN CAR DAYS

April 21st dawned bright and sunny, even tho we had rain the days before. The venue was in a concrete parking lot. The Morgan winners were:

First: 1968 Morgan 4/4, Jeff & Yvonne S.

Second: 1961 Morgan 4/4, Moose S.

Third: 1953 Morgan +4 Roadster, Bernie S.

Another member's car placed in a non Morgan class:

Second: 1939 Rover 16 DHC, Dick H.



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

June 8th Red Truck Café
Sat. 10am monthly meeting

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

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

Sept. 14th Red Truck Café
Sat. 10am monthly meeting

Oct. 12th Red Truck Café
Sat. 10am monthly meeting

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

EVENTS

May 25th MMCCand ATAHC WHEELS and WINGS,
Sat. 10am Jeff and Beverly Podmers house
See details further in newsletter

News of further events will be welcome.

QR Code





Wheels and Wings

May 25th

Texas Morgan Motor Car Club and

The North Texas Austin Healey Club



We feel the need - the need for speed!

Jeff and Beverly Podmers, and TEX MOG, invite the Austin Healey Club to join us for a day of classic cars and aircraft. We will first meet at the Podmers' home to visit their personal car collection. We'll then head over for lunch to refuel ourselves (location TBD depending on attendance). After lunch, we'll continue onto the Vintage Flying Museum at Fort Worth's Meachum Airfield to enjoy some vintage aircraft. If we are still ready for more, we may also hop over to the Vintage Flying Museum, also at Meachum.

WHO: TEX MOG and Austin Healey Club members and friends

WHEN: Saturday, May 25th, 10:00AM

WHERE: Start at Jeff and Beverly Podmers' house:

732 Merritt St, River Oaks, TX 76114

Lunch: TBD

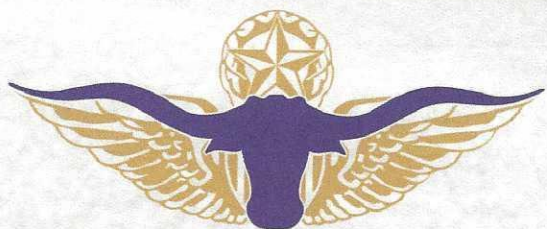
Museum 1: Fort Worth Aviation Museum (<https://fortworthaviationmuseum.com>)

Museum 2: Vintage Flying Museum (<https://vintageflyingmuseum.org>)

RSVP: Please RSVP to Jeff so we can ensure we have a count for lunch:

Jeff.Bev50@gmail.com

Feel free to attend as much or as little as you wish. Whereas we encourage you to bring your classic cars, you are free to bring your daily drivers as well (bonus points to anyone still uses their vintage car as their daily driver!)



FORT WORTH AVIATION MUSEUM

PRESERVE ★ INSPIRE ★ EDUCATE



TINKERING NOTES - A COMMON SPARK PLUG PROBLEM W/ OLD CARS

First, let's define the problem with the modern spark plug. When automobiles became computer-controlled with fuel injection, the bottom of the spark plug insulator no longer needed to be glazed, thus saving in manufacturer costs.

Today's cars use fuel injection, and the computer will not put enough fuel into the cylinders to flood them. Moreover, it will not put more fuel into the engine until it fires. Then, it fires the cylinder with 40,000 volts.

With today's cars, if the fuel injectors sent too much fuel to the cylinders because the fuel injection computer control failed, the engine would flood. Then it would not run or run poorly until you replaced the spark plugs.

John Twist once told Neil Nelson the first thing he does is replace the spark plugs when a rough running MG comes into his shop. Since the bottoms of the insulators are no longer glazed, if you flood the engine, the Ethanol gasoline will contaminate the spark plugs. However, it is highly unlikely you will ever flood a computer-controlled fuel-injected vehicle.

Now, our old cars are not fuel injected, so if your carburetor is running rich or you flood the engine, the same thing happens. The bottom of the spark plug insulator, where it fires the engine, becomes contaminated junk, and our point-coil or magneto ignition does not have 40,000 volts to try to fire the spark plug.

The solution to the problem is we should use spark plugs manufactured BEFORE they stopped glazing the bottom of the insulator. If you have old type glazed insulator spark plugs, clean them with WD40, kerosene, or diesel fuel – or anything that will not remove the glazing. In any case, do not sandblast or bead blast these spark plugs. Those processes will remove the glaze. Remember, no glaze + modern gasoline + flooding = ruined plugs. If you want old-style plugs, go online and search for SPARK PLUGS for OLD CARS. Several vendors sell them. *From our friends at MG CLASSICS FL. ORG; May 2023 Issue*



Warped Brake Discs - The FACTS!

The typical situation: new pads are fitted to a new pair of brake discs. A week later, there's a vibration or shudder when the brakes are applied. A call to a mechanically inclined friend and an online search offers the diagnosis – the brake rotors are warped.

The diagnosis may be further verified by measuring the surface of the discs to see if they vary in thickness. Some customers have the discs turned on a brake lathe to remove the high spots. That stops the vibration, apparently approving that the discs were warped. Except the symptoms come back in a couple of weeks. Now the frustrated and disappointed customer calls Moss Technical Services, or simply returns the brake discs as defective.

The fact is that the discs were never warped at all. Every warped brake disc that we've investigated with the assistance of our suppliers shows uneven patches of friction material from the brake pads on the surface of the disc. These patches cause variation in thickness (run-out) and the vibration under braking. Brake manufacturers have been struggling to deal with this situation for years because warped discs are so readily blamed for brake-related vibrations.

To understand what's taking place, let's look at what happens when we step on the brake pedal. The pads press against the surface of the disc, converting the energy of motion into the energy of heat through friction. **What you may not know is that there are two kinds of friction at work: abrasive and adherent.**

Abrasive Friction

According to Carroll Smith, author of "The Warped Brake Disc and Other Myths of the Braking System", abrasive friction involves breaking the crystalline bonds of both the pad material and the cast iron of the disc. Breaking these bonds generates the heat of friction. In abrasive friction, the bonds between the crystals of the pad material (and to a lesser extent, the disc material) are permanently broken. The harder material wears the softer away, meaning the disc wears the pad. **When we see the word friction, it is abrasive friction that comes to mind.**

Adherent Friction

When brake pads press against the surface of the steel disc, some of the pad material transfers directly to the surface of the disc forming a thin, uniform layer. The surface of the steel disc and the surface of the brake pad become identical in composition. As the disc moves between the pads, friction material transfers in both directions, breaking and reforming bonds at the molecular level. This transfer of material in both directions is a normal and essential part of braking friction.

Pad Material

Brake pads all use a combination of abrasive and adherent friction during braking. Pad material differs based on the manufacturer's specifications, which are always attempting to balance performance, wear, noise, and to a lesser extent, dust. There must be enough abrasive elements to keep the disc surface clean, and the pads must provide uniform adherent friction material transfer to the disc within the intended temperature range.

Pads that are used beyond their intended temperature range will cause problems. Pads can be heated to the point there they transfer friction material to the disc in random, uneven patches. **The thick and thin layers are not generally visible, but the driver can feel vibration and measure it with a dial indicator.** Modern brake pads are engineered with the best possible combination of features, but they are still limited to their intended range of operating temperatures.

Generally, there are street performance and racing brake pads, and most quality pads have broader temperature ranges than pads made ten years ago. **However, no street pads are suitable for racing and no racing pads are suitable for street.** Performance street pads are a compromise – they are more effective at low temperatures than racing pads and they can operate at higher temperatures than street pads.

Where To Start

If you have vibration under braking with new discs and pads, first eliminate the obvious by making sure that the hub and wheel flange are flat, clean and rust free. A miniscule amount of run-out here will be magnified at the edge of the brake disc. Verify that the disc mounting hardware is in good condition, installed correctly and tightened in the correct order according to the recommended torque specification.

By Michael Grant; Moss Technical Services



Get Your Morgan Ready for Spring and Summer Driving

Editorial by: Fred Thompson

Information from the site: *How a Car Works*

<https://www.howacarworks.com/>

A mechanic, an electrician and a computer engineer were in a Morgan.

The Morgan stops running.

-It's the carburetor, says the mechanic. We just have to get down and clean it.

-It's the ignition, says the electrician. We have to check the spark plugs and we'll make it work.

-"Guys, said the computer guy, I propose getting out of the car and getting back in and maybe it will start working."

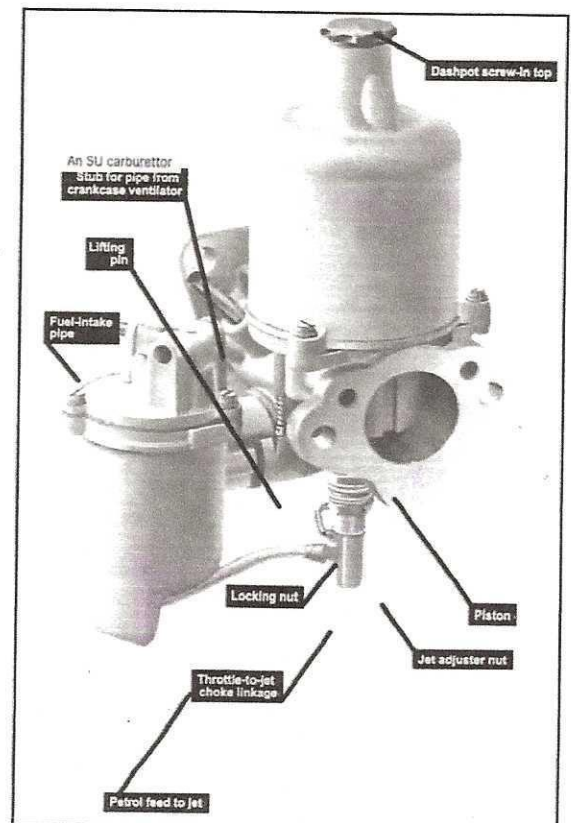
Air and Fuel mixture are critical for the sooth running of any engine. If you own a 50's to 60's Morgan it may have come equipped with a set of SU or Skinners Union carburetors. Unlike other types of carburetors, which have fixed jets, the SU has only one jet, so the mixture setting affects the engine throughout its speed range. Before tuning the carburetor, bring the engine up to normal working temperature. Also check the level of oil in the dashpot- the domed piston chamber at the top of the carburetor. The oil is there to slow the movement of the piston. The delay enriches the mixture briefly when the throttle is opened suddenly. SAE 20 engine oil is the correct grade to use when you top up. If correcting the oil level does not resolve the problem, you may need to clean the carburetor before tuning it.

Checking the mixture:

Use the piston lifting pin at the side of the carburetor to check the fuel-air mixture. With the engine running at working temperature, hook your finger under the pin and raise the piston about 1/32in. (1 mm). If, while the piston is raised, the engine speed increases briefly then returns to normal, the mixture is correct. If it rises and stays high, the mixture is too rich. If it falls and the engine tends to die, the mixture is too weak.

To correct the mixture, move the jet adjuster nut one hexagon flat at a time. Screwing it up - anti-clockwise - makes the mixture weaker. Screwing it down - clockwise makes the mixture richer. Each time you move the adjuster, wait for about ten seconds, then check again with the lifting pin to see whether the mixture is now right.

Happy and smooth motoring.



Reviewing the Super Sports +4 model of the sixties



BY
**DOUGLAS
HALLAWELL**

The 60th anniversary this year of Morgan's class victory at the 24hr Le Mans race in 1962 provides us with the opportunity for taking a closer look at the Super Sports Plus 4 model that made its debut in February 1961.

Christopher Lawrence, a highly skilled engineer and racing driver had already by then made a name for himself race-preparing 'TOK', his own red 1956 Plus 4 roadster, as well as racing it with considerable success in the UK. Consequently, Peter Morgan, who was well aware of Chris' talents, had made arrangements with him late in 1960 to collaborate with the Morgan factory. Their contract specified that Morgan would supply Triumph TR3 engines to Chris for him to apply his magic by finely tuning them to 'Super Sports' specification at Westerham Motors Ltd., his workshop in Acton, West London. Peter's idea was to create a lightweight Plus 4 roadster in aluminium instead of steel and equipped with a high-performance 'LawrenceTune' TR3 engine that would be compatible for use on public roads as well as for competition purposes. At this stage, though, the importance of aerodynamics was not a relevant subject, but it was to be discussed at a later date.

Once production started, the TR3 engines were dismantled on arrival at Westerham Motors. The crank, flywheel, front pulley, rods, and pistons were then sent to Jack Brabham Motors in Chessington, Surrey for full balancing. The cylinder heads were gas-flowed at Westerham Motors where a camshaft of specific design (by Chris) was fitted. Compression was raised to 9 to 1 and valves were polished and properly seated. The carburettors, also supplied by Morgan, were usually 42 DCOE Webers but type 45 mm ones could be fitted to order as was the case for Guy Savoye who intended to rally his SS+4 (chassis 4919) in France. Carburettor linkages, trumpets, oil coolers, modified inlet manifolds and tubular exhaust manifolds were, however, produced and supplied by Westerham Motors. The result of the LawrenceTune preparation was an increase in power, from 100 to 116 bhp, and good mid-range torque.

The new model was announced at the 1960 London Motor Show in October and described as the "Morgan Plus 4 two-seater fitted with special super sports engine." The Morgan, nevertheless, soon

became called the Super Sports model as stated by John Bolster in his full report and test drive of TOK in the December 30 issue of Autosport magazine. TOK is described as "the prototype from which the Morgan Motor Co. have developed their new Super Sports model". Furthermore, in 1961 in the March 10 issue of Autosport the advertisement by Chris Lawrence of his LawrenceTune engine packages for Morgan and Triumph owners alike stated that "These engines are supplied to the Morgan Motor Co. for the Super Sports +4".

As for the aluminium body, the factory had decided to continue with the high body shape of standard Plus 4 roadsters. Peter Morgan had already dictated that the Plus 4 roadster needed to be distinguished from the entry-level 4/4 roadster by means of a high-line body. Besides, the TR engines with their high sumps were always seated higher than the engines found in 4/4s.

Interestingly, it was only several years later, in December 1966, that Peter finally consented to adopting the lowline body shape on the standard Plus 4 roadster as a result of positive reaction to the short-lived lowline Competition Plus 4 model that the factory had created essentially as a testbed to gauge Plus 4 buyers' tastes by simultaneously offering steel-bodied Plus 4 roadsters in both lowline and high-line body shapes.

To differentiate and justify the two, the Competition Plus 4 model came equipped with three options, and was priced accordingly (11.5% more) whereas the standard high-line Plus 4 roadster, without the inclusion of these options in its basic price, was therefore cheaper.

The evolution in body shape regarding Plus 4 roadster production is, incidentally, connected to that of the Super Sports +4s which were all high-bodied until October 1962 (four months after the race at Le Mans) when the first production lowline SS version (chassis 5237) was exhibited at the London Motor Show. TOK's participation at Le Mans in June 1962 – winning in the 1601-2000 cc class – had an undeniable impact on the continued production of the SS +4 model. Aerodynamics, namely a lower front end and thus less drag proved to be part of the equation, especially at top speed, so it came as no surprise when the high-line body was abandoned after a production run of 33 SS +4 roadsters. During



CAPTIONS:

1. Chris Lawrence's advert in Autosport, March 10, 1961 refers to the Super Sports



its run, this initial batch of the model was priced 37% more than the standard steel-bodied Plus 4 roadster, as indicated on Morgan's stand at the London Motor Show in October 1961 where a SS+4 model was on display for the first time. Little did the factory know then that it would pursue its collaboration with Christopher Lawrence until 1968, producing 96 SS+4 roadsters. Precise total figures remain obscure, to put it mildly, and Hermen Pol, the noted Dutch historian and SS+4 specialist, quotes as many as 112 that, rightly so, include DHC and 4-seater variants.

The best advice before purchasing one of these highly sought-after Morgans would be to contact the factory indicating the chassis number. When in doubt as concerns authenticity, extra advice (or warning!) from Hermen Pol or even SS+4 owners themselves may prove to be invaluable. The only known example of a cloned SS+4 car – in other words usurping a genuine SS+4's chassis number – came to light in the UK at Bonhams' auction in Oxford in March 2013 following its importation from USA. The beautifully recreated SS+4 roadster was in fact a 'bitsa' car, assembled from a bin of Morgan spare parts. Charles Morgan and Martyn Webb together alerted (in writing) Bonhams as to the fact that the "1967 SS+4 Morgan" announced for auction had never been built by the factory, thereby considering it to be a bitsa car as well as indicating that the usurped chassis number 6537 in Bonhams' description of the car was in fact already attributed to a genuine factory-built Morgan. Fortunately, Charles and Martyn had been informed by the Norwegian dealer of the upcoming auction and that the genuine SS+4 roadster with chassis number 6537 belongs in reality to one of the dealer's customers. Bonhams, nevertheless, chose to ignore the factory correspondence and simply amend the chassis number by the addition of the suffix A to 6537 which the seller obtained from licensing authorities. Surprisingly, the green cloned SS+4 sold for a whopping £70440 including premium and tax to an indiscriminating buyer.

www.bonhams.com/auctions/20925/lot/343/

A look at current market trends for SS+4s brings one to conclude how unpredictable the European and UK markets have recently become with no less than six SS+4 roadsters advertised for sale in the last six months (ending April 2022). Five of them are high-bodied and three are RHD. The cheapest – at 82960 Euros including commission and tax – is a 1962 LHD import from California that sold in France at Aguttes' auction in March this year. At the time of writing, the remaining five are still for sale in four countries and priced well over 100000 Euros, peaking at 150000 Euros for a red LHD 1961 French-registered roadster also imported from USA. However, as indicated by Dennis Glavis, the Los Angeles Morgan dealer, selling prices in USA no longer flirt with the record highs attained in the 125-165000 \$ dollar bracket for SS+4 cars that he personally sold in the last decade.

Choosing between a high-bodied and a lowline SS+4 also depends on how comfortable one feels at the wheel. Although the optional Derrington wood-rimmed steering wheel (for the high-bodied version) was larger in diameter than the later Walsall wooden one that was an option for the lowline version, a big driver would still be more comfortable seated slightly higher on a bench seat in a high-bodied SS+4.

One advantage of the lowline SS+4s over the high-bodied TR3-engined ones is the bigger TR4/TR4A engine (2138 cc versus 1991 cc). However, six of the high-bodied cars –

CAPTIONS:

2. Chris Lawrence at the Morgan Centenary Festival, at Cheltenham, in 2009

3. Richard Shepherd-Barron stands next to Douglas' 1967 Plus 4 Super Sports

2

MORGAN PLUS FOUR

Our exchange engine scheme offers the greatest value possible in tuning. These engines are supplied to the Morgan Motor Co. for the Super Sports +4.

Exchange new engine to full competition spec.	£200 <small>allowance made for old engine.</small>
Complete new engine to competition spec.	£220
42 DCOE Weber carburetters and inlet manifolds.	£50 <small>per pair.</small>
Full flowed exhaust manifold, twin silencers and tail pipes.	£21.13
Inlet manifolds for Weber carburetters.	£7 <small>per pair.</small>
Touring camshaft	£18
KONI adjustable shock absorbers, front and rear.	£16.10 <small>complete with brackets.</small>
Fibreglass hardtop, in primer	£27.10

FOR FURTHER DETAILS CONTACT

WESTERHAM MOTORS LTD.
69a AVENUE ROAD, ACTON, LONDON, W.3
ACORN 0129

4884

82111

2575HR

2.2 litre engine
Black wire wheels
chrome strips & body
Tonneau cover

747

25.10.61

30.5.62

Lowline Sports
Los Angeles

4

Congratulations on the purchase of 4884. I hope you have great fun with it.

Chris Lawrence

including chassis 4884, my ex-SS+4 roadster – were ordered with 2.2 litre rebored TR3 engines. Another interesting item, only fitted to 27 of the early batch of 33 high-bodied SS+4s, are the pretty cream-faced dials and switches. These were replaced by black-faced dials in June 1962 so, unfortunately, none of the lowline production SS+4s had the cream-coloured instruments.

The bonnets of the high-bodied cars were different too; the bonnet bulge (for clearing the Webbers) was a riveted scoop and not flush with the bonnet as per lowline SS+4s. Initially, it was judged necessary to roll upwards the rear edges of the aluminium half bonnets to compensate for lack of stiffness, but this unusual aspect of high-bodied SS+4s was also discarded on the lowline version.

As for the engine bay, the major difference between the two versions was the fitment of a header tank on the bulkhead of lowline SS+4s exclusively.

CAPTIONS:

4. Copy of the chassis register for Douglas' car, with note from Chris

This was to lessen the risk of overheating. Regarding options, the 'Selectaride' electric rear shock absorber setup was shunned by most SS+4 buyers. Had Morgan offered adjustable Koni dampers front and rear as an alternative option, then surely it would have been a wiser and more popular one. After all, Chris Lawrence had them fitted to TOK.

By 1965 Chris had run out of LawrenceTune-stamped rocker covers so he resorted to retaining the standard chromed ones on the Triumph engines supplied by Morgan until production of the SS+4 model came to an end in 1968. Many, if not a majority, of SS+4s have been raced to some extent so it's not surprising that not all have 'matching numbers'. TOK, in that respect, is certainly the best example given the inevitable number of times the engine, gearbox or axle has been replaced on a Morgan with that much racing pedigree!

As concerns Morgan literature, most of the confusion surrounding the SS+4 model stems from distorted facts and figures in a great number of books; the most notable are to be found in the statistics section of Ken Hill's book, 'Completely Morgan', where his SS+4 listing has numerous mistakes and even contradictions. To conclude, I might add – that if someone one day gives a distorted interpretation of the SS+4 model by inferring, for example, that only the lowline version is a true SS+4 – then that person needs to be reminded that Chris Lawrence himself ordered an avon blue race-prepared roadster that was delivered new on May 9th 1961. That high-bodied SS+4, the fifth produced, bore chassis number 4840 and was road registered XRX 1. Although it was rejected by scrutineers at Le Mans in 1961, Chris did race it elsewhere that year. By the time he returned the car to the factory in February 1962 to have it rebodied as a lowline version, Chris had already swapped the XRX 1 registration for TOK 258. He opted for a burgundy red livery, hardtop included, but when officials at Le Mans discovered the Morgan in April during the weekend devoted to practice racing, they requested that the car be repainted British Racing Green for the race in June. Peter Morgan then decided that the hardtop had to be painted a faded cream to help keep the cockpit cool. All these developments need to be outlined for one to understand how and when TOK – the car raced at Le Mans by Chris and Richard Shepherd-Barron – started off life as a high-bodied SS+4 roadster.

I am heavily indebted to Jake Alderson for his detailed input and proof-reading without which this article would not have been a fair and complete review of the Super Sports +4 model.

CLASSIC DRIVING DEVELOPMENT

Morgan products

Designed and engineered by a Morgan owner and enthusiast

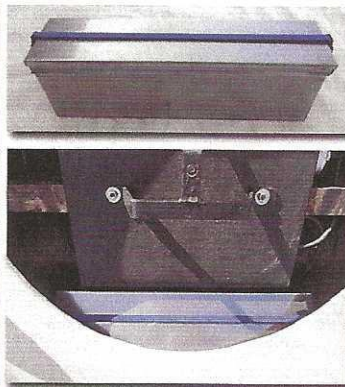
POWER ASSISTED STEERING

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- ✓ No heavy steering when manoeuvring
- ✓ No drilling, cutting, wiring or welding
- ✓ No footwell intrusion
- ✓ Available for RHD and soon for LHD
- ✓ Demonstration car available
- ✓ DIY fitting possible
- ✓ For cars with steering rack or box
- ✓ Easy to restore to original steering
- ✓ From £2150 + VAT

SECURE TOOLBOX

A useful and secure toolbox mounted discreetly under the spare wheel that can take a full touring toolkit. Fits most traditional Morgans but check or contact us before buying.

Overall size: 540 mm x 125 x 170 high.
£265 + VAT



Full details, photos and fitting instructions on our website

Classic Driving Development Ltd

Engineered Improvements for Morgans and other classic cars

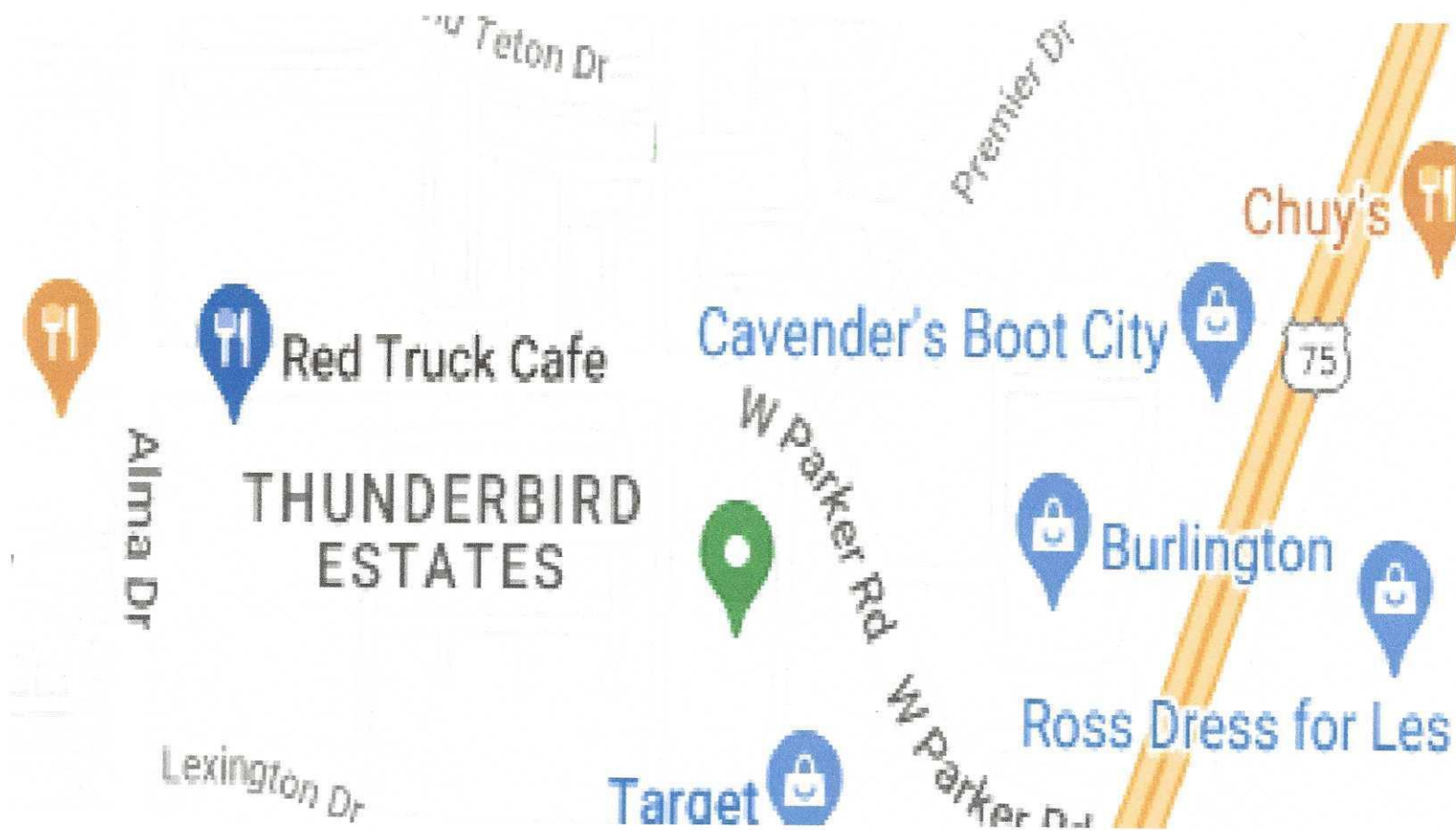
Unit 5-3, Orchard Farm Nursery, Lower Tysoe, Warwickshire CV35 0BU
Tel: 07812 766789 Email: info@classicdrivingdevelopment.co.uk

www.classicdrivingdevelopment.co.uk

MMCC MONTHLY BREAKFAST MEETINGS



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



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 inform

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.**