

# MOG LOG



APRIL 2023



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.**

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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.

## **LAW OF MECHANICAL REPAIR:**

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

## **LAW OF GRAVITY:**

Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner.

## **LAW OF PROBABILITY:**

The probability of being watched is directly proportional to the stupidity of your act.

## **RUNNING ON .....**

**TO FIND LIFE IN OUR MORGAN WORLD and .....**

**WOW, our April NOGGIN was a great gathering of 9 members and one perspective who is looking for a car.**

This months cover is from the trip to TEX MOG 34, November 9, 2014, in the Hill Country. Since we have used this route for many trips it is a favorite stop, mainly due to the selection of PIES.

Thanks to Craig for rustling up 2 events, count them, 2 events for this Spring. Both sound like nice drives. The first is out west to see 2 car collections. The second is visiting our new members Gary and Alesia Hamm. They are owners of a 3 wheeler and now a 4 wheeler, plus other cars of interest.

Would love to see some Morgans at the British Emporium event April 30<sup>th</sup> or the April 29<sup>th</sup> Park Cities show . Hopefully some of you have signed up for the ABC this year. Busy time!

Thinking of seeing a new member's Morgans in May, and maybe his other cars, I wondered just how many members had classic cars other than Morgans, and what are they? I can think of some: Isettas, Minis, a Rover, but what else. We should have a gathering of our other cars sometime just for the fun of. Anyone up for that? Email me and let me know just what other cars are out there.

[secretarytexmog@att.net](mailto:secretarytexmog@att.net)

Hope to see some friends and members at the Red Truck next time we meet.

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

**Remember our next NOGGIN' and NATTER is SATURDAY, MAY 13TH at THE RED TRUCK CAFÉ in PLANO. YOU SHOULD CCHECK OUT THE EVENT NOTICES AND THE CALENDAR. MAYBE THERE IUS A CAR SHOW NEAR YOU.**



**MORGANS... ROAD CANDY!**



## **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](mailto:secretarytexmog@att.net).

*Apr. 22nd April Road Trip Event*  
*Sat. 8:30am Terrill Antique Car Museum and*  
*Clifton Classic Chassis Auto Museum*  
*(See information in flyer for meeting place, times)*  
*It would be helpful, so no one gets left behind, if you let us know you are going.*

*Apr. 29<sup>th</sup> PRESERVATION PARK CITIES CAR SHOW*  
*Sat. 10am Burlison Park 3000 University Blvd. 10am – 2pm*  
*For info and registration: <https://preservationparkcities.org/carshow>*

*Apr. 30<sup>th</sup> British Emporium*  
*Sun 11am-4pm BRITISH CARS, CYCLES, CROWNS & CORGIS SHOW*  
*(See information in flyer)*

*May 6<sup>th</sup> 3<sup>rd</sup> ANNUAL CAR AND TRUCK SHOW*  
*Sat. 8am SONS OF THE AMERICAN LEGION SQUADRON 624*  
*2951 FM 917 Mansfield, Tx.*  
*(see flyer for information)*

*May 7<sup>th</sup> ABC CAR SHOW – <https://allbritishcarday.com/>*  
*Sun. For details and Registration see website above*

*May 13<sup>th</sup> Red Truck Café*  
*Sat. 10am monthly meetin*

*May 20<sup>th</sup> MORGAN CLUB TRIP to SHERMAN, TX*  
*Sat. 9:30am (See information in flyer) **REQUIRES AN RSVP!***

*June 10<sup>th</sup> Red Truck Café*  
*Sat. 10am monthly meetin*

# April Road Trip Event – Saturday, April 22nd: Terrill Antique Car Museum and Clifton Classic Chassis Auto Museum

We'll plan on heading down southwest of DFW for some back road driving, lunch and a couple of small auto museums.

We'll see the Terrill Antique Car Museum in De Leon, Tx, ([www.automotivemuseumguide.com/terrill-antique-car-museum/](http://www.automotivemuseumguide.com/terrill-antique-car-museum/)) They display a remarkable collection of antique cars that have been lovingly restored, including 18 drivable vintage vehicles (1901–41), such as a 1941 Packard, a 1915 REO Speedwagon (no, not the rock band) – 3/4 ton truck, a 1927 Pierce Arrow touring car, a 1931 Studebaker, Series 54, Six Cylinder Regal Tourer, a 1929 Model A Ford Roadster, and a rare 1901 Coffin steam car, created by Howard Earle Coffin. The Coffin steam car spent 34 years in the Henry Ford Automobile Museum.



We can then head on over to Clifton, TX, and stop to eat lunch at the Corner Drug Café ([www.cornerdrugcafe.com](http://www.cornerdrugcafe.com)) at the old Corner Pharmacy location in Clifton, which still has its soda fountain, Italian marble bar, bar stools and stained glass bar back.



The Clifton Classics Chassis Auto Museum ([www.cliftonchassicchassis.org](http://www.cliftonchassicchassis.org)) has a 22,000 sq. ft. classic auto museum, featuring 35 cars from the 1940s through 1980s. There are Corvettes, Thunderbirds, Buicks, Pontiacs, Chryslers, as well as vintage scooters. This museum is owned by Dr. Terry, who lives in Dallas, but decided to house his collection of cars in an old Brookshires Brothers grocery store.



## April 22<sup>nd</sup>:

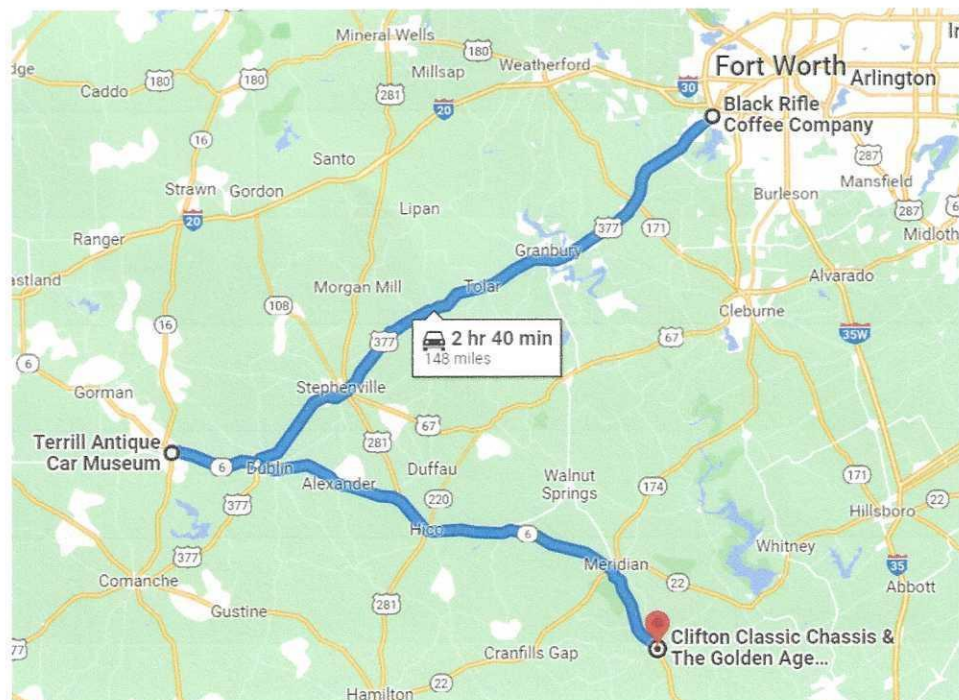
**Where:** We will initially meet at

- Black Rifle Coffee Company" 9001 Benbrook Blvd, Benbrook, TX 46126

**When:** We'll leave Black Rifle Coffee Company at 8:30 AM

**Who:** Please let Craig Ligon know you are coming, and we'll keep an eye out for you!

Craig Ligon: [ligons@gmail.com](mailto:ligons@gmail.com)  
mobile 214-535-9423



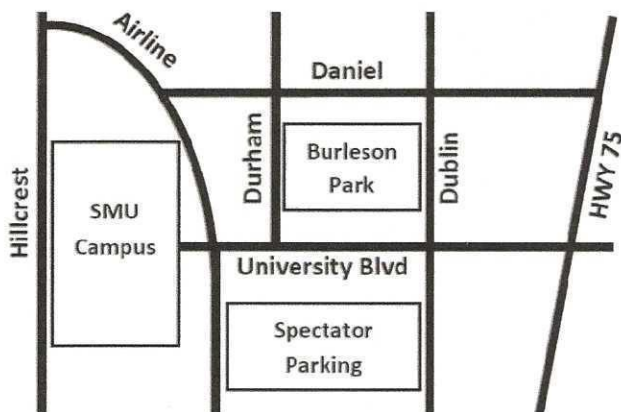


# PARK CITIES CAR SHOW 2023



**April 29 – 10am until 2pm**  
**Burleson Park – 3000 University Blvd**

On the east side of the SMU Campus



Registration opens at 8:30am  
 Food, Drink, & T-shirts for Participants

**URBAN**

Allie Beth Allman & Associates  
 A BERKSHIRE HATHAWAY AFFILIATE

**SEWELL**

OBSESSED WITH SERVICE SINCE 1911



REGISTER at [PreservationParkCities.org/CarShow](http://PreservationParkCities.org/CarShow)  
 Rain Date May 6, 2023





## Cars, Cycles, & Corgis



### **BRITISH CARS, CYCLES, CROWNS & CORGIS SHOW**

Sunday APRIL 30, 11am - 4pm 140 North Main Street, Grapevine.

This year's theme is THE CORONATION OF HIS MAJESTY KING CHARLES III - and we're going to have a royally great time, so come and join us. Tell your friends!

21-HORN SALUTE TO KING CHARLES: 1pm

CORGI PARADE & AWARDS: 2pm

CAR & MOTORCYCLE AWARD CEREMONY: 3pm

Our esteemed Host, Professor Jeffrey Herndon respectfully asks that you SHINE UP THOSE BONNETS AND BOOTS in preparation - but vehicles do not have to be absolutely pristine, this is a fun meet-up...

Bringing a British car or motorcycle? Please RSVP by calling 817 421 2311 and we'll reserve a space for you.

WOULD YOU LIKE TO BRING YOUR CORGI? Join in the fun - dress up & wear costumes, you may win a prize! Please RSVP by calling 817 421 2311.

This community event is free and open to the public - there's no admission charge, but please bring canned items for our GRACE Grapevine Food Pantry drive in the spirit of His Majesty's request that we come together during this historic event to help those in need.

Thanks so much for your continued support of our small business and we look forward to seeing you!

[www.british-emporium.com](http://www.british-emporium.com)

Find us on Facebook!



SONS OF THE AMERICAN LEGION SQUADRON 624

# 3RD ANNUAL



**CAR TRUCK & BIKE SHOW**



SCAN QR  
CODE FOR  
MORE INFO



SATURDAY

**MAY 6, 2023**

@ 9:00 A.M



## American Legion 624

2951 FM 917 MANSFIELD, TX 76063

**CATEGORIES INCLUDE: CARS ■ TRUCKS ■ MOTORCYCLES ■ ATV  
EXOTICS/COMPETITION ■ MILITARY VEHICLES**

PROCEEDS BENEFITING: OPERATION COMFORT, VETERANS AND VETERAN PROGRAMS



# May 20<sup>th</sup> - Morgan Club Road Trip to Sherman, TX

For our May outing, we'll be driving to Sherman to visit two of our newest members, Gary and Alesia Hamm. After a morning drive, we'll stop for lunch at MG's Burgers for lunch. The Hamms have invited us to their property and shop after lunch. They will have desert as well as some of their cars, including a 1934 Morgan Three Wheeler, a '61 Morgan Four Seater and a '52 MG TD.



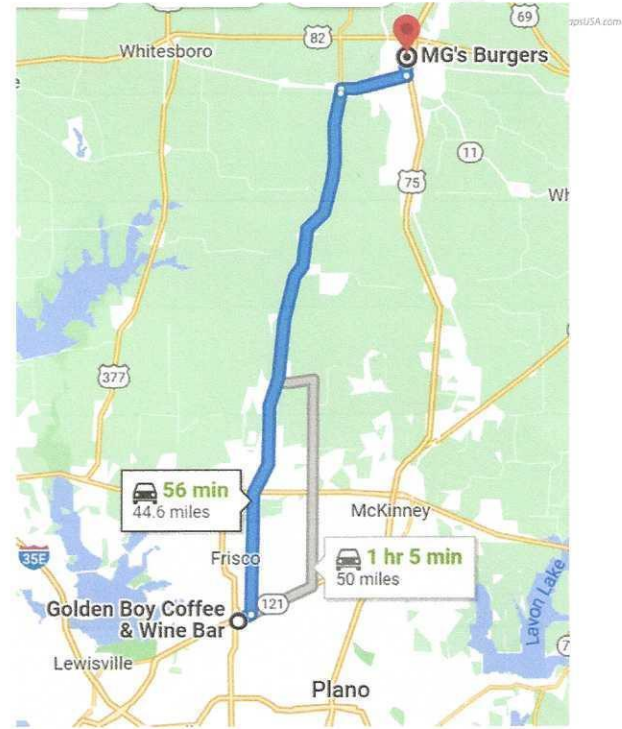
**When:** May 20<sup>th</sup>, 9:30AM

**Where:** We'll meet at Golden Boy Coffee & Wine Bar,  
5880 TX-121 Suite 102 A, Plano, TX 75024

We'll leave ~9:45, drive up Preston Rd (Hwy 289)

Lunch at MGs Burgers at 11AM <http://mgsburgers.com/>

Please RSVP to Craig Ligon, [ligons@gmail.com](mailto:ligons@gmail.com) or 214-535-9423  
so we know you are coming and can ensure we have everyone.





## Whoever asked Morgan to build a beach car, you win spring break



Every Morgan is made by hand, but for certain special customers, the boutique British firm will raise its command of retro-inspired coachbuilding to the next level. This Riviera-ready beach cruiser, known as the Spiaggina (“beach,” in English), might be the most unusual example yet. From the nose to the windshield all is as one would expect of a British sports car that hasn’t changed in generations, but beyond this point, the roadster has been totally redesigned for a life of sun, sea, and sand.





There are no doors, for a start, and the rear bodywork has been cut back as low as possible. Shade is provided by an aluminum canopy, which swings upwards on both sides to allow up to four passengers easy access to the wonderful interior, finished in tan hide and white basketweave.

Morgan's woodworking skills have been put to use beyond the car's traditional bent-ash frame, with a dramatic teak arch supporting the canopy at the rear and more of the same material forming a yacht-style decking in the trunk area. The back seats fold completely flat, and there's a hinged trunk opening to accommodate a couple of longboards.



Finishing touches include an almost nautical dashboard with a white leather-rimmed wheel, a polished, gated shifter for the automatic transmission, and an under-dash storage net.





The Spiaggina was created for a U.S. collector in 2022 and “built on a version of the well-established steel chassis that underpinned Morgan sports cars for more than 80 years.” It’s powered by a four-cylinder two-liter GDI engine mated to an auto ‘box for easy coastal cruising. It’s a spectacular send-off for Morgan’s [traditional, steel-ladder platform](#), soon to be replaced by [bonded-aluminum construction](#), but the Spiaggina won’t be the end of the company’s skunkworks projects. We’ve already seen how Morgan’s first aluminum chassis was used in the limited-run Aero 8, Aero Max, and Plus 8, while the latest Superformed platform which underpins the Plus 4 and [Plus 6](#) was deployed for the off-road ready [CX-T](#). We can’t wait to see what’s next.





# Morgan Motors

OF NEW ENGLAND



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available free online



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New Morgan art from Valentin Tanase provided by Jacques Gallien of MOG Belgium



# UNIVERSAL APPEAL

## Repairing U-Joints Only Requires Brute Force and a Little Finesse

Most of our rear-wheel-drive classics connect the transmission to the differential via a drive shaft, a piece of equipment that features two universal joints. While simple in design and function, these U-joints are often improperly installed or have become worn over time. The end result can be an annoying vibration as well as a potential hazard.

While U-joint problems are usually easy to discover and diagnose, their replacement can be an exercise in the balance of finesse and brute force: Too much brute force and you'll cause damage; too much finesse and you'll never finish the job.

### Looking for Trouble

A quick way to diagnose worn U-joints is to carefully listen to the car when initially releasing the clutch and proceeding at slow speeds, especially when changing from a forward direction to reverse. If you hear a tinny ringing sound, then you'll want to inspect your U-joints. Even if you don't hear this sound, you should get under the car from time to time for a more thorough inspection.

After safely raising and supporting the car on jack stands, grasp the drive shaft in one hand and the flange on the opposite side of the U-joint with the other; then firmly twist. If you feel any play, it is time for a new U-joint.

While you're under the car, it's also time to inspect for improper installation of the drive shaft. This is common on drive shafts that feature a slip joint.

All drive shafts incorporate a slip joint to allow for length adjustment to handle the movement of the rear axle. The slip joint is sometimes incorporated into the rear gearbox shaft, where the drive shaft slips into the gearbox.

Other times, the main drive shaft is made of two pieces, incorporating a slip joint in the middle. It is with these two-piece drive shafts that improper installation will cause driveline vibrations, rapid U-joint wear, and other potential hazards.

U-joints, unlike their cousin the constant-velocity joint, must operate in phase. That is, the "crosses" of each U-joint in the drive shaft must be in alignment with each other. It is very common to find that a past owner or repair shop inadvertently disconnected the two halves of the drive shaft and did not realign them properly.

Sight down the drive shaft to determine that the U-joints are in phase. If they are not, remove the drive shaft, unscrew the union, and realign the shaft. If you're lucky, the U-joints will not have worn too much. Still, you should inspect them for sure.

### Getting Dirty

Removing the drive shaft is a relatively easy, if sometimes uncomfortable job. At the rear axle end of the drive shaft, it is usually just a job of using two open-end wrenches to loosen and remove the nuts, bolts and lock washers (usually four of each).

At the gearbox end, it is sometimes a matter of just slipping out the drive shaft if a slipjoint is used to link the

two components. Other times, it's a matter of removing nuts and bolts, as with the rear end. In still other cases, there are studs in the rear gearbox flange, so only one wrench is necessary.

While the disassembly of the components is easy, this is usually a two-person job as it's often necessary to put the car in gear to hold the drive shaft from moving. That means that you'll either need an assistant, or you'll have to crawl out from under the car and shift it into neutral, turn the drive shaft, and then put the car back into gear as you loosen and remove each nut. Nonetheless, this job usually goes quickly and lets you bring the drive shaft to your workbench.

### At the Bench

Your tools for this job are relatively few: a hammer, preferably with a soft face like brass; a vise (a hydraulic press will work as well, but borders on overkill); needle-nose or circlips pliers; a large socket (around 1-inch or larger); a file or two; and a nut. Coupled with the aforementioned brute force and finesse, these few tools will do the job.

The pictures show the work in detail, but here is the synopsis: Remove the circlips that center the U-joint. Using the socket, vise and hammer, knock two of the end-caps from the U-joint. While gripping the end caps of the U-joint with the vise, lightly tap the shaft to remove it. Repeat the process for the other two caps.

Once everything is apart, inspect the shaft and flange for damage or burrs. If you find any, either replace the damaged part or use a file to remove the burrs.

Next, insert two caps into the shaft and carefully press them in place by squeezing them in with the vise. It takes some brute force to do this, just as it did to remove them, but also some finesse to make sure they are going in square and parallel to their bores.

Before going too far, insert the cross of the U-joint, making sure not to disrupt any of the needle bearings. If the cross has a provision for a grease zerk, make sure it is aligned with the relief in the drive shaft provided for it.

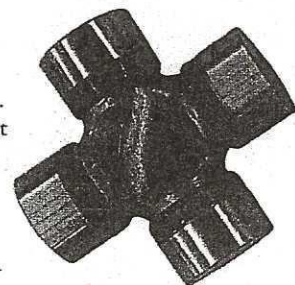
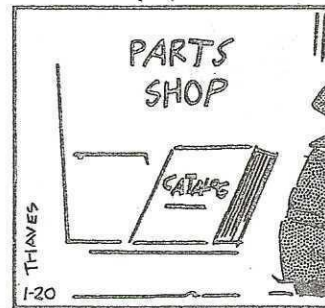
Continue to press the caps home. When they are nearly all the way in, you'll need to use a nut or other spacer to drive them the last bit of the way, one by one. Drive the first one just past the circlip groove, insert the circlip, then drive it back to the circlip. Drive the second one in tightly and insert the circlip. Repeat the process for the other two U-joint caps.

### All Done

Once the U-joints have been properly replaced, the drive shaft can be reinstalled. From here on out, it should be nothing but smooth sailing.

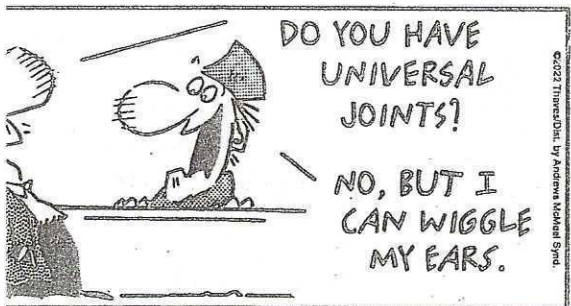
While bad U-joints can keep a classic off the road, rectifying the situation usually isn't too hard. A pair of U-joints—all that is really needed to fix the problem—usually costs only about \$40.

By Carl Heideman  
Photography by  
the author

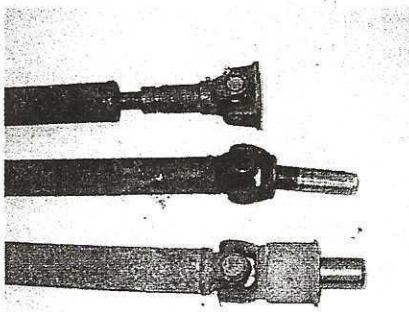




# U-Joint Replacement Step-by-Step



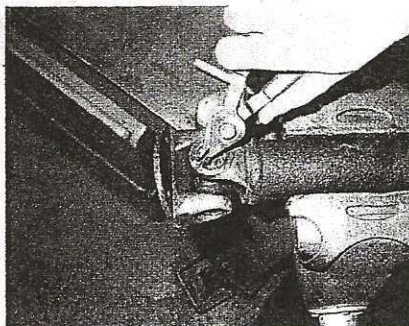
In the case of a two-piece drive shaft, it's important to have the U-joints in phase. The top photo shows correct phasing (arrows) and the bottom photo shows incorrect phasing.



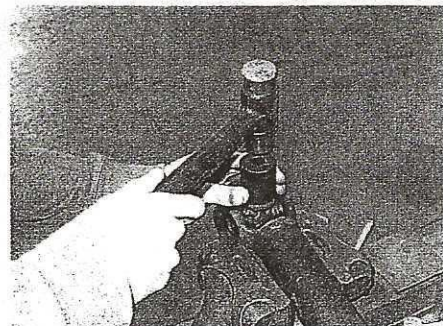
Two-piece drive shafts have the slip joint between the U-joints (top), while slip-in drive shafts use the rear output shaft of the gearbox for the slip joint (middle, bottom).



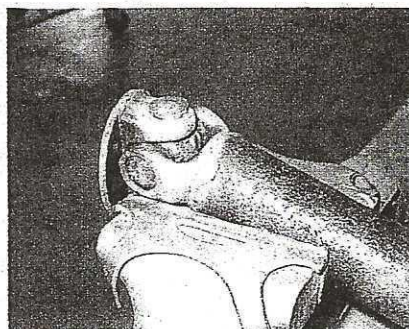
We removed the drive shaft by loosening the nuts and bolts with open-end wrenches.



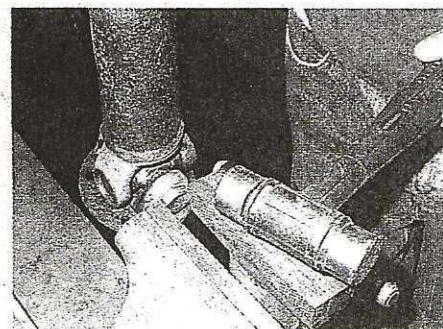
We took the drive shaft to the vise and firmly clamped it into place. Finesse was used to ensure that we didn't over-tighten the vise and damage the drive shaft. Then we used needle-nose pliers to remove the circlips from the U-joint.



Using the vise to hold the U-joint yoke, use a large socket and brass-faced hammer to start driving the bearing caps from the drive shaft.



After a few good whacks (brute force), the bearing caps are exposed.



Then grab the caps with the jaws of the vise and gently tap them free of the drive shaft (finesse).

**TREASURED**  
MOTORCAR SERVICES  
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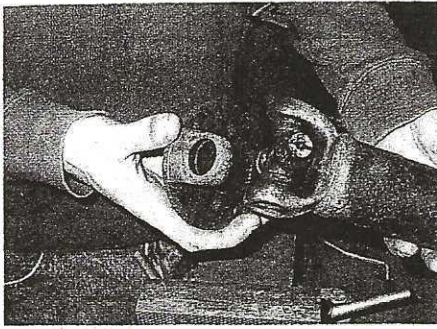
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[www.TREASUREDMOTORCARS.COM](http://www.TREASUREDMOTORCARS.COM)

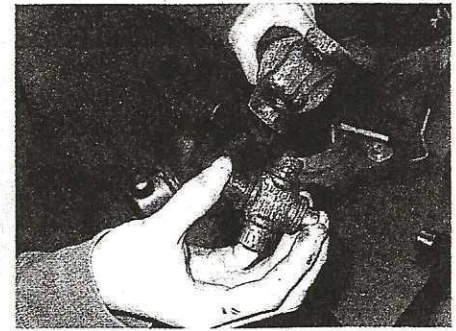




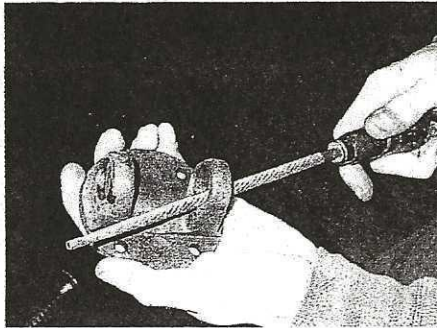
With the bearing caps removed, we could start to disassemble the components.



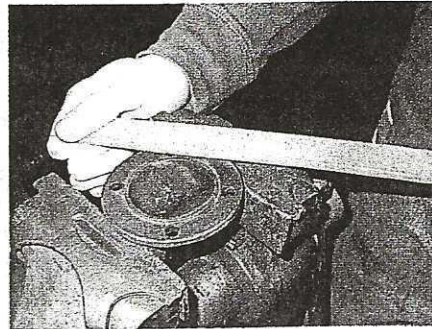
We repeated the process with the other two caps of the U-joint.



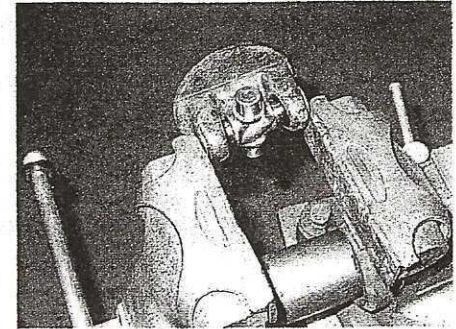
Then we removed the U-joint cross from the drive shaft.



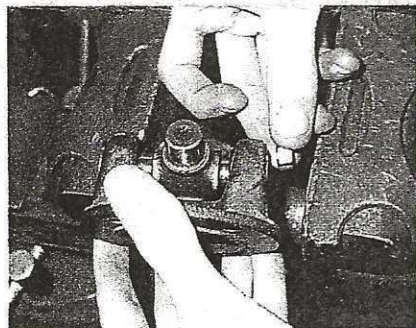
There were some nicks and burrs in the bearing races, so we cleaned them up with a round file (finesse).



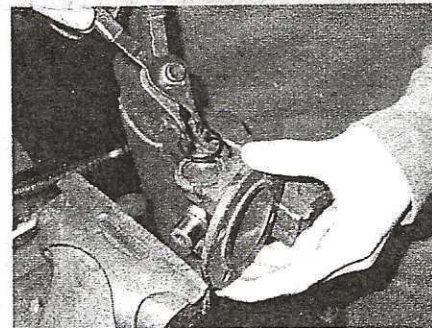
There were also some burrs on the flange at the end, which would have caused misalignment with the rear axle flange. We cleaned up the burrs with a flat file (more finesse).



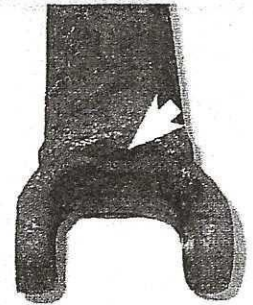
We took two bearing caps and put them in the end flange, and then inserted the U-joint cross. We used the vise to press the bearing caps into the flange. This took a lot of finesse to ensure that they went in straight and that the internal needle bearings did not fall out.



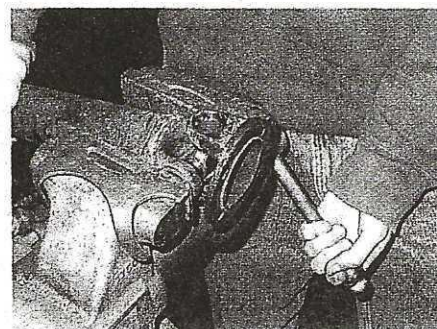
Once the bearing caps were in as far as we could get them, we used a 3/8-inch nut as a spacer to push one side in further still. We drove the bearing cap just past the circlip (brute force)...



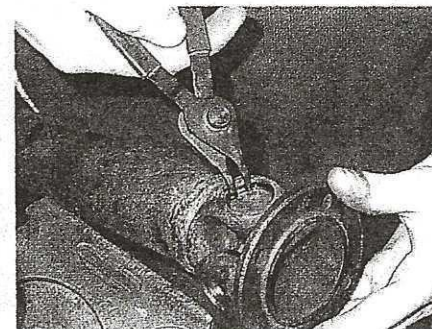
...then inserted the circlip. We repeated the process on the other side. Using the 3/8-inch nut again, we pressed the second cap in until the first cap lodged against the circlip. Then we were able to insert the second circlip.



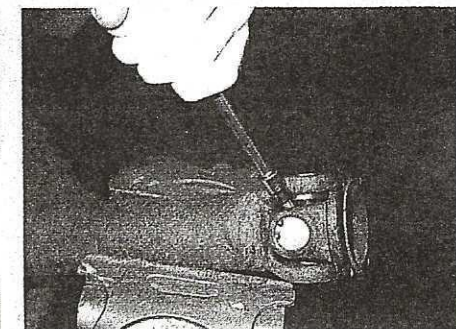
We looked for the indentation/relief in the drive shaft that accommodates the grease zerk (arrow) so that we could make sure to install it the correct way. We then used the same process to put the bearing caps in the shaft, first putting the caps in by hand (finesse).



Then we inserted the cross, and drove everything home with the vise (brute force).



We repeated the process with the 3/8-inch nut before installing the circlips.



All that was left was to install the grease zerk with a nut driver, and grease the U-joint.



# 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.**