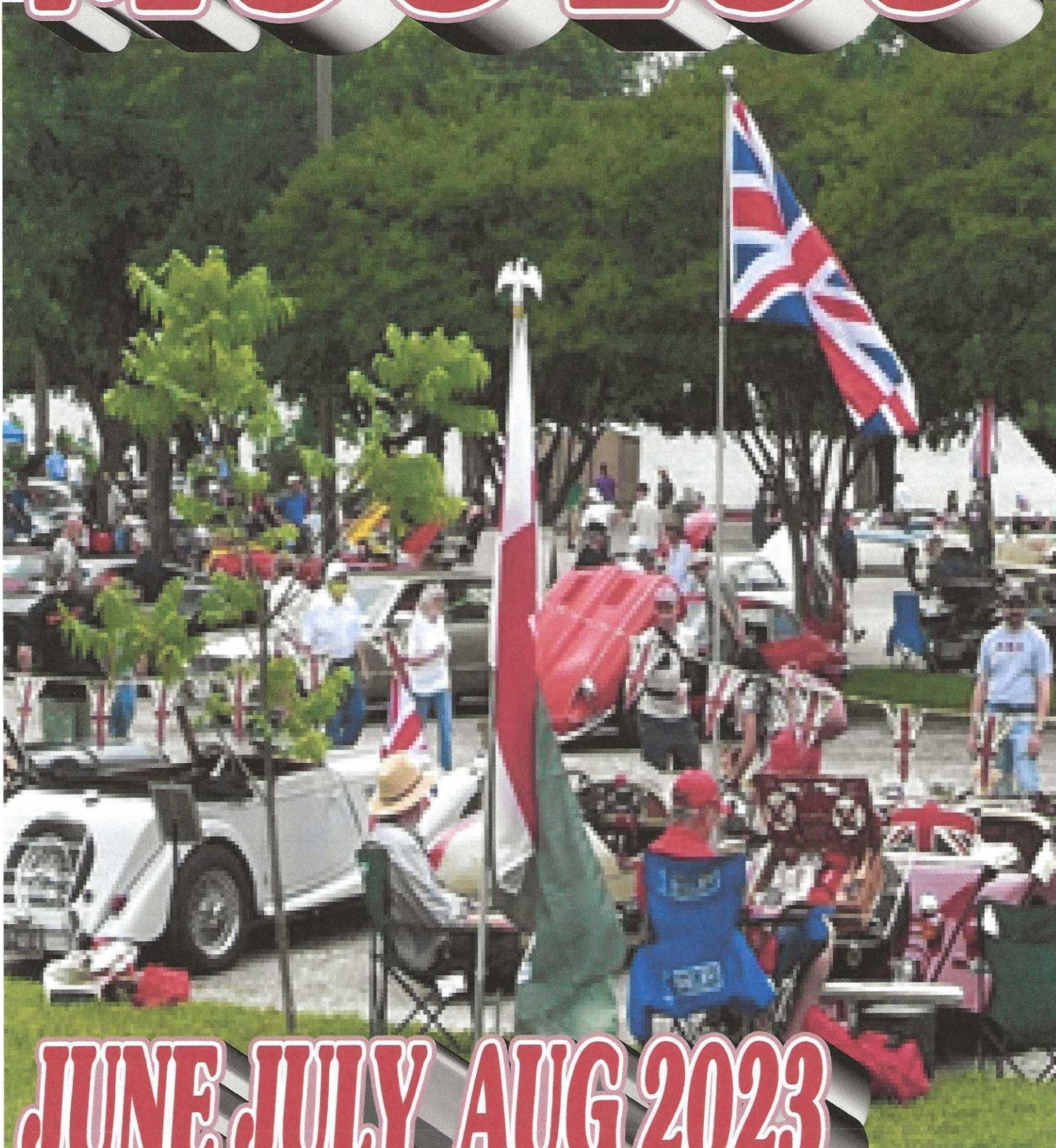


# MOG LOG



JUNE JULY AUG 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.

"There is no sunrise  
so beautiful that it's  
worth waking me up to  
see it." *Mindy Kaling*

"Too much of any-  
thing is bad, but too  
much good whiskey is  
barely enough." *Mark Twain*

# RUNNING ON .....

## INDOORS AS IT IS HOT, HOT, HOT.....

This months cover is from the 2023 ABCD ON May 2, 2023.

I do believe our Second Saturday Breakfast meetings ore turning out to be a good choice. We have a wide selection of members attending (if you haven't, do come) and great conversations.

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, AUGUST 12TH at THE RED TRUCK CAFÉ in PLANO.



*the Prez*



*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).

## **MEETINGS**

*Aug. 12<sup>th</sup>  
Sat. 10am*      *Red Truck Café  
monthly meeting*

*Sept. 9<sup>th</sup>  
Sat. 10am*      *Red Truck Café  
monthly meeting*

*Oct. 14<sup>th</sup>  
Sat. 10am*      *Red Truck Café  
monthly meeting*

*Nov. 11<sup>th</sup>  
Sat. 10am*      *Red Truck Café  
monthly meeting*

## **EVENTS**

*Sept. 24<sup>th</sup>  
Brunch*      *SPECIAL EVENT  
See information in September MOG LOG , or attend the August 12th  
meeting at The Red Truck to hear about it.*

Oct.5-7      BRITS IN THE OZARKS  
Th – Sat.      See information in newsletter

Oct. 13 – 15      TEXAS ALL BRITISH CAR DAYS  
Fri. – Sun.      See information in newsletter



# 21st BRITISH *in the* OZARKS

ALL BRITISH CAR & CYCLE SHOW  
*Benefiting the ALS ASSOCIATION*



SPONSORED BY  
**BRITISH IRON TOURING CLUB OF  
NORTHWEST ARKANSAS**

PRESENTED BY  
**Jeff & Lisa  
Kellogg**

University of Arkansas Agripark  
Fayetteville, Arkansas

**October 5-7, 2023**

Thursday, Oct 5  
Driving Tour

Friday, Oct 6  
Driving Tour  
Parking Lot Party

Saturday, Oct 7  
Car Show  
Banquet

SPECIAL GUEST  
**Kent Prather**

*SCCA Champion and Storyteller*

**Car Display • People's Choice Judging • Concessions Available**

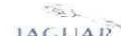
**Host Hotel**

**Holiday Inn Convention Center of Northwest Arkansas  
I-49 and Highway 412, Springdale, AR**

FOR REGISTRATION INFORMATION CONTACT

**BILL WATKINS**  
479-636-2168  
[www.Britishironnwa.org](http://www.Britishironnwa.org)

OR **DOUG SCHRANTZ**  
479-531-2783  
[dougschrantz@gmail.com](mailto:dougschrantz@gmail.com)





### **BRITISH CAR WEEKEND**

- All Marque British Car Show
- **October 13, 14 & 15, 2023**
- Meet & Greet Friday Evening at the Brass Tap
- Rally on Saturday Afternoon
- All British Car Show on Sunday at Live Oak Brewery, Del Valle

Registration is not open yet, but for information contact **Texas All British Car Days** web site.

[www.txabcd.org](http://www.txabcd.org).

### **HOST HOTEL**

This year's host hotel is the Homewood Suites in Round Rock.

This is a new and very nice hotel.

It's located at

2201 S Mays St  
Round Rock, TX 78664  
(512) 271-2750

They are offering a discounted rate for our show but the number of rooms is limited. Click [TXABCD 2023](#) ([Hilton.com](#)) to reserve a room from our block of rooms.

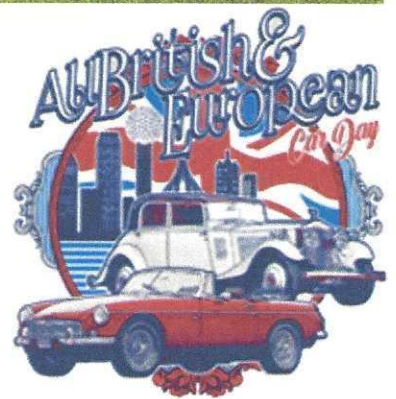
# White Rock Lake - All British and European Car Days

May 7, 2023

By Craig Ligon

This year's All British and European Car Day received a last minute change of venue. We were not going to be at Dreyfus Point as we have for the past several years. We were being moved to the Bath House just a little further on. I understand the new park's director did not like the idea of cars parking on the lawn. This was a pity as the previous location was so nicely situated near the trees and made for a beautiful setting with all the cars. Not a problem, we could pivot with the times. After the rain the previous night maybe it was just as well we weren't driving over the grass.

Since this year's event was also to celebrate King Charles' Coronation, we were instructed to decorate the cars accordingly, and it was obvious that my cardboard King Charles would need to copilot with me. I received several comments that my copy and the real thing had virtually identical personalities, but I digress. The 3 Wheeler has plentiful charm, but very little storage space, so the passenger bay was quickly filled with flags, chairs, flag poles, flags and bags. Charles had to sit wedged in the side facing me to hopefully reduce his cross section and air resistance. Despite this, I often had to reach over and hold the King down. Nobody wants the King flying out of the car and into traffic the day after his coronation. There would be questions and allegations I simply didn't want to address.



After arriving, a few of us went about setting up the flags and bunting that I had stuffed in the car. This year we didn't have any trees to use for the rope to suspend the flags. Luckily I had brought three flag poles. Each had a flag and bunting with smaller flags tied between each. I had more flags than poles, so each pole was quickly adorned with two flags each. I thought it might be overkill, but Chuck agreed that if it wasn't garish, it wasn't enough. Great, I think we almost had it covered. Since I still had more, we stretched a long section of bunting

across a small sapling, terminating with the nearby garbage dumpster that separated the Morgan section from the Jaguar section. What were they saying about our cars? Even if the Jaguar club had a nice wooded seated area, did they have 48 flags on display? I don't think so. Check and mate!

Having set up, I sat down on the high curb as a few of us talked. It was nice to have the high curb as the chairs we brought weren't necessarily needed. As I sat there, I noticed that one of the weeds had crept under my shirt and was poking my skin. I didn't pay too much attention and we continued to talk. I then noted what appeared to be another weed that was irritating me. I stood up to avoid the irritant. It was then that I saw I had been sitting on a small mound of fire ants. I quickly tried to brush them off, but by that point I realized that I had one and possibly more down in my pants. There is not much you could do standing in a large parking lot. If I dropped my pants, it would be unlikely that I would be asked back next year. I simply had to try to brush any demons from my drawers and hope to crush any remaining stragglers. In the end I wound up with a fairly itchy back and bum and yet another reminder to watch for fire ants, especially after a rain.

The Morgan club had a good turnout. Chuck Harris was there with his regularly used '66 4/4, Dan Thornton with his '98 Plus 8, Bob Noguera with his '62 Drop Head Coupe, Ed Arnold with his 2003 two tone Plus 8, and I finished out the initial group with the 3 Wheeler. Bernard and Denise Siegal did make it in a bit later with their '62 DHC, apparently the flat rad was having brake issues. It was nice to see two Drop Head Coupes. We also had additional members who came to see the show or brought another car to enter in another class. Linda Noland, who is still working on her car, Jeff and Yvonne Smith, who recently had issues with theirs, Dick and Fran Hawkins brought their pre-war Rover, and Jeff Podmers, who came in his Austin Healey. It was great to see all the Morgan Club

members. We can vote next meeting whether we want to extend an honorary membership to cardboard King Charles.



King Charles didn't want to get out of the car.

The show is well attended, and being that this is White Rock Lake, gets plenty of walker, runners, bikers, dogs and kids. One fun thing about car shows is seeing people trying to display their knowledge to try and impress people they're with. One good example was a young man around 20 years old, with a woman I presumed was his mother. As he walked up to



The Morgans, separated from the rest of the event by the dumpster.

the Morgans I could hear him exclaim, "A Morgan 3 Wheeler!" He then proceeded to tell his mother about how Morgan started building three wheelers after World War II. Men were coming back from the war with their motorcycle licenses and wanted to drive motorcycles to their jobs. The three wheelers were apparently born out of this demand. I don't know exactly where this story came from, but I applauded the confidence in which he relayed this new history. As I don't think the woman really cared, there was really no reason to correct the misinformation.

The show this year was large. This may have also contributed to the reason to move the location. There were much larger collections of



Jaguars and MGs. These two groups alone made up nearly half the Bath House parking lot. However, there were also many of the Triumph, Austin Healey, Mini, Land Rover, Bentley, Rolls Royce, Lotus cars you expect to see, plus many VW, Porsche, Fiat, Volvo, Ferrari and other cars that make up the rest of the European cars, and some of these spilled into neighboring parking areas. We were hard pressed to get our votes in by the 1 p.m. award time. I think that the threat of rain may have kept some cars away. I'm not sure they could have had many more.

The change of venue also meant a slight change in schedule as another event was scheduled at the Bath House at 2 p.m. Awards were handed out at 1 p.m. Ed's 2003 Plus 8 took third, Dan's 1998 Plus 8 took second. The 3 Wheeler took first place, even though I thought it was ineligible as it was newer than 25 years old. I'm sure that since the King had chosen my car to sit in for the day, people felt obligated to vote for it. Afternoon rain was expected, and a drop or two had fallen around awards time. We closed up and the parking lot cleared fairly quickly.

Despite the change of venue, lack of trees and ants in the pants, it was a very enjoyable morning. I saw a car or two that I may also acquire when I win the lottery and build my secret bat cave storage facility. It was great to see some great cars, club members and fellow car enthusiasts over the course of the morning.

*Morgan*

(Apologies to Bernard for missing a photo of his DHC later in the day. Additional photos can be viewed and purchased at: <https://www.valentine-photography.com/Cars/British-Show-Cars> - No affiliation.)



Top: Chuck's '66 4/4, Dan's '98 Plus 8, Bottom: Bob's '62 Drop Head Coupe, Ed's 2003 two tone Plus 8. Not pictured: Bernard's '62 DHC.



## Crowns, Corgis, Cycles and Cars Show - April 30<sup>th</sup>



In preparation for the King's Coronation, the British Emporium decided to conduct a mash up of all things British. Well, not all things British, but enough things to garner a pretty good attendance. They were kind enough to reserve a few parking spots for the Morgans right in front of the store, as we had the most important British cars of the bunch! Well, that may not be entirely true, but it was still very kind of them. Store owner Sheela Bailey and I had been discussing this for some time, so she reserved a few spots for us. The fellow club members did a pretty good job letting me know who was coming so I was able to ensure we had enough spots reserved. The Jaguar XKE was a little perturbed when I still had two spots and wouldn't relinquish one to him. Early parking was tight as two Mini Cooper clubs arrived early on the event with about 20 cars alone. One guy driving eight hours all the way up from McAllen, TX. This is significantly farther than the half mile Jim Shukert had to drive his car, so those were probably the longest and shortest journeys I noted. Obviously, everyone just wanted to be there.

We wound up with five Morgans for the day. As pictured above, we had Dan Thornton in his '98 Plus 8, my 3 Wheeler, Jim Shukert in his '64 Plus 4, Jeff and Yvonne Smith in the '62 4/4, and Ed Arnold in his 2003 Plus 8. A handsome bunch. As mentioned we had a bunch of Mini Coopers, several Jaguars (two XKEs, '33 SS 100, Type S, MK), a few MGs (A, B and GT), a Birkin (which I mistook for a Caterham 7), the North Texas Norton club, and many other vehicles.

They also had a corgi show, with dogs dressed up in costume and awards for "Top Dog". I did see two corgis dressed as king and queen. At one point, the two dogs got a bit snitty and the pair got into a short fight. However, I felt that this was quite apropos. This was just so like the royals. Always a bit of drama going on.



The British Emporium handed out several awards. Just a few of note: The People's Choice Award went to the BMW Isetta. Not really a British car, but the people loved it. Bob Nogueira should have brought back his Brighton built Isetta, which would have qualified as British made. Next year Bob. The '33 Jaguar SS 100 won First Place. Dan won Second Place with his Morgan Plus 8.

The weather was actually very nice. Warm but not too hot. I had a friend who has a store on Main Street. She said that I should dress like King Charles and drive up and down Main in the Morgan. I took up her challenge and put together a decent replica of Charles' dress army jacket; close enough for people to get the idea. I also had my cardboard standee of Charles along for the ride. Chuck and Craig cruisin' the strip. After the show, I did drive down to their store where a parking spot just happened to be available right in front of the store. I parked the 3 Wheeler in front and welcomed people into the store. Probably in a much friendlier fashion than King Charles would have done.

Not everything went perfectly that day. Ed forgot his chair, and I almost forgot mine, and more importantly, I almost forgot my box of chocolates I won in the raffle. That would have been disastrous! Trying to top things, Jeff and Yvonne did blow an oil seal on their oil filter on the way home and lost a lot of oil on the highway. Secretly I think Jeff just wanted to ride in the tow truck. Luckily, Jeff turned off the engine and coasted off the road. Later he found the issue with the oil filter, refilled the engine and luckily had no damage to the engine. Since the engine was saved, and Ed got back his chair, I guess it was all good news.

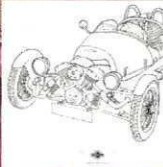


and luckily had no damage to the engine. Since the engine was saved, and Ed got back his chair, I guess it was all good news.

Thanks for those who attended. If you didn't, consider it next year. We may not have another Coronation Event, but I'm sure we have some more Morgans to see.



*Morgan*





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MR WHIT *for what it's* WORTH

# DAMPERS

...or what stops you bouncing

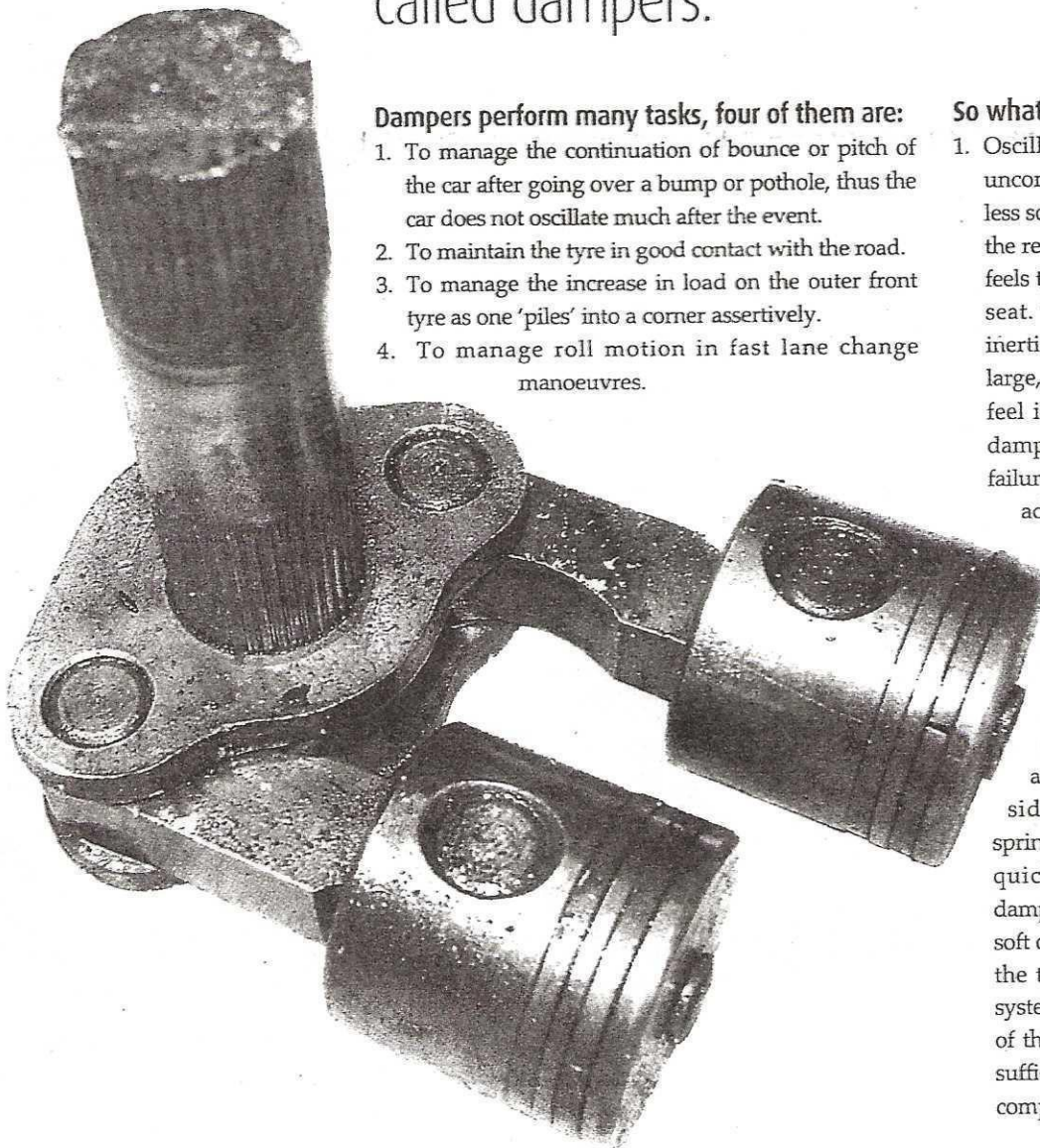
Many of you will know dampers as *shock absorbers* or *shocks* or *shockers*, but it is the springs that absorb the road shocks by deflecting out of the way. The spring stores the energy and then releases it, the damper converts some of this energy from the bump into heat, hence they are called dampers.

Dampers perform many tasks, four of them are:

1. To manage the continuation of bounce or pitch of the car after going over a bump or pothole, thus the car does not oscillate much after the event.
2. To maintain the tyre in good contact with the road.
3. To manage the increase in load on the outer front tyre as one 'piles' into a corner assertively.
4. To manage roll motion in fast lane change manoeuvres.

So what is required to accomplish these tasks?

1. Oscillation of the car after a bump or pothole is uncomfortable and can induce *sea sickness*. While less so in a Morgan, it can still be quite unpleasant if the rear end continues to bounce after a bump. One feels these suspension inputs primarily through the seat. The road forces the axle up and the mass inertia of the car resists it. The input can be very large, so if the bump rate is too high one will really feel it through the seat, whilst the loads on the damper and its mounts can be so high as to risk failure. The return of the axle after a bump is only achieved by the springs, so even if the damping on rebound is high the forces will always be less than in bump. Thus dampers are set with the rebound/extension rate around three times greater than the bump/compression rate.
2. Tyre contact with the road is obviously essential, no more so when cornering hard on a very uneven surface when the tyres may skip sideways occasionally. So the damper (and springs and tyres) must be set to allow the wheel to quickly follow surface irregularities, hence damping for small displacements is set low. Often soft or voided rubber washers are used at the top of the telescopic damper or soft bushes in a level system to allow this compliance. The nut on the top of the telescopic damper should only be tightened sufficiently to nip up the rubber washers, never to compress them.



3. Steering response can be increased if the load on the outer front tyre increases rapidly when there is sudden steering input. Thus the damper is designed to provide high levels of damping at the rate of roll when you apply steering at speed.
4. Roll damping is important and undamped roll would show up as wallowing going into or out of a corner. This can be very unsettling for the car as you are either working to find grip in the corner or powering your way out. So again the dampers need to be set to damp out these modes at their frequency.

So you see from this that the dampers have many tasks to do and inevitably only good compromises can be made for a fast road/sports car or for a race car.

With a conventional lever arm (e.g. Armstrong) or telescopic (of which there are many) dampers, the above requirements cannot all be achieved without compromising some, therefore, this is where the skill lies in design and setting up.

### How do dampers work?

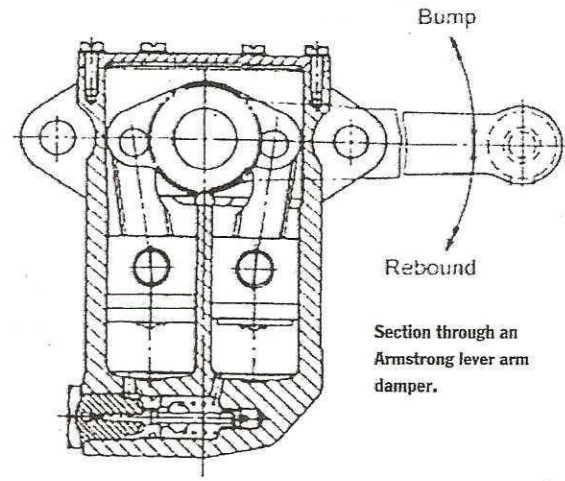
When fluid is forced through an orifice there is resistance, and the smaller the orifice the more resistance. It is this resistance that causes the fluid to be 'worked' and thus generate the heat needed to dissipate the kinetic energy. Fluid has many properties; the two of most relevance and use are viscosity and density.

Viscosity is easy to understand. Consider how thick oil is compared with water. Density is also easy to understand. Oil floats on water so is less dense than water. Both these fluid properties are made use of in dampers, but both have their own benefits and down sides.

For low flow rates the fluid property that is important here is viscosity. The fluid resistance then is in direct proportion to the flow rate. However, viscosity changes with temperature. It gets thinner as it warms up and thicker in cold temperature and hence the damping would vary with temperature and use, not good!

For high flow rates the fluid property that is important here is density. The fluid resistance is proportional to the 'square' of the flow rate.

So double the rate and the



resistance goes up four fold. Density of oil changes very little with temperature so it is useful to make use of this property.

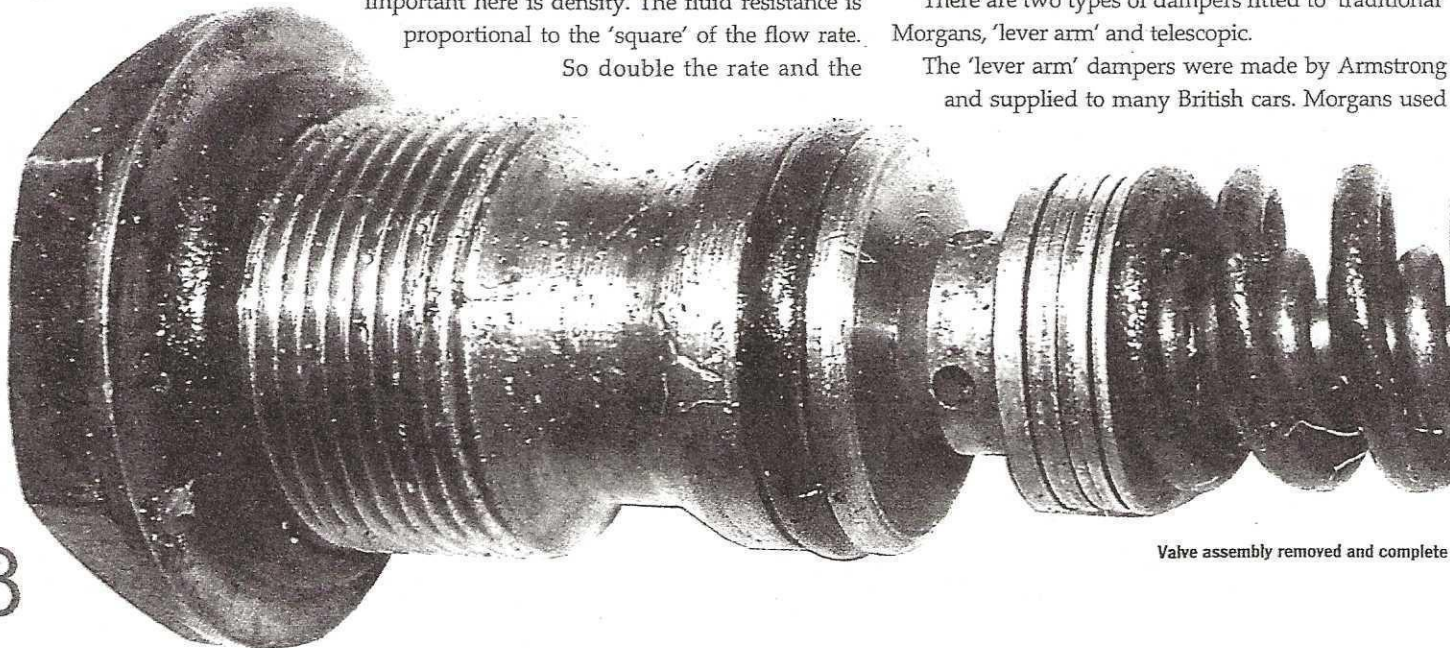
Dampers are designed to make use of both these properties, indeed they have to be. The density related property is used as much as possible to ensure consistent performance over wide operating temperature ranges but then the fluid viscosity property can not be avoided so also has to be incorporated in the design. In some older damper designs the fluid viscosity was relied on almost entirely so that changing the oil from thin to thick could increase the damping.

Dampers resist compression and extension by forcing oil through small orifices. At certain preset pressures relief valves open to allow more fluid to flow to slow the force build up particularly during bump. However at ever increasing bump velocities the relief valves can no longer cope and the forces build again resulting in a back jarring thump. The resistance before the relief valves open is preset by most manufacturers.

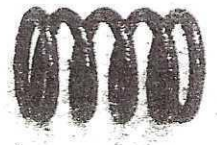
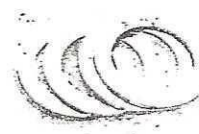
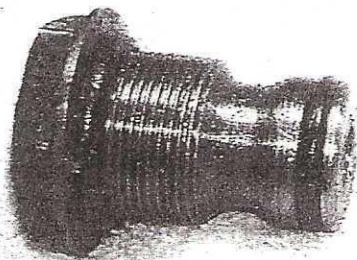
### Damper Types

There are two types of dampers fitted to 'traditional' Morgans, 'lever arm' and telescopic.

The 'lever arm' dampers were made by Armstrong and supplied to many British cars. Morgans used



Valve assembly removed and complete



them as rear fitments into the 21st Century. When in good condition these dampers work quite well. They can overheat with race use but their big failings are leakage and wear. The shaft that joins the lever to the internal pistons is carried by the casting and so this can wear and also the seal that keeps the oil in and muck out weeps thus lowering the oil level and causing the bearing to run dry. The biggest problem that limits their life though is internal wear. There is about a 10:1 ratio between rear axle movement and damper piston movement. Thus with stiff springs and normal driving the internal pistons only move by 0.1 inches, thus the bores wear locally and allow oil to bypass them, thus reducing the damping effect. This can be checked on and off the car. To check on car, remove the short rubber bushed link. Work the lever over its full range in both directions repeatedly. If you can feel a soft section about where they normally operate then this is the sign of wear, and one may try to compensate for this wear, buy rebuilt units, or succumb to fitting adjustable telescopic dampers. Self rebuilding is for most of us out of the question, as the lever is very difficult to remove from the shaft without damage. However there are a couple of ways to extend the life if the level of damping has dropped off:

1. Replace the hydraulic fluid. Drain the fluid and then flush out with 'white spirit'. From new, the hydraulic fluid was SAE20, but trying one grade more viscous, e.g. SAE30 will partially negate some of the effects of the worn bores. Obtain suitable oil from a motorcycle shop as many motorcycle dampers are rebuildable and designed to be predominantly sensitive to viscosity rather than density.
2. Adjust the bump and rebound damping. As per the diagram below, the valve assembly can be removed. Once the damper is removed from the car it is possible to orientate the unit so that when the valve assembly is removed no oil is lost. Both the bump and rebound relief valve blow off pressures are set by compression coil springs. The bump damping is adjusted by the thickness of the shims under the larger coil spring, adding a shim or two will produce a noticeable increase in the damping, and will control the severity and frequency of the impact of the top of the differential on the parcel shelf. The rebound damping is set by the nut on the end of the longer, smaller diameter spring. This nut is prevented from rotating by a blob of soft solder, easy to remove

enough to free the nut and easy to redo, but one must degrease first. A turn in on this nut will give a noticeable increase in rebound damping. Make sure you adjust both sides the same. A good comparison is to clamp both in a vice back to back, then pull hard on the levers simultaneously with a hand on each and feel how matched they are, I set up a pulley system with a 56 lb weight so that equal load could be applied to both so I could observe the differences.

There were two special Armstrong lever arm dampers made: *Adjustaride*, that enabled adjustment on the unit and *Selectaride*, that enabled remote damping selection from the dashboard – both versions sought after by the race boys.

Telescopic dampers have been fitted for decades for the front suspension and to the rear suspension by the factory for a decade or so, though earlier by the race boys. Telescopic dampers to fit Morgans are available from many, including: Spax, AVO, Bilstein, GAZ, Sach, Leda and Koni. Depending on the manufacture these are either nonadjustable or adjustable. For up to fast road use single adjustables that soften or firm both bump and rebound damping together are mostly favoured, though for racing dampers whereby the bump and rebound damping can be adjusted independently are often used.

### Basics for setting dampers.

As stated earlier, rebound damping is typically set around three times harder than bump damping and in most telescopic dampers these have to be adjusted at the same time. Set bump damping sufficiently hard to prevent the differential hitting the parcel shelf and the front bottoming out over the sort of big bumps one can expect. Then set the rebound damping to control oscillations after a bump or pothole. One way of getting close before a road test is to kneel on the rear bumper or rack to compress the suspension, and then get off. The rear of the car will rise and should only just go beyond normal ride height. With occupants and luggage it will then oscillate a bit more, but this is a good initial setting. If there is too much rebound damping there is a risk that the rear of the car will jack itself down over a series of bumps as the rear suspension will not have enough time to return before the next compression. Avoid this!

This then covers the basics. Well selected and correctly set dampers can provide a good ride and good handling and just takes a bit of nerve to have a go!

Peter J Ballard. BSc. (Automotive) CEng MIMechE.

Valve assembly 'exploded'  
(Don't lose the shims when you remove the assembly from the body – easy!)

# 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 wheel, 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.**