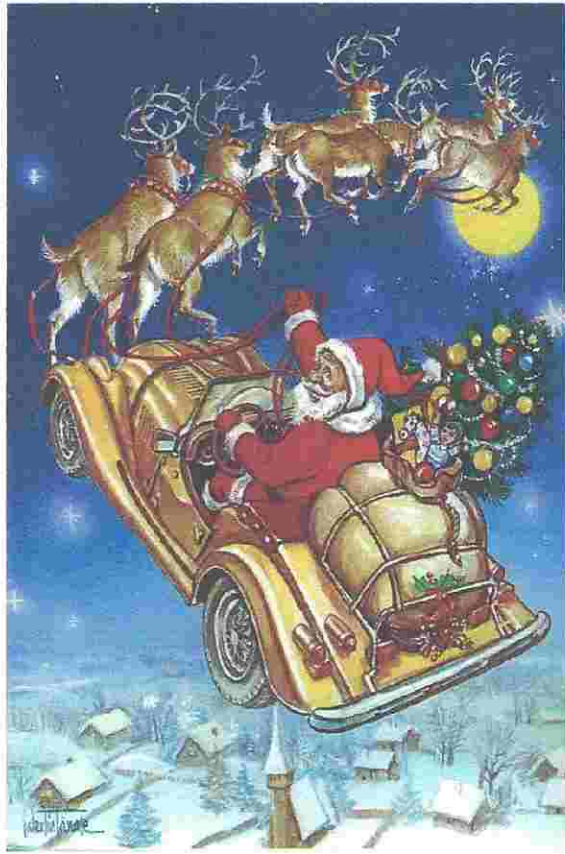


MERRY MOG LOG



M
GOT NOG?



DECEMBER 2020

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

In this election year I agree
with Mark Twain who said:

"No man's life, liberty, or
property are safe while
the legislature is in session."

And also his remarks on
said legislature:

"Suppose you were an idiot.
And suppose you were a
member of Congress. But I
repeat myself."

Mark Twain 1866



RUNNING On.....

AND STILL RUNNING FASTER THAN COVID-19....HOPE YOU ARE TOO....

There is nothing like a pandemic to get the juices going for sorting old paperwork. Your previous Editor has been going thru his many years collection of Morganabilia. I mean everything from tidbits to go in the newsletter to his collection of "How to Fixit on a Morgan" articles. This literature is found in filing cabinets in the office and in the garage. For a guy who can't see he is doing a bang up job of finding things for me to examine for use in the MOG LOG.

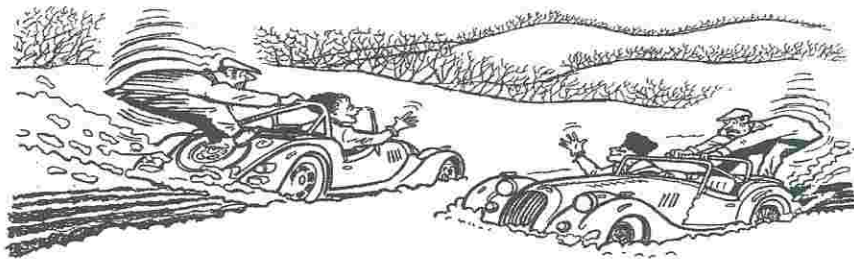
And speaking of finding lost or just forgotten things, you will be getting a Christmas card from our archives. That is my contribution to cleaning out some clutter, well just the MOG LOG and various Morgan clutter. By the way, this month's cover is from a collection of Christmas cards we have received over many years that are Morgan related.

I have run out of random thoughts to thrill you with this month. Hope we can get together, socially distanced of course and wearing masks, maybe outdoors in a park. Does anybody have any thoughts about where except White Rock Lake? Of course you notice the weather has now stopped cooperating for outdoor meetings. Bring a chair, a blanket, coffee or tea and we can make a go of it.

THE PREZ, etc.



MORGANS...ROAD CANDY



WINTER MORGANING!

Avon Rubber

Founded from one small mill 130 years ago, the Avon Rubber name continues to this day

BY TERRY SHEA • IMAGES COURTESY OF GRACE'S GUIDE U.K.

Like so many companies we profile in Supply Side, Avon Rubber got its start before the dawn of the automobile age, perhaps serendipitously entering the rubber business in the waning years of the 19th century.

In 1885, E.G. Browne and J.C. Magnusson purchased a run-down textile operation, the Avon Mill, in Limpley Stoke, not too far from the southwestern U.K. city of Bristol. The Avon Mill (so named for being on the River Avon) had recently branched out into manufacturing rubber goods. Just four years later, looking to expand, the operation purchased another cloth mill in nearby Melksham, also on the Avon.

Emphasizing its product and the name it was largely known by at the time, the firm incorporated as The Avon India Rubber Company Limited in 1890. Its product line included hard rubber bicycle tires and rubber components used for rail cars, such as buffers and springs. Business grew, a pneumatic tire shop was set up in 1901, and the same year sales exceeded £100,000, in 1906, Avon advertised its first automobile tires. The company added motorcycle tires to the production lines in 1911.

Like so many British companies with industrial products, Avon turned to contributing to the war effort during World War I. When the British Army conducted field trials of 14 automobiles used for pulling heavy guns, each vehicle was fitted with Avon tires. Avon's war contributions later included general purpose rubber products, tubing and even equipment used for minesweeping operations.

Floated on the London stock exchange from 1933, Avon also won a contract that year as the OEM tire supplier to Rolls-Royce. Defense applications of Avon's rubber products increased so much that the factory operated at full capacity from 1939 on. Cut off from natural rubber supplies when the Japanese occupied what is now known as Malaysia and the Dutch East Indies (today Indonesia), Avon had to innovate in its production methods. Some estimates credit Avon with making as many

as 20 million respirators, or gas masks, during World War II. Avon's defense business today still includes the likes of respirators for military customers.

Although we often think of Avon's competitive prowess on the race track—be it on two, three (sidecars!) or four wheels—Avon first dipped its toes into the sporting world when it started manufacturing golf balls in 1910. Later, in 1921, Avon produced the first stitchless tennis balls, and within a year production skyrocketed to a rate of more than 10,000 per week. The company also made golf club grips and valves for footballs—not our footballs, of course, but soccer balls.

But in motorsport, Avon has had its share of success, though their occasional efforts in Formula 1 never yielded a single victory, let alone a championship. However, on two wheels, the effort proved far more lucrative. From 1958 through 1963, every solo motorcycle world championship rider, in all displacement classes, rode to his title on Avon tires. During this same period, in 1959, Carroll Shelby and Roy Salvadori claimed

24 Hours of Le Mans victory on Avons in their Aston Martin DBR1. Various sub-F1 series have used Avon tires extensively over the years, so much so that the final years of Formula 3000 featured Avons as a spec tire. The British GT Championship currently carries Avon Tyres as its name sponsor.

In the 1950s and 1960s, Avon, in addition to dropping the "India" from its official name, went on a buying spree as its business grew well beyond Britain's island borders. Avon bought manufacturers Spencer Moulton in 1956 and Henleys Tyre in 1957, and then distributors Normair Tyre in 1963. Production crested 1.5 million tires per year in 1961 at the primary factory in Melksham.

In the 1960s and 1970s, Avon diversified, with divisions focusing on industrial rubber, medical uses and gas distribution. Given the turbulent economic situation in industrial Britain through the Seventies and Eighties, acquisitions and divestments were part of the Avon Rubber Co.'s modus operandi for many years. Even as it sold off its medical division, it added other automotive-related business, such as Michigan-based Cadillac Rubber and Plastics Group, as well as defense-related businesses like Galt Composites, makers of protective equipment like helmets and body armor.

In more recent years, the Avon Rubber company has gone through quite a few changes. In 1997, the American company, Cooper Tire & Rubber, bought the tire division from Avon Rubber. Though Avon still markets car tires for Europe, here in the U.S. only the motorcycle tire business remains, though it does have a strong following.

Avon Rubber's non-tire automotive unit was also spun off, creating Avon Automotive, now part of MGI Coutier. The original Avon Rubber company continues, its focus now on the defense and dairy industries. 🌐

DIY - A Springtime Putter Around

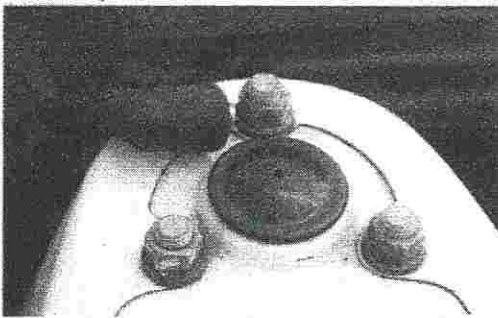
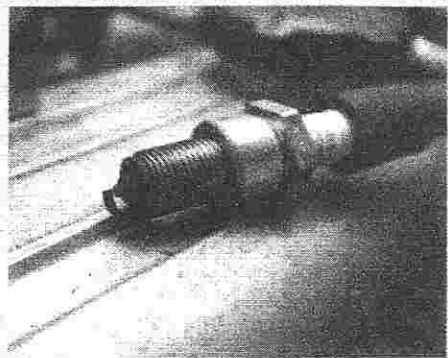
...but flip the page for the serious stuff and don't putter around - the basics!

If the car won't run...

Is There Spark at the Plugs?

When looking for troubles, it's usually best to start at the spark plug-end of the ignition path and work backward. The first thing to do is to pull a spark plug wire while an assistant cranks the engine and check for spark. Before having the assistant crank the engine, insert a spare spark plug or screwdriver into the plug boot and then position the plug wire near a ground source.

If you see a strong spark, keep trying this with all the plug wires. If there's a good spark at each wire, you've either got a fuel problem—remember that 5 percent of all carburetor problems are actually carburetor problems, after all—or you've got your timing set way off. There's also a chance that you've got your plug wires on in the wrong order.



Is There Spark From the Coil?

If you don't have spark at the plug lead, the next thing to check is whether you're getting spark from the coil to the distributor. Pull the coil wire from the distributor and hold it near a ground. Again, have your assistant crank the engine and look for spark from the coil lead.

If you have spark, you likely have a problem with your distributor rotor or cap, so you may want to replace them. In recent years, rotor problems have been much more common than cap problems, so you probably want to start with a rotor.

Is There Power to the Coil?

If you don't have spark from the coil lead, you'll need your 12-volt test light for the next test. Attach the ground clip of the light to a good ground, and then touch the point to the positive side of the coil while the ignition switch is turned on. (This is assuming a negative-ground car.)

The light should glow. If not, you'll need to trace this part of the ignition circuit to determine why the coil isn't getting power. (Note: For positive-ground cars, switch the polarity on this test procedure.)



Does the Switching Mechanism Work?

If you have power to the coil, hold the pointer of your light to the negative side of the coil while your assistant cranks the engine. Your light should flash on and off as the engine spins over, telling you that the switching mechanism in the distributor is working. (This is true whether the car has points or an electronic ignition.)

If the light glows steady or not at all, it's time to get into the distributor. If working with a positive-ground car, don't forget to switch the polarity on this test procedure as well.

To determine why your distributor isn't providing the switching for the coil, you'll need to get out the manual for your car or ignition system (if it's an aftermarket system) to go through the testing procedure for your points or electronic switching mechanism.

If the car runs poorly...

How Are the Plugs?

As obvious as this sounds, pull the plugs and make sure they're the right ones for your engine. Also make sure they're not wet, oil-soaked, or just plain gunked-up.

If they look bad, don't worry about it just yet, but either replace them or thoroughly clean them. Rarely will plugs be bad, but they need to be the correct ones and in good condition for many of our subsequent tests.



Is There a Strong Spark?

If your car is hard to start or runs poorly when it is starting, the first thing to check is spark quality. Using an assistant, repeat the previous test for spark at the plug wire. Do you see a sharp spark that will jump a gap of at least a quarter inch? Can you see it in broad daylight? Can you hear it crackle? If not, it's probably too weak as the result of electrical losses along the spark food chain.

The easiest way to start looking for these losses is to reconnect all the plug wires and start the engine. Ground your 12-volt



test light and then use the pointer to follow each plug wire from the distributor cap to the plug—and don't forget to check out the ends of the plug wires, too.

If at any time you get a spark from the plug wire to the test light, you have a bad or dirty plug wire that is giving the spark a second path to follow to ground. Make sure to test the coil lead as well. (If the test light briefly illuminates while following the plug wires, that's also a sign that the

wires aren't doing their job to contain the electricity.)

If the plug wires pass the test, move the pointer of the test light around the distributor cap and see if you can catch any stray sparks. Then repeat the test around the coil, especially at the top, where the terminals are located.

If everything still passes this test, take a spray bottle filled with water and mist the plug wires, the distributor cap and the coil. Then repeat the test. The water may help bring out some stray sparks—in fact, you may not even need the test light once things are a bit damp.

Is the Distributor Shaft Worn?

Remove the distributor cap and rotor and wiggle the distributor shaft. If you can feel any slop at all, the shaft or bushings in the distributor are worn.

If you're still using points,



this will result in inconsistent point gaps and timing issues as a result. Worn distributor shafts cause fewer problems for electronic ignitions, but either way you should rebuild or replace the distributor if you want the best drivability and performance out of your car.

Are the Points in Good Condition and Set Correctly?

Points are the switching mechanism for the spark, and if they are worn, corroded or not set correctly, poor running will follow. If your car is still using points, visually inspect them and look for a clean, smooth surface.

If you see corrosion or pitting, replace them. Set them to the gap or dwell angle specified for your car and then set the timing again.



Is the Timing Properly Set and Consistent?

Make sure you're properly setting the distributor's timing and that the advance mechanism is working. When checking the timing at idle, are you disconnecting the vacuum advance as the manual says? Are you using the right timing marks on the timing tab? Is the advance going through its curve properly and achieving the proper

amount of advance at high engine speeds?

Make sure you check all of these things before getting more drastic and blaming the carburetor. We discussed how to properly set a distributor's timing in our last issue.

When you set the timing, whether at idle or higher engine speeds, you should see a very

steady, consistent reading at the timing mark. On engines with worn distributors, you may see a variance of as much as 10 degrees. If the timing is bouncing all over the place, it's time to rebuild or replace the distributor before the engine runs well.

Problem Fixed?

Even though there's a lot going on regarding a car's ignition system, some detective work can usually solve the problem. Before blaming the carburetor for a poor running engine or replacing a bunch of hardware, first check all of the basics. A methodical approach should uncover the problem.

While a stock ignition system may be fine for a car that's still original, we know that some people crave more performance—plus some modern equipment can make a classic a bit more friendly to drive. Coming up soon, we'll take a look at aftermarket ignition upgrades for both street and race.



A passage through India

Morgan fanatic, entrepreneur and philanthropist, Alan Braithwaite, is set to give his 3-Wheeler the ultimate Challenge in a 3,500 mile adventure around India.

Alan's familiarity with, and love of, India is hereditary. His grandparents were married there; his mother was born there, his parents married there and his grandfather ended his Indian Civil Service career as Home Member of the Government (our Home Secretary). Alan and wife Pat have been regular visitors. Already proud owners of a Morgan Roadster Four Seater, the couple were visiting India in 2017 when their car was passed by the Bangalore Chapter of the Harley Davidson club on a road trip.

Putting two and two together, Alan came up with three and decided a journey around India in a Morgan 3-Wheeler would be "entertaining". The Trans-India Challenge was born.

Now, the intrepid couple are set to return to the country of Alan's heritage on 28th January this year for a 3,500 mile, 34-day road trip, while raising funds to support the development of India's 'circular economy' and rural regeneration.

As if the trip itself wasn't enough, there will be the added pressure of a documentary crew who will be filming every dusty, noisy, bruising mile of the journey.

THE ROAD TO MUMBAI

Returning from the 2017 holiday, Alan immediately started drawing-up plans for The Challenge. His first task was to source a vehicle.

Living in Monks Eleigh, near Bury St-Edmonds, he had no trouble in finding a dealership willing to back a fanatical Morgan

owner with a crazy idea: Krazy Horse. One phone call and a showroom visit later and Alan's order for a Morgan 3-Wheeler was winging its way to Malvern.

As with many 3-Wheelers, the specifications and colour scheme were unique. Alan takes up the story: "The colour scheme is specially designed in memory of my Father who drove Morgan 3-Wheelers between the First and Second World Wars. As a boy I remember him saying that if he won the Pools - now the Lottery - he would buy a black Bristol car with yellow wheels. My brother and I never understood where that came from - but having now used those colours on the Trans-India Challenge car, it sure looks good!"

With raised suspension and underside protection plates, the car has been adapted as much as possible for India's roads. However, with the route sticking largely to the major highways, it is trucks, tuk-tuks, wandering cows and pedestrians that are likely to present the greatest obstacles, rather than potholes.

Whenever Alan discusses the Challenge with Morgan owners - including Morgan MD Steve Morris - they are quick to reassure him that: "the car will be fine and more than capable of handling the journey." What could possibly go wrong?

A HEART-STOPPING MOMENT

Despite the minor distraction of his role as Organising Committee Chairman for the Victory MOG2019 in Norwich, momentum was gathering for flights and hotels to be booked with the aim of setting-off from Mumbai in November 2019. Then Alan received the news that he required a heart-

valve replacement and double by-pass. All plans were put on hold.

Thanks to the superb skill and care of the team at Cambridge's Papworth Hospital, Alan underwent surgery in mid-July and was back 'up and running' by the end of the August and confident enough to re-schedule the Challenge for 1st February.

MAKING A DIFFERENCE

Both Alan and Pat's personal values are based around a desire to "make a difference." As one of the UK's leading supply chain and logistics experts, Alan has also applied these values to his professional life. The combination of making a difference and heritage has turned a road trip into journey of personal discovery.

"India has been in my blood since I was a boy, due to family history. Recent visits have left me in love with the people and the country," Alan explains. "Having decided to undertake this strange adventure, I felt it also presented an opportunity to make a difference in India and the search was on for an organisation to work with."

Research on rural regeneration and sustainability kept bringing Alan back to a single organisation: Goonj.

"It was particularly exciting to learn that Goonj has a business model that uses clothing recycling as a core element of its work," Alan states. From humble beginnings of 'de-cluttering' their own wardrobes, co-founders Anshu and Meenakshi Gupta have created an India-wide, 1,000+ staffed NGO. Goonj has developed a 'circular economy' approach to recycling urban waste, creating an innovative model of social regeneration for rural communities. It has also rewarded

Anshu with the Indian equivalent of a Noble Prize for his work.

According to Alan: "Discovering, and now working directly with, Goonj has transformed The Trans-India Challenge from an unconventional personal adventure in support of a good cause. It has become a platform for discovery and challenging convention; the start of a wider journey to uncover new perspectives on the troubling global condition – sustainability, inequality, deprivation and poverty."

Alan set a target of raising £200,000 which will go directly to Goonj 'circular economy' projects and fund high-quality academic research to demonstrate the effectiveness of Goonj's social models and approaches.

THE ROUTE

When planning the route, Alan and Pat were keen to take in as much of the country as possible – bearing in the mind the constraints of sitting in a 3-Wheeler together for many hours every day – while also having the opportunity to visit Goonj offices and projects.

Based on a daily average of around 170 miles, the route begins in Mumbai, heads due East through Pune and Hyderabad to the coastal city of Visakhapatnam, before heading North via Puri to Kolkata. The team then turns back inland via Patna, the Ganges city of Varanasi, Lucknow and Agra to arrive in New Delhi, home of Goonj, for a few days' rest and recovery. Then it's South via Jaipur, Udaipur and Ahmedabad to return to Mumbai.

As well as giving the documentary team plenty of opportunities to film the Morgan close to some of India's most famous landmarks, there will also be time to meet Goonj project co-ordinators, community members and leaders and, of course, the media.

SPREADING THE MORGAN MESSAGE

With the Challenge organisation well underway, Alan contacted the Morgan factory directly to discuss the project. Unsurprisingly, the company's Head of PR, James Gilbert, was keen to know more. Alan,



the car and the documentary crew headed for the Malvern Hills.

The welcome was overwhelming. From the reception team to the MD, everyone wanted to know more and offer advice and practical assistance. Morgan is probably the only car manufacturer in the world where the buyer can meet the person that has built their pride and joy from start to finish. So it was that Alan was introduced to Lee Jenkins in the 3-Wheeler workshop and car and builder were re-united for a photoshoot.

There was also a chance to talk to John 'Basher' Bishop – Morgan's recently-appointed Head of Recycling and Sustainability. John has, in fact, been with the company since his apprenticeship – gaining his nickname from his work as an aluminium panel beater and craftsman. Now he is leading the company into a zero-landfill, fully sustainable future; values which resonate with the purpose of the Trans-India Challenge. In fact, the team will be wearing Earth Polo clothing from sponsor Ralph Lauren, made from thread derived entirely from plastic bottles and using an innovative waterless colour dye process.

STAYING IN CONTROL

Research has revealed that Indian roads have hosted a Morgan 3-Wheeler only once prior to the arrival of the Trans-India Challenge car. So, there is no question that this amazing car will attract huge interest with the India public everywhere it goes. As a result, the Challenge's Indian-based travel and logistics team, PureQuest, has had to create detailed parking and crowd-control plans. There will also be a very rapid learning-curve for

Alan and the team in understanding the rules of the road and navigating through India's hugely congested towns and cities. Communication skills will be tested to the limit.

Despite the re-assurance of all, the team has taken the precaution of being trained by experts at Krazy Horse and the Morgan factory in tyre and wheel changes and basic roadside mechanics. With a support team also following the car throughout the trip, combined with the Indian 'fix anything' attitude, the Challenge Team are confident of keeping the show on the road.

So, with the car securely in its sea container on the way to Mumbai, all that's left is to pack bags, check all the doors are locked and head for the airport. Now, who's got the car keys?

To find out more or contribute to the Trans-India Challenge visit www.transindiachallenge.com. You can also follow the car and team's progress via Facebook and Instagram (@transindiachallenge) or Twitter (@transindiachal)

Photo captions:

1. Alan and Pat Braithwaite with their specially designed Trans-India Challenge Morgan 3-Wheeler
2. "The Clothing Man" - Anshu Gupta, Co-Founder of Goonj, discusses textile recycling with project workers.
3. A taste of things to come – the traffic encountered by documentary-maker David Campbell on a Challenge recon trip to India in March 2019
4. Happy at home – (l to r) Steve Morris, Lee Jenkins, Alan Braithwaite and John Bishop at the place where the Trans-India Challenge car was built.
5. Circular economy – Alan Braithwaite and John Bishop beside a small stock of materials for recycling at the Morgan factory. The model 3-Wheeler took French designer and craftsman, Etienne Franzak 200 hours to hand-build in ash.





The Indian Queen – we made it!

by Alan Braithwaite

Miscellany readers may recall the January 2020 issue introduced our TransIndia Challenge under the heading 'A Passage to India'. The headline this time is 'We made it across India and back'; the background story is about a series of "local difficulties" but no catastrophes. Many MSCC members will have been following our challenge on the internet, but for those that did not here is a short summary.

LIVING THE DREAM

Pat and I boarded a 787 Dreamliner at Heathrow on 27th January and she was called QueenBee. We were living a dream so on arrival our black and yellow 3-Wheeler was christened QueenBee. We had to get the car out of customs on the 28th – which was our first challenge. It took 8 hours at the terminal to negotiate with customs, open the container and release the car on her Carnet de Passage. And then our first drive in India was in the dark from the terminal; we had promised never

to drive in the dark due to the extreme danger. It was indeed quite dangerous.

After some photoshoots and visits in Mumbai we set off across India on the 1st February with an escort of classic Royal Enfield motorcycles for the first few miles. It was a Sunday morning and a bit quieter. But the attention that QueenBee attracted was overwhelming. That enthusiasm was generated everywhere along 3,500 miles across India and back in 25 days driving and 34 days elapsed time. It was hot and noisy with insane traffic and most days we were on the road for 7 hours or more. Road speeds were mostly very slow, which at least made it safer. We were constantly being overtaken by motorcycles being ridden one handed while the rider tried to take a selfie with the car – on the move. Despite that kind of hazard, we hit nothing, and nothing hit us in the entire journey – that included cows, camels and elephants. We were within a quarter of an inch of hitting or being hit a couple of times and the brakes were tested.

A HARD JOURNEY WITH SEVERE SETBACKS

The route took us via Hyderabad and onto the Bay of Bengal at Visakhapatnam. On the way we had the worst road you could imagine for about 150km in temperatures of 35 degrees. We thought we had escaped unscathed, but QueenBee's drive couplings crumbled the following day. No drive – no spare! So, a truck ride to Kolkata was sorted and we had to extend our stay there while she was fixed with parts flown in from Morgan by DHL.

From Kolkata we headed west again through Bodh Gaya (the origin of Buddhism) and Varanasi (the holy Hindu city on the Ganges) and onto Agra, where the Muslim Taj Mahal is a celebration to love. We were due to arrive just before the city locked down for Donald Trump! Sadly, QueenBee suffered another failure – this time the fuel pump. Dreadful fuel quality on the east side of the country had done for it. We were eventually towed in through back streets as the main roads were barred to allow The Donald's high-speed convoy of 26 vehicles. The final fix

PAKISTAN

NEW DELHI

NEPAL

BHUTAN

BANGLADESH

MYANMAR
(BURMA)

KOLKATA

INDIA

MUMBAI

HYDERABAD

BAY OF BENGAL

SRI LANKA



of the fuel pump was achieved in Delhi, after some more towing (150km to be precise) and another DHL shipment!

EMOTIONAL FAMILY CONNECTIONS AND OUR CHOSEN CAUSE

Delhi is a wonderful city and the home of Goonj, our chosen NGO. We were able to visit and show them the car and learn about their work – we had visited several places where they work as we traversed India. It is a remarkable organisation in so many ways; Goonj helps poor rural communities to develop, socially and economically. Their ethos is about giving a 'hand up' not 'hand outs'. Their aim is to help these communities to be more

sustainable. Goonj stays with its communities for the long-term and their values include dignity and self-respect. They do it with real love and concern and we experienced that.

Our visits in both the cities and villages were overwhelming experiences; they were so pleased to see us and delighted that these curious old

white people were interested in them.

In Delhi we were able to visit the house where Alan's Grandfather lived when he was Home Minister under Viceroy Linlithgow.

We have film of Alan's older brother playing on the lawn in 1942.

Another high spot in Delhi was driving on the Raj Path along which Alan's Grandfather used to cycle to work!

From Delhi, with the replacement fuel pump fitted, we set off to Rajasthan, Gujarat and Maharashtra. The roads were better, and the sights were extraordinary. QueenBee did not let us down again – but we had already put her through an impossible trial.

A high spot was in

Jaipur where we did the most wonderful morning drive ending with an encounter with a snake charmer, rather to Pat's concern.

We got back to Mumbai to be welcomed at Goonj's office with cake and gifts! It was an emotional moment; achievement, relief, tiredness and great friendship all crowded our senses. It had been more of a challenge in some ways that we had not expected; yet we had stayed safe with just a few hair-raising moments. Looking back, we must have been slightly crazy to attempt to drive a tiny Morgan 3-Wheeler across India and back! But we did it and will cherish the memories and new friends for the rest of our lives.

THE DOCUMENTARY AND CENTRE VISITS

So far, we have raised nearly £80,000 and the balance of the £200,000 target is planned to come from the sale of the documentary, titled: The India Queen. It will be released in the August to September time frame. We also plan, post lockdown, to accept invitations to bring the car to MSCC centres and give a talk on our epic adventure. Centre Secretaries, please reach out by email. Or you can rent the documentary for your centre. Follow the web site and Facebook for news and updates.
www.transindiachallenge.com : www.goonj.org : alan@transindiachallenge.com

Photo captions:

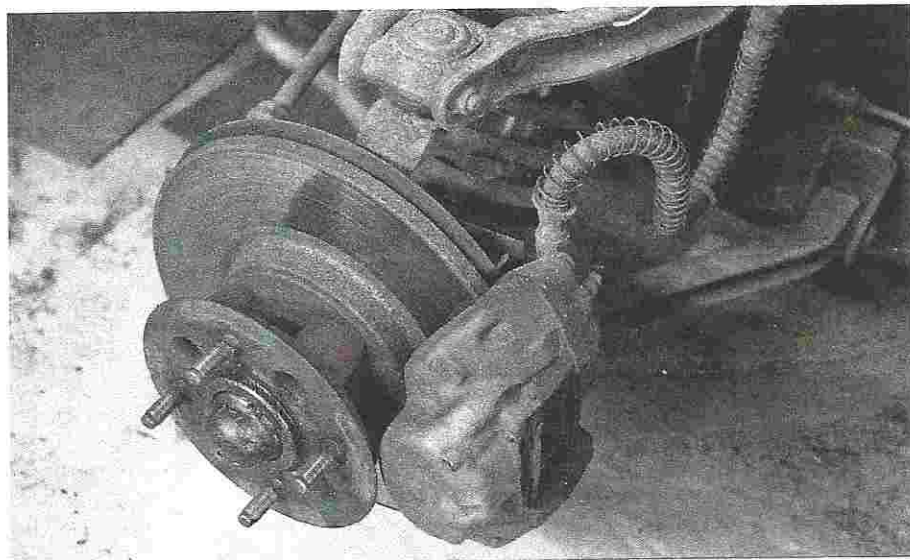
1. Leaving Mumbai with Royal Enfield escort
- 2 & 3. Cows are a regular hazard and not to be hit
4. The car with the Goonj team in Delhi
5. Queen Bee on the Raj Path
6. Queen Bee meets Cobra in Jaipur



DIY Weekend Project

Wheel Bearing Service

Keep 'em rolling with proper lubrication and adjustment



WORDS AND PHOTOGRAPHY BY DAVID LaCHANCE


When's the last time you gave a thought to your car's front wheel bearings? For most older cars, these are a maintenance item, and you'll find either adjustment or lubrication, or both, of the wheel bearings in your car's service schedule. For example, on the Triumph Spitfire shown here, it's suggested that the bearings be adjusted every 25,000 miles.

There are two sets of tapered roller bearings in each wheel hub; an inner set, and a smaller outer set. Each of these is comprised of a roller, cage and inner race assembly, which slides over the stub axle, and an outer race, which is pressed into the hub.

It's a good idea to give these bearings some preventive service anytime you have the brake calipers off. Signs that the bearings need attention include odd noises, such as squeaks or rumbles, and vibration felt through the car's front end. At worst, a bearing that's run out

of grease will overheat, causing the outer end of the stub axle to snap off, followed shortly by the wheel and hub assembly. On a car that's been sitting for years, you might find that the grease has hardened, leaving the bearings unprotected.

Repacking and adjusting wheel bearings is a pleasant afternoon's work, and even replacing the bearings with new items won't add much complexity to the job. If any of the bearings is suspect, it's a good idea to replace both bearings in both hubs. With the price of seals, bearings, grease and everything else needed unlikely to break \$50, it's cheap insurance.

One note: When adjusting the end float of the hub, be sure to follow your car's shop manual. Some cars, such as the MGB, use a system of spacers and shims to set the proper runout, and require the hub nut to be torqued down tight; others, like the Spitfire, require the nut to be tightened to a certain point, and then loosened a bit to set the play, and secured with a cotter pin. 



.....EASY
.....DIFFICULT



64

Tech Workshop



66

Restoration
Profile
BMW 320i



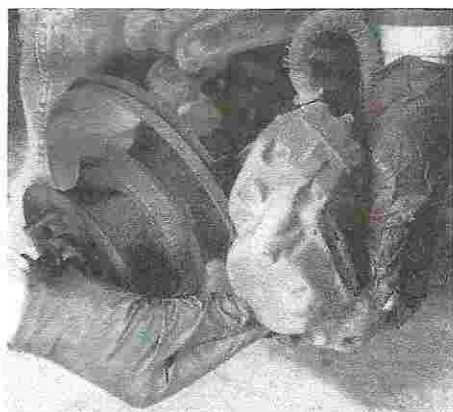
72

Fix It Again, Tony

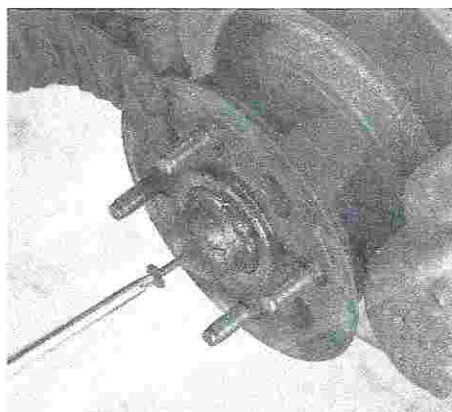


74

Garage Gear



With the car safely on jack stands, undo the bolts holding the brake caliper and remove it. Don't let it dangle by its hose; instead, hang it from something with wire. You might need to remove the brake pads to get the caliper off.



The dust cap is removed by inserting a screw through the hole in the center; when the screw tip hits the end of the axle, it begins pulling the cap off. No hole? Pry it off, or wiggle it off with slip-jaw pliers.



Remove the cotter pin, the castle nut and the washer, then pull the hub off the stub axle. The specific hardware on your car may be different; check your manual to see what should be there.



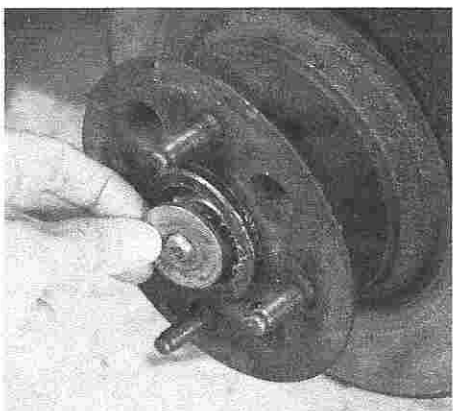
On the Spitfire, there's a felt dust seal and an inner cap that must be removed to get at the inner wheel bearing. The dust seal will need to be replaced.



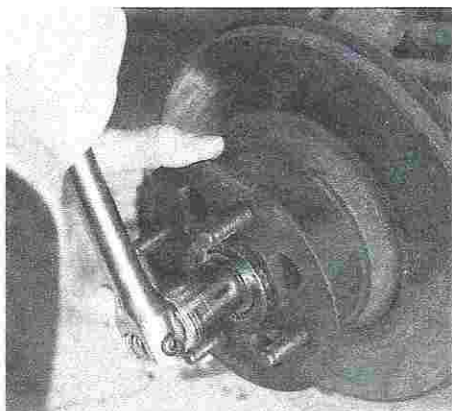
Clean the grease from the bearings with solvent, then allow them to air-dry or blow on them with compressed air without letting them spin. Examine the bearings for pitting or other damage.



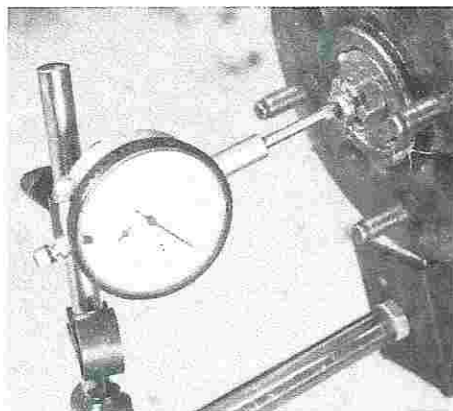
Work fresh wheel bearing grease through the cage and the inner race. There are tools you can buy to make packing quicker and cleaner, but the manual method works perfectly well.



Install the inner and outer bearings, and any seals, and fit the hub onto the axle. If you're installing new bearings, you'll want to drive out the old bearing races from the hubs, too, and press in new ones.



Follow your shop manual for setting end play. On setups like the Spitfire's, tighten the castle nut to no more than 5-lbs.ft. while turning the hub to help the bearings seat, then turn the nut back until the first cotter pin holes line up.



After using the above method, the dial indicator shows a runout of .003 inches, the lower end of the factory's recommendation. Some setups require the addition or removal of shims for proper adjustment; follow your manual. Clean any grease off the rotor with brake cleaner.

MMCC BUSINESS MEETING / NOGGIN

Unless otherwise noted, on the First Thursday of every month at 7:00 PM we meet at



Back Country Bar B Q
6940 Greenville Avenue
Dallas, TX 75231
214-696-6940

~~Jan-2~~

~~Feb-6~~

~~Mar-5~~

~~Apr-2~~

~~May-7~~

~~Jun-4~~

~~Jul-9~~

~~Aug-6~~

~~Sep-3~~

~~Oct-1~~

~~Nov-5~~

~~Dec-3~~

~~2021 Jan-7~~

Back Country is located on the east side of Greenville Avenue at Park Lane, one block east of Northpark Shopping Center and Central Expressway

** This denotes meeting on 2nd Thursday – an exception

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2021 DUES REDUCTION

We finally got all the board members, officers, and appointed executives together to review our dues structure and the reduced activity during the past year.

After reflection, dues are temporarily reduced for 2021 to \$20.00.

Also, printed MOG LOGs are presently not an option.

Suspending printing saves money during the virus and also the health of the Editor (and the Historian) from having to go to the printing center. The printed issues may be restored soon and activities planned again.

This is perhaps the lowest dues of any Morgan Club that publishes a newsletter, much less monthly by MMCC.

We have a slight advantage over the others in that our car is still produced after 112 years. But then we have no National Club to send dues to – or support. Stay with us for 2021.



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.**