

# MOG LOG



## MARCH 2020

### SEBRING 12 HOURS 1960 - 190MILES OF FUN BEFORE DISASTER

The Morgan Plus 4 of Ike Williamson and James Forno suffered a broken front hub after 60 laps and was unable to finish.

Corner left Photo: At the start.

Above right corner photo:

Passing by the pits on the front straight is the Morgan Plus 4 of Ike Williamson and James Forno. Following the Morgan is what looks like a Ferrari 250 GT. Richie Ginther climbs out of the NART Ferrari 250.



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**  
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# MORGAN MOTOR CAR CLUB

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**IF YOU HAVE NOT PAID  
YOUR DUES,  
THEN THIS IS THE NEWS,  
  
THIS ISSUE OF THE MOG  
LOG IS YOUR LAST - ALAS!**

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

A MERE \$30.00 A YEAR FOR SUCH A  
FINE NEWSLETTER, AND MORGAN  
FELLOWSHIP TO BOOT!



## RUNNING On.....

**Hoping for a balmy Spring and some fun driving.....**

But first I want to give a word of "Thanks" to Jeff Smith for the inspiration for this month's cover by sending me the main photo out of the blue. Our email exchanges had been about visiting the +4 of our late member Art Kuhlman. Photos and info are in this issue. This is a newly restored car that is coming up for sale.

And Thank You to Jeff and Yvonne for the fabulous Boxing Day Party, pictures and story elsewhere in the MOG LOG.

Planning a breakfast or lunch doesn't take much trouble, just pick a place and announce it (like June and August, or December). We do seem to turn out to eat. If you are really ambitious, then a visit to a local attraction and lunch somewhere is great also. We can drive our Morgans in the cold of December. They cars are just not as comfy in August. Let me know when you have something in mind.

**THE PREZ, etc.**



the Prez



*MORGANS...ROAD CANDY*

*DUES PAYMENTS ARE STILL BEING  
ACCEPTED !!!!!!!*

## MMCC BUSINESS MEETING / NOGGIN

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



<del>Jan 2</del>	Jul 9**
<del>Feb 6</del>	Aug 6
<del>Mar 5</del>	Sep 3
Apr 2	Oct 1
May 7	Nov 5
Jun 4	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 2<sup>nd</sup> Thursday – an exception

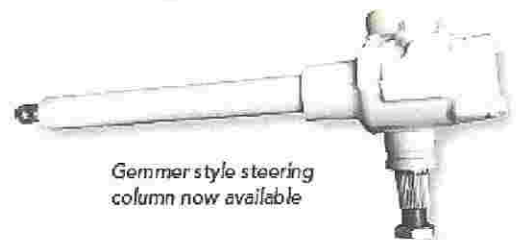


## For Everything Morgan

- Factory Authorized Dealer
- Largest inventory of Morgan parts and accessories outside the UK
- Service, repairs and upgrades
- Award-winning restorations
- Complete mechanical rebuilding
- Specialists in cars 1950 to current
- Buy, sell or trade a Morgan
- The best technical service anywhere
- Visit our comprehensive website
- Family-owned and operated
- Worldwide shipping
- Exclusive on-line parts catalog



Our illustrated parts catalog  
available free online



Gemmer style steering  
column now available

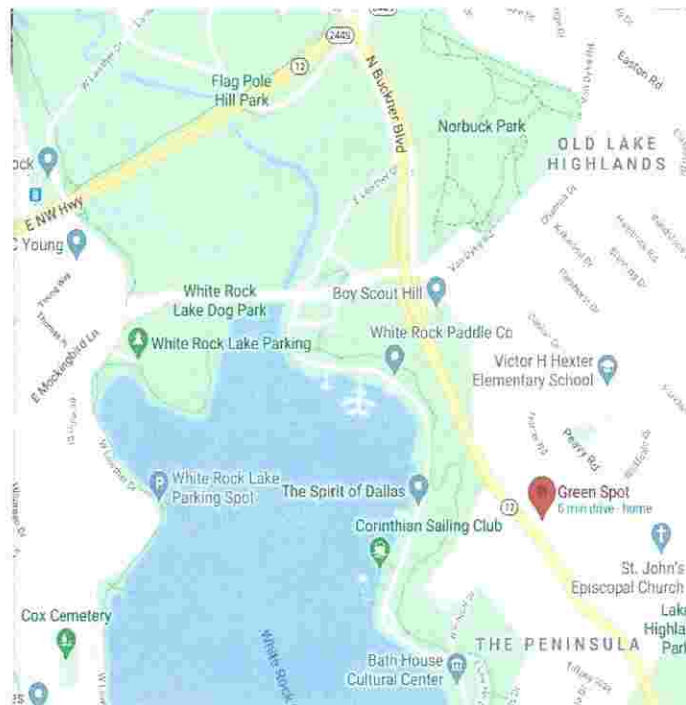
## CALENDAR OF EVENTS

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**

### 2020

- Mar. 21<sup>st</sup> British Car Day show  
Sat. 9 – 4:30 Delgado Community College, 615 City Park Ave., New Orleans, LA  
Details in this newsletter
- Mar. 22<sup>nd</sup>* ***Celebrating the Green Tour- Meet at the Green Spot on Buckner Blvd.***  
*Sun. 10am* ***Tour/Rally Boyles hosts Details below Wear or bring something green***
- Apr. 18<sup>th</sup>* ***North Texas Back Roads Tour, Harris and Simmons hosts***  
***Celina for lunch, Pilot Point to visit Western Son Distillery***  
***Details to follow in March or April MOG LOG***
- May 3<sup>rd</sup>* All British and European Car Day



**GREEN SPOT** 702 N Buckner Blvd, Dallas, TX 75218



# All British & European Car Day



## Online Pre-Registration Is Up!

[Pre-register](#) online to reduce waiting at show gate! Last year worked very well!

Pre-registered persons will state their name at the gate to get through to the show field. Show packets (and T-shirts if ordered) will be picked-up at the registration table on the show field. Same as last year!

**Early-bird registration is \$25 per vehicle, \$10 per motorbike until Thursday, April 30. Register [here](#).**

**Want to reserve a space for your [Car Club](#)?**

The \$50 reservation fee includes space for your club to setup a canopy, tables & chairs, and whatever you bring to attract new members.

## Scavenger Hunt

We received a lot of positive feedback on the scavenger hunt last year, so we will be coming up with new and improved trivia questions for this year's show! Feel free to [email](#) us with trivia suggestions on your registered vehicle!

## NOT AN EVENT, BUT SOMETHING A MORGAN CLUB SHOULD DO

During the last week of February I invited a small group of club members to join Bill and me to look over the 1965 + 4 Morgan of a past member of MMCC who had dropped out of the club, but we knew he was working on restoring his car. We did not know that he had passed away shortly after finishing the restoration and the car is now to be sold.

The car is quite nice and here are a few pictures I took with my phone. We started the car, and some of the men looked it over thoroughly. We did not drive it as we were just there to look and maybe advise something about the sale. If you have any interest you can get in touch with me and I can connect you to the owner or one of the members who can give more mechanical details. My email is [preztexmog@att.net](mailto:preztexmog@att.net).



The car is green with a tan interior. It has a new top, tonneau cover, windscreens, tires and other things.

# BOXING DAY 2020



## A LONELY MORGAN ON A RAINY SUNDAY.....

But not the true story about the Morgan Motor Car Club's annual holiday party: Boxing Day. Yes, Bob Nogueira braved the elements (50/50 chance of rain storms) to come along to enjoy the festivities at Jeff and Yvonne Smiths' house.



But some other folks came also like the Boyles, the Hawkins, Chuck and Barbara, Linda N., the Kampshafers, the Canadas, Traci and Barry, Bernard, and of course, the host and hostess.



## BOXING DAY 2

After some chit chat over drinks and snacks, the real party got going with the main course, BAKED POTATOES with various toppings and sauces such as barbequed meats, tender chicken tenders, and the usual cheese, bacon bits, sour cream, and etc. To accompany this treat there were fruits, and raw veggies. Tea and coffee, beer, and other beverages were available to wet our whistles.



Here Bernard, Linda, and Traci are in the food line and Fran and Barry watch over the remains of the dessert table with the Death by Chocolate cake, Kings Cake, and Key Lime pie.

Filled and happy with the goodies, we returned to the den for the traditional gift exchange, the "Don't get too attached to that present you just opened, the next person might just want it." All the gifts were quite well wrapped and enticing.



Every gift was unwrapped, traded, ooh and awed over, and in the hands of the successful wranglers. Goodbyes were said soon after the last piece of pie or cake was nibbled or wrapped for transfer home, and hopefully everyone went home happy.

## >>>>>>>>>>> THE GOOD NEWS



## LEGISLATIVE FRONT LINES

## Turnkey Replica Vehicle Law Gains Further Traction

Hobbyists were enthused in late 2015 when the U.S. Congress enacted a law allowing low-volume vehicle manufacturers to sell turnkey replica cars—vehicles that appear to be 25 years old or older. Four years later, potential customers are still waiting for the National Highway Traffic Safety Administration (NHTSA) to issue a regulation to implement the law. On behalf of frustrated companies and enthusiasts, SEMA sued NHTSA last October for failing to act.

Good news—NHTSA responded to the lawsuit by issuing a proposed rulemaking. SEMA and many industry companies submitted comments and are awaiting issuance of the final rule. Although there is no deadline, the industry is urging NHTSA to complete the mission this summer so that sales may commence. The new law gives customers the choice of purchasing a turnkey replica car. Nevertheless, hobbyists will always have the option of building a kit car or specially constructed vehicle themselves.



*If federal regulators can finish the job, DeLorean fans will be able to buy brand-new, fully functional editions of the iconic machine.*

## >>>>>>>>>> THE BAD NEWS



# Nut Case: a cautionary tale about Morgan alloy wheels

by Neil Ramsay

My Morgan has been unwell in the wheel nut department. And you may be interested to know about it if you use Morgan alloys rather than wire wheels.

Whilst casually removing a wheel, I found that one nut came off with a washer attached to it. Apparently, the nut had forced its way through the washer and had been pushing directly onto what looked like a bush inserted in the wheel. Inspection of the inner face of the wheel revealed that the bush on that particular fixing had been forced flush with the inner face, whereas those in the other holes were a few millimeters recessed. Although the wheel nut felt tight it was clearly suspect. And where wheels are concerned that is not something to be taken lightly.

Enter the expert engineers at Beamish Morgan/ Aston Martin Workshop (with whom I have no connection other than as

a satisfied customer). They found that the 'washer' and the 'bush' had actually been one single component, which we shall now call an 'insert'. It had sheared apart giving the appearance of two separate items.

Examination of the other three wheels found a total of six broken inserts. Why had they sheared and what could be done to rectify the problem? Close investigation showed the material of the insert - presumably standard on Morgan alloys - is mild steel, and may not be strong enough to resist the torque of over-tightening (Morgan confirm this should be 70lb.ft or 95NM). It may also be that the radius of its mating with the wheelnut does not exactly match the radius on the nut. No replacements were available from suppliers at this time - and would they be any better anyway? So Beamish set to work to produce for me a complete set of inserts in a high tensile

alloy steel renowned for its wear resistance and high strength, to satisfy their own high standards and my peace of mind.

Perhaps this problem has been identified before, and as an owner of only six years Morgan experience I have not heard about it. Indeed, there may have been changes to the design since my 2005 car. But when you think about the number of cars that have been using these wheels over such a long period, and the use to which they are often put, it does give some cause for concern.

Do you have Morgan alloy wheels on your car? I would respectfully suggest you remove each wheel and check whether there appears to be a loose washer under any of the nuts; there should not be. Then look at the rear, inner face of the wheel. If any of the inserts through which the studs pass are flush with the face, they may have broken up. Ouch!

## **EXIT stage left...**

**After spending 84 productive years on the works floor, the ladder frame chassis will be retired, perhaps with a place of honor in the dispatch bay.**

**A number of the oldsters will celebrate the 85 year, as the booked trad +4 and Roadster Tributes continue in build and may be booked in 2020.**

**The ladder frame chassis is a 'less is more' concept. Hang a wheel at each corner, a flat rad up front or a round nose. Full wings or cycle fenders. Two doors, little swings, big highs with glass sliding windows. Room for two, room for four, sure. Spare tire or two hangs on the back or fits in the body work. Why you could even drop a glass fiber shell on it. Fit a one liter engine or a big V8. Fit a gusset or two, fancy rear suspension a must.**

**Farewell old friend - hello CX 'platform'**

.....  
**The Morgan Motor Company (MMC) has officially given initial information on the 2020 production line. These are essentially as follows:**

*- courtesy Spider Bulyk, Madison CT*

1.) After 84 years, the production of the popular (so importantly responsible for the success of the MMC) ladder frame chassis comes to an end. This concerns the models Plus 4 and Roadster. At the moment these models have already been removed from the order lists. In 2020, however, a limited discontinued series will be launched in a very small number of copies. If you are interested, we ask you to contact us promptly, as it can be assumed that these vehicles will be sold out in no time.

2.) The new MMC models will be built exclusively on the basis of the new CX chassis (as in the PlusSix). Planned for next year, this chassis will carry, in addition to the turbo-6 -cylinder engine from BMW, also smaller engines than in PlusSix set up. Concerning model variations, model designations, prices, production launches, etc. have been made so far no information.

We expect these to be made available in Geneva just before the Motor Show in early March.

3.) There is a clear commitment to the classic body shape, which is also used in new models.

4.) It has also been announced that Dominic Riley will step down from his position as Chief Executive Officer. He has held this position since 2016. From now on, Steve Morris will assume this role in addition to his role as Managing Director of MMC.

For questions we are always available.

Ing. Mag. Jörg Koessler  
Executive Partner

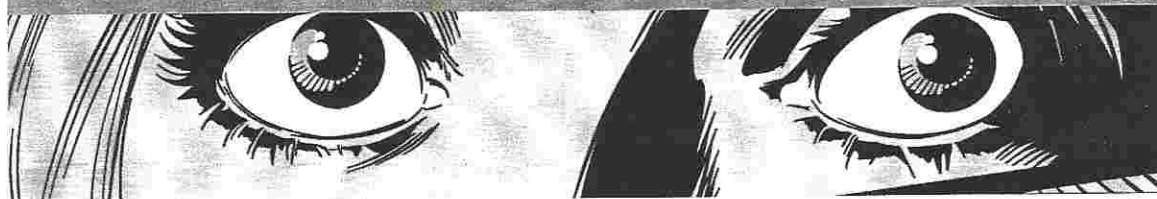
Dann hier sofort, gehen wir auf Deutsch:





# THE OTHER ELUSIVE BUG - BY GREG TULLO

## A SEARCH FOR AN ELUSIVE COLD START PROBLEM WITH MY 1973 B...



This missive tells of my quest to solve an intermittent engine failure that kept me close to home for well over a year as I couldn't trust the car too far from the barn.

**The frustration of an intermittent failure is that if one *doesn't* identify the specific cause, it falls into the 'replace and wait' category to know if you've found the problem.** The waiting game can be tedious, especially when the failure occurs infrequently. This particular failure occurred spontaneously (perhaps once a month). With the engine running perfectly, it would suddenly stall, but after a minute, restart and carry on without showing the least bit of concern for my embarrassment after putting me on the road shoulder while other drivers shook their heads as they drove by.

**The problem seemed electrical with its sudden failure and restart - so into the secondary system I went.** I've seen this behavior before with a shaky capacitor, but I had an electronic ignition system, so I had to look deeper trying one thing after another - rotor, distributor cap, HV main wire, replacement of electronic ignition with conventional cap/points, spark coil - all with no luck. Then into the primary system I went - series resistor, ignition switch, wiring harness - nothing. So, not finding an electrical failure, I switched to the fuel system, and again, serially over months measured pressure and flow with both in spec; rebuilt the carb; replaced the fuel filter; replaced the fuel pump, installed new fuel tank cap... but the remedy was NOT to be found.

Not much left but the lines back to the tank and the tank itself. The front to back line was clear without leaks, so onto the tank. The line from the pump to the tank was removed and the gas was syphoned from the tank - with difficulty. I'd start the syphon and it would flow for a short time, and then stop. I removed the cap to assure vacuum relief with the same results...hmmmm. After several more attempts to assure the syphon was done correctly, **I concluded that either there was a problem with the internal tank uptake pipe or the laws of physics weren't functioning in my garage!**

After a full evaluation, I found the joint between the tank's internal uptake pipe and the feedthrough fitting located near the top of the tank sidewall had a hairline crack. **When the tank was full, there was no problem, but below  $\frac{3}{4}$ , the pump could start to suck a vapor/liquid fuel mix depending on the movement of the uptake pipe, leak mix, pump rate, carb bowl reserve and engine demand.** I've repaired tanks before, but opted to get a new one. With the new tank primed, painted and installed, the fault is now a fading memory.

The delightful upside to this is that I now am confident to take the B anywhere at anytime. Another season of LBC pleasure on the twisty roads. Gremlins Gone! 😊

*From our Friends at Quadriga News - January 2020*

EW

# SPIDER'S TECH TIPS

## *Winkin' Blinkin' and Nod*

*The successful hunt and capture of  
non-Lucas electrical gremlins.*

Most of these fairytales begin with something like, "While yer here, I'd sure like it if you could just...." What follows after that could be damn near anything from "just hold this bolt from the other end," to "since you've got 15 minutes, rebuild my fuel pump" to "maybe you could show me how to take one of my front springs out." Sometime after that, the speaker feels themselves choking on a huge dollop of Guilt, as they watch me go through lots of push-ups over something that "you could do in no time."

The truth is, most folk are very, very polite about it and try not to engage in project-scope-creep. I have to confess that I usually don't do anything I don't want to, so I guess it's fair to say that I like helping folks out and teaching a little. It's also fair to say that, from my perspective, a day working on Morgans is a good day, a veritable mini-vacation from the rest of life's cares. This paragraph is dangerous in print, and will probably get me into a lot of trouble, but I'll stand by it.

So when I went out to visit Carl Kaufmann for a few photos of his workshop and guitars, he turned quietly to me and said something like, "While yer here, I'd sure like it if you could just have a look-see at my headlights." Like a faithful puppy, I took the cookie from his hands and we went out to the garage to have a look at his Plus 4.

It seems that the right headlamp came on with the dash switch and would kick up or down with the foot

switch. The left headlamp was dark. Carl did the good boy scout thing and replaced the bulb, but in vain: darkness reigned supreme. No difference. Right about now, those of you who pour a cocktail or vino before reading this section of *The Morganeer* are starting to mumble the name of Joseph Lucas. But not so fast! Think twice (or more) and do the work only once.

To eliminate the potential for Oedipal complex, we removed the working light and swapped bulbs (see photo of poor Oedipus). The symptoms remained: right light worked; left light did not. Carl couldn't remember if this was a new problem or if it had always been this way. So the three prong socket on left light could have been mis-wired... maybe? Just about this time is when any two people working on the problem start to look at the wiring in the engine bay, and mumbling ideas about trouble shooting the harness further down the line. This is a chronic diagnostic illness that affects everyone, professional and



shade-tree mechanics alike. The lesson here is, DON'T DO IT or you'll never make it home before cocktail hour. Stay where the problem is (at least for the moment).

Carl had a VOM (volt-ohm-meter) from a pre-American Civil War Gilbert kit that seemed to work just fine. Comparing left side to right side, we checked the voltage across each of the three connectors in the socket – both in low beam mode and in high beam mode. No heavy math here, just "hot" or "cold". Think about this – 6 possibilities in each of two positions (high and low beam). So we compared 12 measurements left to 12 measurements right. To our shock and dismay (and possibly awe), they behaved identically. Again those sick little voices crept into both our heads – let's look further upstream.....it could be a...NO!

So both sockets behave identically and a working bulb works correctly in one socket but not the other. How long



'till cocktail hour? If we get good readings but bad performance it **MUST** be in the connectors to the bulb. Finally I have enough info to shut down that little voice in my head.

Bravely, we removed the connectors from inside the socket, noting carefully the location of the different colored wires. Lo & behold! We could see that one of the wires was connected by barely 2 strands – this condition hidden by the end of the socket. Using Carl's soldering iron from the same Gilbert set, we manage to improve the connection. The next trick was fitting the connector back into the socket without breaking anything. Careful inspection, slow manipulation.... **SUCCESS!** We reassemble everything and both lights work just as advertised in the 45 year old Morgan brochure. Big smiles all around!

There were a few really valuable problem solving lessons here.

By staying in the area of the symptom, and not expanding the project we were able to think through various possibilities much more quickly. We also saved a lot of hand-work and eliminated the potential of creating new problems.

By having the luxury of comparing two identical circuits, we could narrow the potential problem location. All we had to do was stay disciplined.

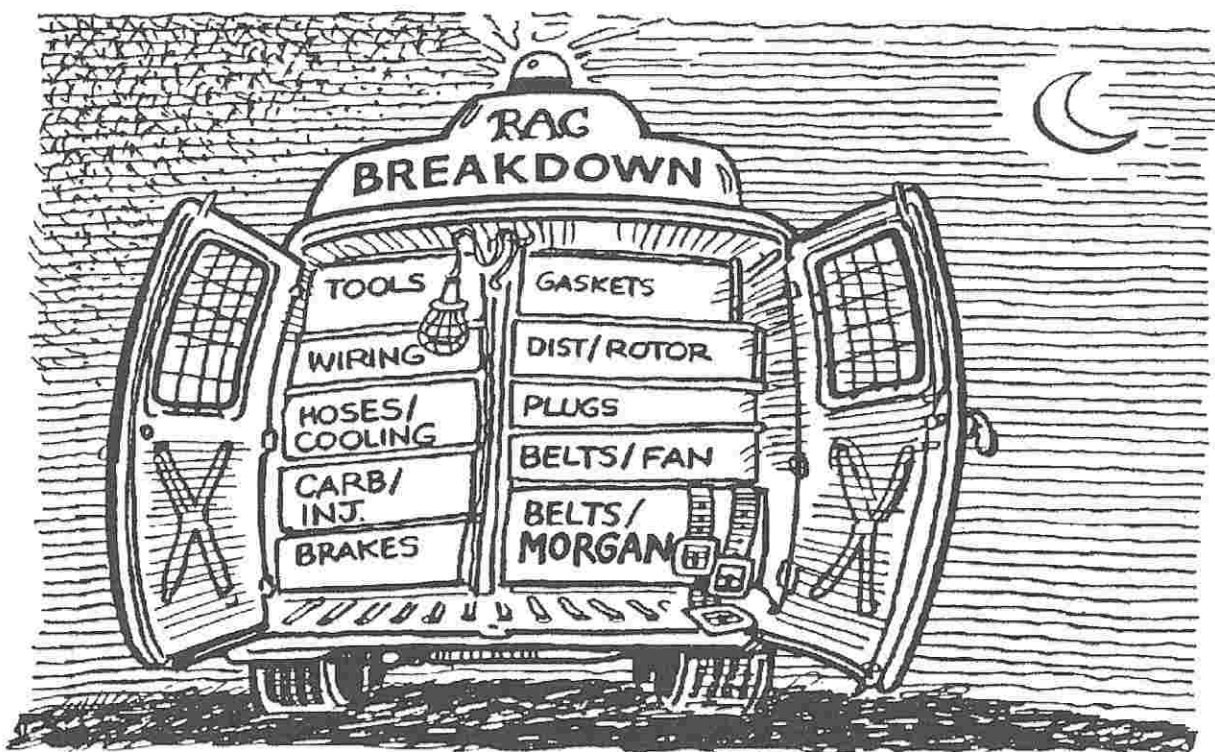
We reused the original "bad" connector to repair the circuit. After driving around a few hardware stores (tale not included above) we discovered that the connectors were an unique size, generally considered "unobtainium". Never discard or damage an old part on the assumption that a new one is available around the corner.

By thinking this through, except for our time and gasoline, the cost of this repair was \$0.00, and required a very minimal amount of skill.

Because we had to look at all the headlight connections, we are now familiar with just how good or bad the connections are, preempting new connector failures for some time.

When working, don't rush; take your time. Sure, there's a lot in the way – like the signal light lenses that block a screwdriver from getting at the headlight rim – but you'll do work you can be more proud of, and you have less of a chance of breaking things if you proceed deliberately and at an even pace. Keep all fasteners and parts separated in boxes or zip-lock baggies – you'll remember what goes where.

The final **BIG LESSON** is that Carl now has two working headlights, and the two of us had a fun afternoon playing with his Morgan. That's what this kind of project is all about, having fun... and don't you forget it! Having fun is always better if it can be shared. Think about it. (Really!) ...and, Run Cool.





## 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 \$30.00**

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, or via U.S. mail in black and white. You may change your distribution election quarterly. No election means you receive it electronically in color.  
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**SEND ELECTRONICALLY IN COLOR VIA EMAIL:** \_\_\_\_\_

**SEND PRINTED IN BLACK AND WHITE VIA U.S. MAIL:** \_\_\_\_\_