

MOOG LOG



APRIL 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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EDITOR
TREASURER
MEMBERSHIP CHRMN.**

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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!**

BUT SOME HAVE NOT REJOINED:

**BLODGETT, BILL
CARLSON, GREG
HANCOCK, BILL
PARKER, STEVEN
PAVONE, JOHN
RIDDELL, LEE
SPEETJENS, JOE**

THOMPSON, CHRISTOPHER

**WE WOULD LOVE TO HAVE YOU BACK, BUT
UNDERSTAND OTHER COMMITMENTS.
REGARDLESS, ENJOY YOUR MORGAN.**

RUNNING On.....

BUT WHO WOULD HAVE THOUGHT WE WOULD BE CHASED OFF THE ROADS BY A VIRUS.....

So, we can't have a Noggin meeting, we can't, gather in a group of 10 (well that doesn't challenge us much,) we can't get in our cars and rush thru the countryside towards a lunch and an interesting tour of a local attraction, so what can we do? We can drive our Morgans, just not stand around and talk about them; we can tinker with them to make them ready for the time when touring and lunch are permissible. I am looking forward to the lifting of this shelter in place. Just keep safe all and we will see you when it is over.

THE PREZ, etc.



MORGANS...ROAD CANDY



**DUES PAYMENTS ARE STILL BEING ACCEPTED,
BUT THIS IS THE LAST MONTH.**

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~~

Jul 9**

~~Feb 6~~

Aug 6

~~Mar 5~~

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

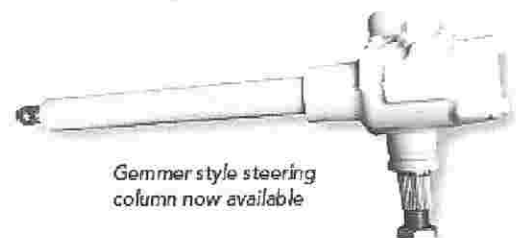
** This denotes meeting on 2nd Thursday – an exception

Morgan Motors OF NEW ENGLAND

LARGEST MORGAN PARTS SUPPLIER IN THE U.S.

For Everything Morgan

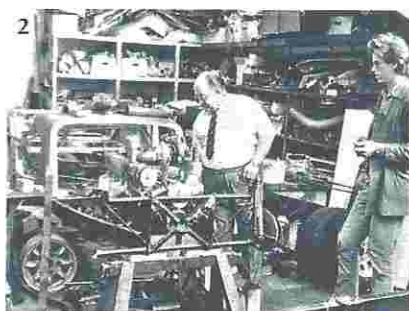
- Factory Authorized Dealer
- Largest inventory of Morgan parts and accessories outside the UK
- Service, repairs and upgrades
- Award-winning restorations
- Complete mechanical rebuilding
- Specialists in cars 1950 to current
- Buy, sell or trade a Morgan
- The best technical service anywhere
- Visit 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



Obituary: Bill Fink

We are very sad to report that Bill Fink, the man whose efforts kept Morgan in the USA since the 1970s, died on 9th February in a fire at his home in Bodega, California. He had returned that evening from the MSCC Northern California's Oyster Run event. He was 77.

Bill Fink had a very impressive academic career, studying at both Stanford and Yale universities. On a rowing trip to England in 1962, he bought himself a Morgan to drive round in. He stayed in the UK, studying at Keble College, Oxford, and rowed for Oxford in the 1965 and 1968 Boat Race teams (winning in '65).

By 1968, having studied business at Stanford, he saw a money-making opportunity: with the demise of the TR-powered Plus 4, Morgans were no longer on sale new in the USA, due to the increasingly stringent emissions regulations in California. But second-hand ones could be imported, and the value of second-hand Morgans in the UK was about half what it was in the US, where there was still a strong demand for them, so that Bill could buy UK cars, convert them to left-hand drive, ship them to California and sell them for a healthy profit. "I thought I might spend a couple of years importing Morgans, I'd make \$100,000, then do something else with my life," he recalled years later. "But I never made \$100,000, and so here I am."

Sadly for Bill, this situation didn't last long. Mick Jagger bought a Plus 8, which made the old-fashioned wooden car immeasurably more desirable, and therefore valuable, eating into the profit margin. Also the situation at the Californian end of the operation became much more complicated, with local Morgan dealers complaining that Bill was bringing in cars unofficially.

Therefore he had to set up a proper dealership with premises and a used-car dealer's licence. The solution to this problem was a partnership with San Francisco mechanic Steve Miller, who

specialised in Morgans and Jaguars, both of which tended to need a lot of mending! Isis Imports – named after the old name of the upper Thames above Oxford – was initially based in San Francisco's red light district before moving to Pier 33.

In 1970 Peter Morgan arranged exemptions for the Plus 8 to be imported to the US, but it was only temporary – less than two years later the exemptions would run out again, as Rover umm'd and ahh'd about updating the V8 engine for US regulations. For Bill, the situation was back to square one. He decided to try to develop a US-spec Plus 8 of his own.

An expert Environmental Protection Agency advised him that the easiest way to get the Rover V8 within US emissions limits was to convert it to run on propane. So Bill and Steve Miller bought a Plus 8 and did just that. Having got it running successfully, Bill asked Peter Morgan for his support. Morgan was keen on the idea, but Rover was not at all convinced that it would be reliable. To find out who was right, Bill spent the spring of 1973 thrashing the propane Plus 8 all over the western side of America to put it to the test. After 9000 miles they took the engine apart and found no wear at all.

The next problem was the small matter of American safety standards – which caused all sorts of unsightly changes to cars in the 70s such as the rubber-bumper MGBs. Luckily he had a customer keen to get the job done and willing to pay for it. Bumpers which could absorb a hit at 5mph were one of the major obstacles, along with side impact beams in the doors, roll-over protection, inertia-reel seat belts (which were not yet standard), a taller windscreen with sun visors and many other things such as lighting.

Maurice Owen, Morgan's Chief Development Engineer, advised that the tow-bar brackets provided a really tough fixing point at the back of the car, so Bill fitted the bumpers to these, along with rubber inserts from a Morris Marina. In the end, energy-absorbing bumper mountings

borrowed from the VW Rabbit did the trick.

After several further changes of tack, the US authorities decided that cars with such small sales figures would have no impact on environment or safety statistics – so they allowed propane after all, and a much simpler test to pass the emissions requirements.

Therefore Isis were soon converting Plus 8s and 4/4s to propane power. These would be the only Morgans coming into the US until 1998, when a US-compliant 4.0 litre Rover V8 was finally available. In the meantime, European markets such as Germany had taken over from America as Morgan's main export destination, but Bill Fink worked tirelessly to keep Morgans trickling into the US. But in 2004 the certification of this version of the V8 expired, ending the production run of the Plus 8 for good.

For Bill and Isis Imports, however, this was just another opportunity. Instead of bringing cars over from the UK, he turned to a new project – bringing the Morgan V8's performance into the 21st century, by developing a Corvette engine swap. The resulting car, known as the MogVette or Plus 8 Plus, used a Corvette LS-series engine ranging from 350 to 500bhp or more, with a 6-speed gearbox and Camaro rear axle to cope with all this power, plus five-link rear suspension (predating MMC's own use of it by a decade) and some serious braking upgrades to match. Believe it or not, the otherwise standard Morgan chassis coped with all that grunt remarkably well. Such a big job didn't come cheap, costing around \$35,000.

He is survived by his wife Judy and stepdaughter Tcherek.

Photo captions:

1. Bill in the 1970s with an early Plus 8
2. In the development shop in Malvern with Maurice Owen
3. Bill and Tcherek in the prototype Plus 8, leading the parade at Thrill On The Hill 2018

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

Apr.18th

*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 3rd
Sunday*

*All British and European Car Day
See flier in newsletter, I don't know if this will be held or not.*

June ?

July

Swimming Party, Bob Noguiera host.

Aug. ?

Sept.5th-6th

Inaugural Groesbeck Grand Prix see details in newsletter

Sept.5th-6th

*Beaulieu Auto Parts Jumble
South of England
Talk to Dick Hawkins for information, he is not planning the trip*

Sept.10,11,12

BRITS IN THE OZARKS, Springdale, AR. Details to follow

Sept. 10th

Thursday Tours

Sept. 11th

Friday Night Party

Sept. 12th

Saturday Car Show and Awards Dinner

Sept.

Fixit and Maintenance Day, Bernard Siegal host

Oct.31st

MOG SOUTH event: MISSISSIPPI BLUES TOUR

Nov.1st

further details to come

Nov.

Dick Hawkins host

APRIL FUN RUN

On Saturday April 18 we will meet in Plano on the North East corner of Ave K and Parker Road.

We will meet about 9:15 in the parking lot of the Fiesta food store facing Parker Road.

There are three filling stations on Ave K within a block of where we are meeting. Please have your gas tanks full and ready to pull out by 9:30.

There will be a Morgan Roads country drive of about 90 minutes ending in Celina about 11 A.M.

After lunch in Celina we will continue to Pilot Point for a tour of the Western Son Distillery. There is a \$12 charge for the tour at the distillery.



All British & European Car Day

Until Next Year

All British & European Car Day 2020 has been cancelled due to the extension of Dallas County's public health emergency declaration through May 20th. The City of Dallas' Park & Recreation Department informed us of the special event cancellation yesterday.

All pre-registrations will be refunded to the original method of payment.

We were hoping that we could offer some social relief by holding *All British & European Car Day* implemented with new safety protocols such as physical distancing, mobile voting, and credit card payments at the gate. Alas, this is not to be.

We urge all of you to shelter-in-place, check on your neighbors, and drive your vintage car when you go out for groceries and other essentials!

Until next year, friends.

Share Photos of Your Car

Send us a nice photo and short description of the car you were going to bring to the show this year, and we will post it on our new All British & European Car Day website, as well as our [Facebook](#), [Twitter](#), and [Instagram](#)!

Email your photo and description to ABCDE@KipMotor.com

Hello,

I wanted let you know about the Inaugural Groesbeck Grand Prix™ at historic Fort Parker in Central Texas coming up later this year. It is a festival of speed like nothing has been offered in the US before. The festival will include the Groesbeck Grand Prix, a 1.5-mile time trial event for pre-1985 historic cars held on a closed public road that leads to Fort Parker. Spectators will be able to see these amazing machines being used as they were intended. The Mexia Concours™ features select rare and significant vehicles juried by our Concours judges.

On the grounds of the historic fort festival goes will enjoy a vendor village, food trucks, entertainment, and on-site RV hookups, camping. Our VIP package gives guests access to the VIP Tent and viewing area, lunch, event poster, and a gift bag. The event is benefiting 501(c)3 Drive Toward a Cure which raises funds and awareness for Parkinson's research and all donations will be directed to research programs here in Texas. In addition, a portion of the proceeds will go to the Fort Parker Restoration to support their educational programs.



The marketing push for this event starts in April as we announce sponsorships, race participants, and our media tour which will include television, radio, pod casts, and both print and online stories through our over 500 media partners. In addition, press releases will be circulated on major PR Newswires. For the event itself we have arranged for on-site housing for hosted media and influencers. Local television stations have already committed to being on-site for the two-day event to provide live coverage. We will also have professional photographers and video teams on site to capture the full scope of the event.

Noted automotive artist Dwight Knowlton has been commissioned to create a one a kind poster for the event, which will be distributed to businesses across Central Texas and will feature our primary sponsors. In addition, full size posters will be offered for sale at the event and sponsors will receive a limited-edition number print.

We have already had over 400 inquiries from racers and have had owners of historic race cars include Porsche, Shelby, Chevron, Chevrolet, and Bugatti already apply for one of the racing slots. Over 500 people have signed up for our email list since we launched it just last week.

We would love if you could share this with the members of the Morgan Motor Car Club. If they are interested in more information or apply for the Time-Trial or Concours they can visit www.groesbeckgrandprix.com and click on the "Starting Line" tab to find applications. Due to limited space we will be jurying cars for the official concours and racing events, but we will have a general car show area where owners can park and enjoy the event.

Key Information:

Date: September 5th & 6th

Location: Fort Parker Restoration, Groesbeck Texas

(94 miles from Dallas, 139 miles from Austin, 164 miles from Houston, 40 miles from Waco, 79 miles from College Station)

Charity Partners: 501c3 Drive Towards a Cure and the Fort Parker Restoration's Living History Programs.

Regards,

Michael Satterfield

The Gentleman Racer®
LIFE AT SPEED

M 909-214-5439

TheGentlemanRacer.com

REMEMBER WHEN MARCH 23, 2013

Watch for Ice on bridges and under overpasses

It was a dark and stormy night (er make that morning). It was definitely dark and soon to be stormy. When it was announced that we would leave for Tyler, and the Azalea tour, at 8:00 sharp, imagine the Boyles' surprise when they arrived at the rendezvous and Traci Murphy, the Harris duo and Bob Nogueira were already there and waiting.

So it was off to Tyler under heavy overcast skies and very dark. Although it was guaranteed by Tyler's Joe Aid that no rain was in the forecast, soon large splatters were encountered, then heavier, then a deluge . . . the highway disappeared. Pretty soon Boyles had to give up and park by the roadside, hoping he wouldn't be rearended. Thank God for the new LED taillights. Later he ventured back onto the highway and saw the Harris, Murphy, Nogueira trio huddled under an overpass. They must have passed him.

Then hail!!! In blinding sheets, it pounded down on all travelers, many of whom had pulled to the wayside. The area was covered with several inches of icy hail, but the paths through the slush on the highway gave some semblance of a route to follow. More heavy, blowing rain and Boyles finally abandoned this suicidal venture and exited into a service station to get towels, a rest room and to dry out . . . and warm up. Telephone contact was made with the other venturers, and soon they arrived, and the four vehicles were back together. They dared not stay long, as the storm might catch back up.



Photo taken from news website, not as heavy as we encountered.

As it turned out, the Dallas group arrived in time to join member Joe Aid and the Tyler MG group tour organizers. I seem to remember an MGA, four MGBs, a 70s GM El Camino as well as a few current transportation modes.

After greeting the Tyler group, first stop was the Railroad museum. I forget how many locomotives, full operating electric trains, dioramas and other railroad memorabilia was stuffed into this little room that was formerly the baggage area for the Cotton Belt Railroad in Tyler (The passenger area has been taken over by the tour bus company so the railroad people are excluded.) Several attendants gave talks about local railroad history and the East Texas area in particular, and the museum display itself.

Back on the streets in "parade" style we wove our way around Tyler to see the real stars of the tour, the Azaleas. Our route was a tour led by the hosting club, but along the way we were supposed to take photos of various things, and include the car. Our first stop after the old Station was the Pyron House with fabulous gardens of azaleas, camellias, bridges over a brook, two adorable Cocker Spaniels, lovely (freezing cold) young ladies in Southern Belle attire, and many more plants and flowers. Along the next leg we saw many houses with azaleas, camellias, dogwoods, tulips, daffodils, etc. in bloom and a lovely red MG-TC in a driveway. We visited a rock pond, the surrounds' in bloom and took pictures.

After seeing every pink/red/yellow/white petalled(?) flower in Tyler, and a slight sprinkle starting, we took a fast trip to Rudy's Bar-B-Que on the loop 323 and had lunch. The trophies were supposed to be awarded by who took the correct photos (kind like a photo scavenger hunt, not a bad idea) but no one seemed to be able to produce. So we filled out our names on slips of paper and a drawing was done. Barbara Simmons, of our group, won a trophy.

Lunch done, and all gotten back to their cars, we set out for home (missing the Edom pie trip). Sure enough the weather cooperated and we got home dry and safe. The +4+ still has wet door pockets where I opened the window and the hail came in.

Thanks Joe Aid and the Tyler car group for a good time!



At the rendezvous point in Tyler



Hail from Traci's Mustang

ALL "HAIL" THE AZALEA TRAIL



At the Train Museum



Touring companions



Music - Azaleas - Morgan friends



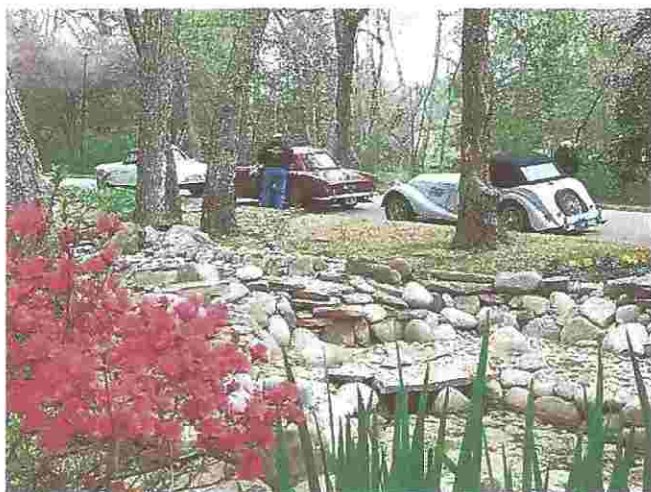


the Prez waves hello



Cute
Cocker
Spaniels

Chuck
and Bill
with
Tyler Belle

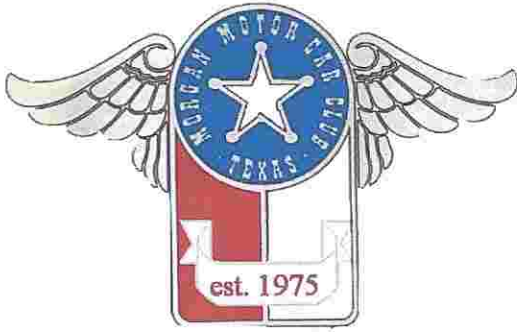


Rock pond with flowers



Lunch at Rudy's

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.
CHECK YOUR ELECTION:

SEND ELECTRONICALLY IN COLOR VIA EMAIL: _____

SEND PRINTED IN BLACK AND WHITE VIA U.S. MAIL: _____