

M O G G L O G



JUNE 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.

**The cover photo is " Morgana" a
4/4 in San Juan Cosala, Mexico. Owner Kathi
Hoffman says:**

Morgana will be 40 years old October 1.
Kathi picked her up from the Factory in
Malvern, England on a rainy day. And it's
been love love love ever since.

Kathi and Morgana are still well known
in Europe as Kathi lived in Poland and drove
the car all over to various Morgan meetings.
She belonged to the Houston Club MogMog
and was active in the U.S..

Kathi and her husband and Morgana
now reside in Jocotepec, Mex. on the shores
of Lake Chapala.

RUNNING On.....

ONCE AGAIN INTO SUMMER AND LONG HOT DAYS....

And we are cooped up anyway by the looming Corona virus, but getting out for a drive is still possible. Just a couple of weeks ago a duo of Morgans (plus a VW) ventured out to East Texas, Terrell actually and Ham's Orchards. We were on a hunt for fresh peaches. So were many others, but mask prodigal was followed by club members. We also got the sought after peaches, and some of us went home to make cobblers. It was a refreshing trip on country roads and I heartily recommend getting out for a drive.

I am aware that the Back Country BBQ is open and seating guests. They are only allowing tables of 4. The dinners are ordered and no buffet for vegetables, you must order what you want. They are also only staying open to 8pm. A mask is required to enter the restaurant. I don't feel inclined to visit for the meeting this month. I think a one hour (or 1 ½ hour) meeting would not give us time to visit and eat.

What I really enjoyed about the spontaneous trip out East was the chance to meet face to face (mask to mask) and hearing member's voices. It was so great to touch base. Maybe we could work out an outdoor meeting with bring your own food and chairs to just sit and visit. It could work for the July event.

THE PREZ, etc.



MORGANS...ROAD CANDY

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

July Swimming Party, Bob Noguiera host.????? Depending on conditions

Aug. ?

Sept. 5th-6th Inaugural Groesbeck Grand Prix
<https://www.groesbeckgrandprix.com/p/event-info.html>

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

Sept. 25, 26, 27 TEXAS ALL BRITISH CAR DAY POSTPONED OR CANCELLED!

Oct. 31st MOG SOUTH event: MISSISSIPPI BLUES TOUR

Nov. 1st further details to come

Nov. Dick Hawkins host

Ford Adds Feature Morgan As Had For Decades:
From :Autoline Daily
THANKS BOB NOGUIERA FOR THE INFO

Talk about being in the hot seat. Ford is really cranking up the heat on its fight against the coronavirus. It has a software update for 2013 to 2019 Police Interceptor Utility vehicles that allows the interior temperature to go over 133-degrees Fahrenheit or 56-degrees



Celsius for 15 minutes. That will kill off viruses by greater than 99 percent on interior surfaces and materials. Depending on the model year, the software can be activated by pressing the cruise control buttons in a specific order or using a scan tool through the diagnostic port. Once activated, the engine goes to an elevated level and the heat and fan settings automatically turn to high. The software monitors the interior until it hits the right temperature, then it holds it there 15 minutes.

MMCC BUSINESS MEETING / NOGGIN

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



~~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



For Everything Morgan

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Our illustrated parts catalog available free online



Gemmer style steering column now available

What is the future for our historic vehicles?



Patrick Rollet with his 1932 Lagonda 16/80 Semi Sports

This article by Patrick Rollet, who was until recently President of FIVA (the international organisation advocating for classic motor vehicles, equivalent to the FBHVC in the UK), was passed on by "our man on the inside" Keith Gibbins. It's an interesting "state of the union" view of the classic car world today and for the future.

The Fédération Internationale des Véhicules Anciens (FIVA) share with its 85 national members representing nearly 2 million enthusiasts across the five continents the same dedication to the protection, preservation and promotion of our national and international motoring heritage.

Their fundamental concerns are the same and they can be summed up in two major questions:

1. WILL WE BE ABLE TO CONTINUE TO DRIVE OUR HISTORIC VEHICLES IN 20, 30, 40 YEARS' TIME?

The increasing congestion in our cities, the movements - as powerful as they are legitimate - promoting environmental protection and road safety or the underlying "car phobia" of the citizens of our modern world are serious handicaps to the use of historic vehicles.

Indeed, FIVA and its members have some strong arguments for negotiating with the public authorities, up till now with some success: our over 30-year-old vehicles are not on the road often and they are still in

a very small minority (approximately 1% of vehicles). Well maintained and used carefully, they are nine times less likely than the average to be involved in accidents (Investigation by the German Federal Police, 2010-11) and generate a significant flow of activity on an economic, social and tourist level.

But will this be enough to adapt to this new context characterised by many rifts: the arrival of electric vehicles (10 to 50% of the number of vehicles in circulation in 2030 according to EU surveys) and the fear of a progressive scarcity of fossil fuels, the emergence of autonomous vehicles (15% of the number of vehicles in 2030) whose cohabitation with our historic vehicles raises questions, or the increasingly pronounced differentiation in performance between the vehicles of yesteryear and those of tomorrow?

The answer may be societal in its nature, as it was more than a century ago with regard to another profound change in the world of transport.

Let's consider this true-life example: in 1894 there were 100,000 horses in New York City. They were nearly all beasts of burden, whose short lives pulling heavy loads did not exceed 3 years. They caused a terrible amount of pollution, 10 kg of dung per animal, not to mention the liquid form of the problem; with typhoid fever at the top, the diseases were as varied as they were serious and no neighbourhood was spared. Today, few ecologists mention these tragic

statistics, which were fortunately wiped out with the arrival... of the automobile. In 2019, there are still 100,000 horses, but in the entire State of New York, in the countryside. There are none left in the city of New York. These horses are exclusively used for recreation. Protected, preserved and promoted, their life expectancy has increased to 25 years. And there is enough barley and oats to feed all these friendly Equidae.

It is difficult, at this stage, not to see a parallel between the modern ways of using man's most beautiful conquest and those of our cherished historic vehicles: country rides (scenic drives), cross-country and eventing (regularity rallies and demonstrations), riding hall and dressage (concours d'élégance), horse shows (exhibitions of historic vehicles), horse racing (for our friends from FIA and its ASNs), etc.

The future of the historic vehicle is not that of a vehicle for use, but that of a recreational vehicle. It is not in the city centre, but at the heart of our land. It is not based on economic rationality but on passion. And the legislator knows that it is not easy to act against a movement driven by emotion. The historic vehicle, finally, is increasingly recognised as one of the dimensions, an original but very real one, of our technical, scientific and cultural heritage. Among other things, the partnership between UNESCO and the FIVA attests to this.

2. WILL THERE STILL BE DRIVERS TO DRIVE THEM?

In the medium and long term, if we can keep the hope of being able to continue using our cherished historic cars, it remains to be seen whether there will still be any people to drive them...

The major problem of our movement comes from the growing disinterest of the new generations for motor vehicles, which no longer possess the aura for them that they had for the previous generations.

Nowadays a young person is brought up on social networks or football, much less so on the saga of the automobile. When old enough to drive, they no longer necessarily want to own a vehicle and a recent British survey provides some revealing figures: 46% of 17-29 year-olds owned a car in 1999, they were no more than 37% in 2014.

More and more of them are thinking about sharing ownership or use of a vehicle and, above all, renting one via Uber, Lyft and the others.

As for the clubs around the world, they are without doubt experiencing their heyday and a majority are already starting to deplore a drop in their numbers due to a lack of young people. If there are still a lot of car guys and petrol heads in the world, they only need a few Facebook messages to easily organise an outing, with no need for a road book, rally plates or any sophisticated organisation. They know how to mobilise their informal network to find a mechanic or to surf the web to find parts. There is no need of a club for all this.

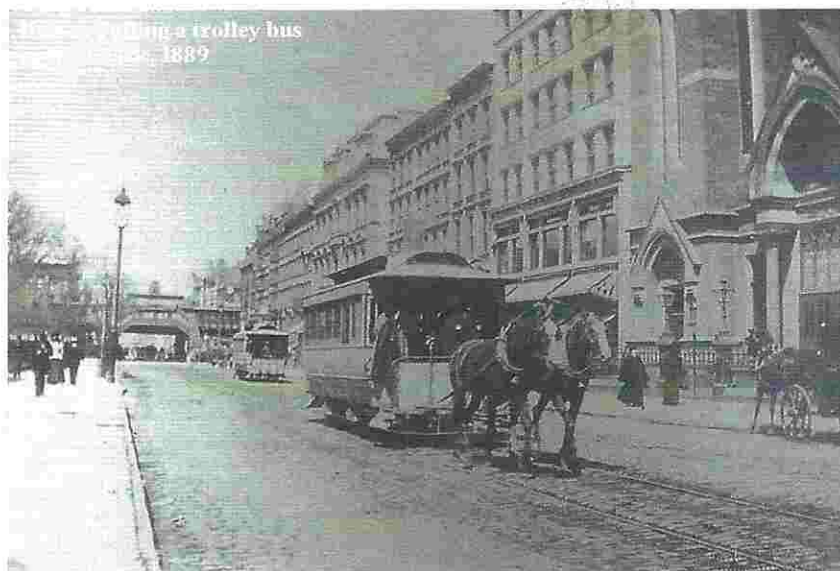
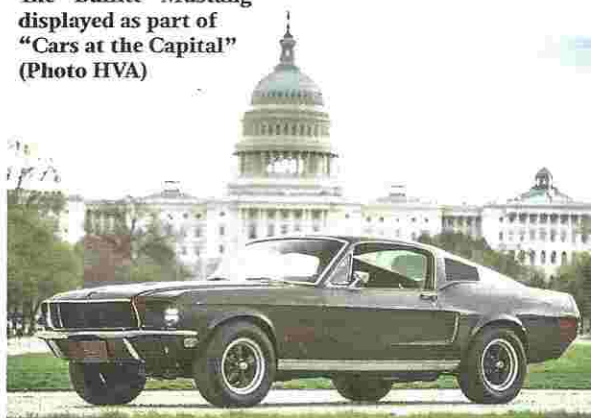
Too many clubs are not taking into account these profound technological and sociological developments. They sometimes poorly manage their efforts to attract young people, to welcome them and to satisfy their primary demand: driving, no frills, just keep on driving. They ostracise owners of youngsters, the leading source of renewal, for both vehicles and members. They organise outings where they keep themselves to themselves, almost out of sight, whereas a group of historic vehicles constitutes a wonderful museum in motion - and for free - that delights and fascinates passers-by.

We ought to show off our automobiles.

Two stories illustrate this: the first takes place at the Vieilles Charrues Festival (Festival des Vieilles

Charrues, literally Old Ploughs Festival), near Carhaix in Finistère. This concert attracts 300,000 enthusiasts, mostly young people. Two of them went there in a Citroën 2CV and in a Renault 4. They did more for their club in terms of meeting people and making contacts than the latter had during an entire decade... The second takes place in the statistically most visited place in the USA, the National Mall in Washington, D.C. The representative club of FIVA, the Historic Vehicle Association (HVA), exhibits two to five cars for three weeks in the April of every year. Cars at the Capital, which is

The "Bullitt" Mustang displayed as part of "Cars at the Capital"
(Photo HVA)



completely free, is promoted and relayed by the social networks and each year 500,000 people can see, directly or indirectly, these historic vehicles.

It is interesting to note that the HVA, created in 2008, today, thanks to this kind of good practices, counts 400,000 individual members, including many young people, while the large American traditional clubs, whether brand or multi-brands, are losing their numbers. *Otra tempora, otra mores...*

Perpetuating our movement, therefore, means having to meet the public in general and young people in particular. We will not renew our numbers by patiently waiting for them to come to us, because, like Godot, they will not come. We must accept to reconsider our practices and our structures: create a "Young" section (steered by someone young...), have several under 40 year-olds on the Board, risk having a Junior Board, develop simple, dynamic and attractive outings, take advantage of the Vintage movement (fashion, accessories, objects of the past), organise free presentations with commentary for the public during our events, work in synergy with popular events organised by others (historic planes and automobiles, rail and

road of yesteryear, etc.), exhibit in hypermarkets or at trade fairs and exhibitions, wherever there is an audience, especially when it is composed of young people.

The historic vehicle days organised in the United Kingdom (Drive it Day), in France (JNVE), in Sweden or elsewhere, the Long Night of Museums in Switzerland, the European Bike Week

or other national and popular events are solid contributions to the opening up of a movement with corporate tendencies and show the public as well as politicians the power of an approach carried out by generous and enthusiastic volunteers.

We must tell the story of each one of our historic vehicles.

Another means of perpetuating our movement, in no way exclusive of the first one, is to tell the story of each historic vehicle, because each one has one, which is always interesting for the public, especially if it is foreign to our movement. Here again, the HVA knows how to create a buzz: after the miraculous discovery in a Pennsylvanian barn of a Ford Mustang Fastback '559 from the film 'Bullitt' (1968), completely "in its originally condition" and perfectly authentic, the car has been the subject of a meticulous and well-documented research of its long story. Exhibited at the 2018 Detroit Auto Show, alongside the new nth version of the Mustang, this story, its story, triggered a cataclysm in the specialised press around the world: it was the number one topic reported on at the Detroit Auto Show, even though it is dedicated to modern cars, with a cumulative circulation of a thousand million press articles (!!) over the five continents...

We may not have a Mustang Bullitt in our garage, but our vehicles each have a story, their story, which deserves to be told and known about: if historic vehicles of exception fascinate, popular vehicles revive happy memories. Their epic journey is of much more interest to the general public and to young people than their cylinder capacity or their number of valves. We are the custodians of this heritage for the future generations. By definition, a heritage has a past, let's find out about it and tell it. Telling a story is a way to better integrate the world of culture, through which we are proud to be recognised.

(Continued next month)

What is the future for our historic vehicles?

Continued from last month

This article by Patrick Rollet, who was until recently President of FIVA (the international organisation advocating for classic motor vehicles, equivalent to the FBHVC in the UK), was passed on by "our man on the inside" Keith Gibbins. It's an interesting "state of the union" view of the classic car world today and for the future.

A third, controversial, path for our future is to open up the spectrum of historic vehicles, by looking at vehicles that are at the margin of FFVE-FIVA's common definition: 30 years of age, not used daily, maintained in the spirit of the original specifications (these three points being cumulative). Beyond the youngtimers, often ignored by the purists but which, one day, will become historic, we should consider motors which have been more or less customised, from low riders to buggies, or vehicles whose authenticity is not their primary quality, having been more or less profoundly modified, from a 4-speed gearbox of a Citroën "Traction Avant" to a Toyota engine under the bonnet of a Chenard & Walcker "tank". Finally, there remains the copies and other replicas, that some, including the young, wish to see join the family of historic vehicles.

Above all it is these young people who love to "re-design" their car or their motorcycle. Few of them have the automotive culture of the "older ones" and, as several studies by FIVA have revealed, they primarily want to own a historic vehicle, because it is different. They appreciate the unique, offbeat or even iconoclastic look of cars and motorcycles which have long since disappeared from our streets and our countryside. They do not care to know that a Renault 10 was neither equipped with an Abarth exhaust nor delivered in fuchsia with turquoise stripes.

Indeed, carefully maintained authentic vehicles will always be at the top and FIVA has wanted to pay tribute to their owners since 2015 by presenting its Best Preserved Award at a dozen events per year.

But we must be aware that these vehicles,



Keith Gibbins (Vice-President Culture Commission), Natasha Jerina (Chair Culture Commission) & Tiddo Bresters (President FIVA)

restorations, represent only a minor and decreasing part of our "market". No one disputes the legitimacy of struggle for strict authenticity - and your federations will continue to do this, but while being aware of the risk of "keeping ourselves to ourselves", with the responsibility of having fewer to follow on.

This opening-up approach comes up against the indefinable boundary of authenticity. During three international forums dedicated to this subject, the best experts in the world demonstrated the existence of many sensitivities, which were not always compatible. To make it short, the American continent, the South as well as the North - and the British - appear to be the most "liberal" while continental Europe, including southern Europe, is generally stricter.

He who perhaps has a key to getting out of this "authenticity vs opening-up" dilemma is the young person in charge of social networks at Mercedes-Benz Classic, a pure representative of the "New Millennium".

in front of a 190E with formula 1-like chrome plated wheels and low-profile tires: "don't criticise, respect. And then, educate."

After all, the first duty of knowing in the face of ignorance is that of learning...

To conclude on these reflections on the future of our movement, FIVA and its members are doing a good job. So far, they have managed to obtain exemptions for historic vehicles in the face of national and international regulations which are increasingly demanding in terms of LEZ (Low Emission Zones), UVAR (Urban Vehicles Access Regulations) and various technocratic constructs imagined in Brussels or in Washington. The unfortunate example of Greece remains an exception which confirms the rule.

Indeed, the legislator can kill us off. But the primary enemy is perhaps ourselves. We must believe in our future and contribute to shaping it, by accepting a dose of Copernican revolution by opening up clubs and enthusiasts to young people and the general public, through

greater exposure to the outside world and through greater attention to the cultural dimension - not only the technical one - of historic vehicles.

Your car, your motorcycle: maintain it, take it out, tell its story...

We will have less need of engineering than imagining.

Keith Gibbins comments:

Since Patrick wrote this article, he has stepped down after a successful term as president. His replacement, Tiddo Bresters, was elected in at the General Assembly in Cyprus at the end of last year with strong support from the FBHVC. Previously he led the Legislation Commission and is a VW Beetle enthusiast.

Tiddo is aware of the "elitism" and the originality definition issues, as mentioned by Charles in his February editorial. It is recognised that the bulk of FIVA's global membership are not owners of exotic vehicles but cherish and use all types of machines. See the Culture Commission

org/en/commissions/culture-commission/#1555178115647-b1ceabaf-faab155955918248515595616169901559562410409), scroll down and you will see a number of video clips, including Brooklands stalwart Angela Hume's Ford Prefect.

Tidido has great experience re European regulatory constraints from his previous role, and since becoming President has looked in detail at how the other commissions work, particularly Culture for reasons as mentioned in Patrick's concluding section and as shown below.

Second the Charter of Turin, our guidance document, has modification "gateways" for safety, parts availability and regulatory requirements which require changes to historic vehicles. I understand this was done partly due to pressure from the American and British.

However, the standards shown in the charter have value when dealing with organisations like UNESCO. It was invaluable when FIVA applied for non-

governmental accreditation, which was gained in 2017.

This in turn helps enable member country federations apply for involvement in UNESCO programmes, like Patronage, Intangible Cultural Heritage, Memory of the World and/or World Heritage status.

The benefit of associating the historic vehicle movement with other heritage organisations, like UNESCO and within the UK, the National Trust (with its near 6 million members) is it changes the perception of our vehicles from transport to being part of the cultural change that was a major influence on all sorts of developments in the 20th Century. The last FBHVC research in 2019 indicated some 21 million people were of this view (see www.fbhvc.co.uk/research).

We believe this change of perspective is vital to the survival of our movement in the 21st Century as environmental & climate change pressures look to be driving us to a very low emission, possibly electric future.

TECH TIP -

Removing Master Cylinder Pistons

Here is a trick for extracting stuck pistons from an MGA or other LBC master cylinder. I am assuming you have already taken the master cylinder out of your car and removed the piston retaining plate. Use a 3/8" tap to tap the inside hollow of each of the pistons in the master cylinder. For each piston, screw a bolt into the newly created threads and clamp the bolt head into a bench vice.

The piston can then be extracted easily by lightly tapping the face of the master cylinder body (where the plate attaches). Using a block of wood to tap on will prevent any damage to the master cylinder body. Note: be sure to clean out all the metal filings from the tapping procedure from both the piston and the cylinder bore. This will ensure the bore is not damaged when extracting the piston. -end. - Paul Touizgo -



Racing Holiday 1962

by Hugh Braithwaite

In the Fifties and Sixties racing was very different to today. Different in a way that it was a sport for pure motorsport enthusiasts. They drove their cars to the circuits on the road. No motorhomes or well-equipped "workshops on wheels". Sometimes they used an auto trailer, or they put the racing car in a caravan. When they arrived, they used the caravan to sleep in. The story below, written by Hugh Braithwaite (who passed away many years ago) will tell you more! Enjoy! (Machiel Kalf)

Something never to be forgotten and probably one of the most memorable experiences of a life time. Well, that is what I anticipated and here is the tale:

A fairly ancient Jaguar Mk VII with four passengers and towing an enormous caravan, which contained the works Lawrence Tune Morgan Plus 4 and was to provide sleeping accommodation for six. An equally ancient Austin truck, which just held Pip Arnold's Lawrence Tune Morgan Plus 4 and was towing the new Deep Sanderson on a trailer; this truck slept three. My Lawrence Tune Morgan Plus 4 with passenger, on its own four wheels. This was the party that left for Spa, where we were to join up with Richard and Penny Shepherd Barron and were then to journey on to the Nürburgring for the 1000km race and where Chris Ashmore and Pat Fergusson were to join the merry throng, plus an Elva.

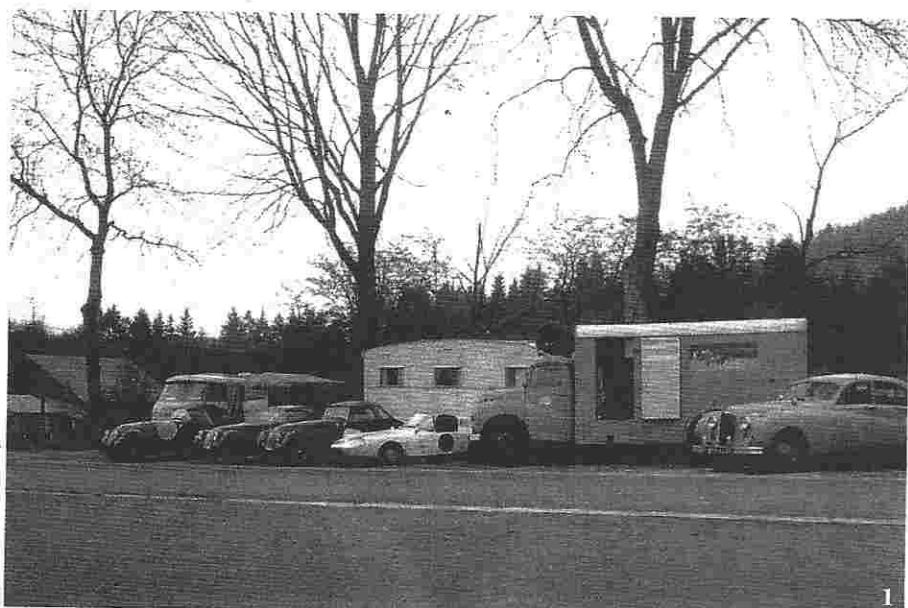
Snag one became immediately apparent on my arrival at Acton for the first stage of the journey to Dover, namely, nowhere to park my Herald while we were away. Snag

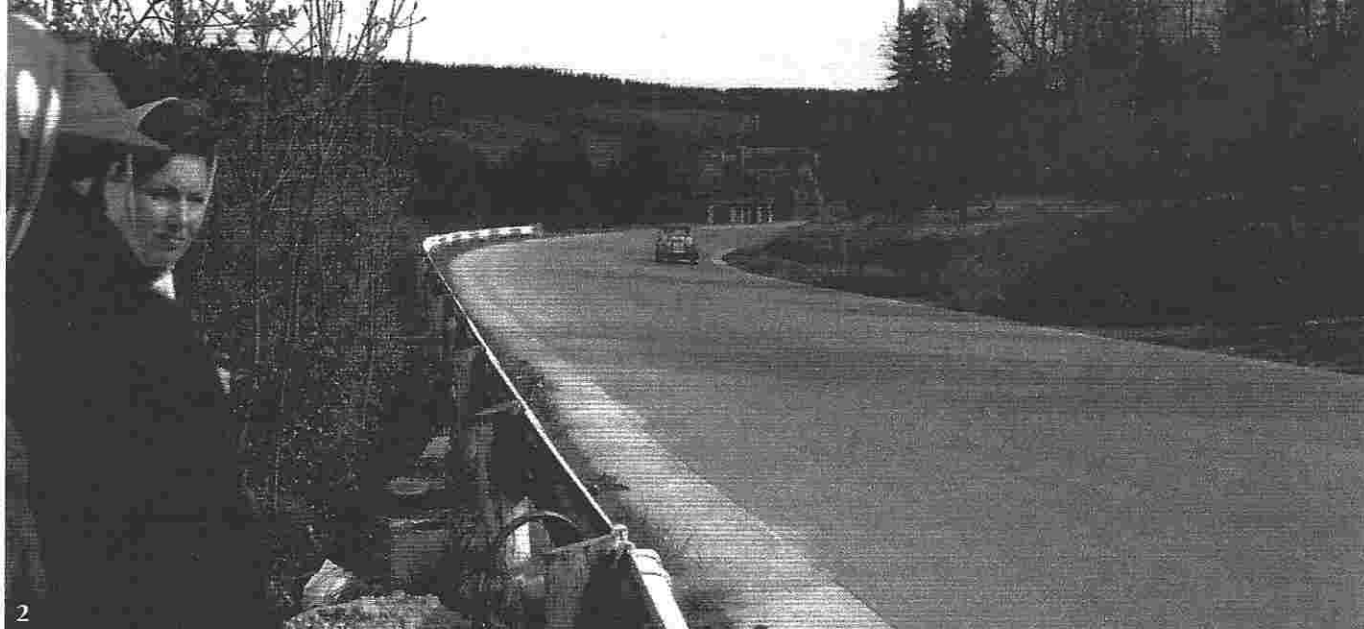
two, that I had never thought to provide myself with plates or cutlery, although I had remembered my hot water bottle which was later to provide splendid comfort for those of us with shock and battered bodywork.

Dover, and all A.O.K, Ostend and everything far from A.O.K. when the Customs decided to impound everything except my Morgan and the Jaguar, due to lack of documents. This was not our fault, since the R.A.C. had assured us that Carnets were not necessary for Caravans or trailers but Customs knew otherwise. This was not funny, since we were due to reach Spa that night and the Customs were due to close for the night in 30 minutes, leaving us firmly impounded where we were. A frantic dash

to find the local R.A.C. man resulted in us very reluctantly parting with about £60, assurance money that we would not sell the objects while in Belgium, the money to be refunded when we left the Country. Desperate phone calls to Anthony Marsh in London, for him to bring the required Documents with him to the Ring, where he was to meet us, were inconclusive.

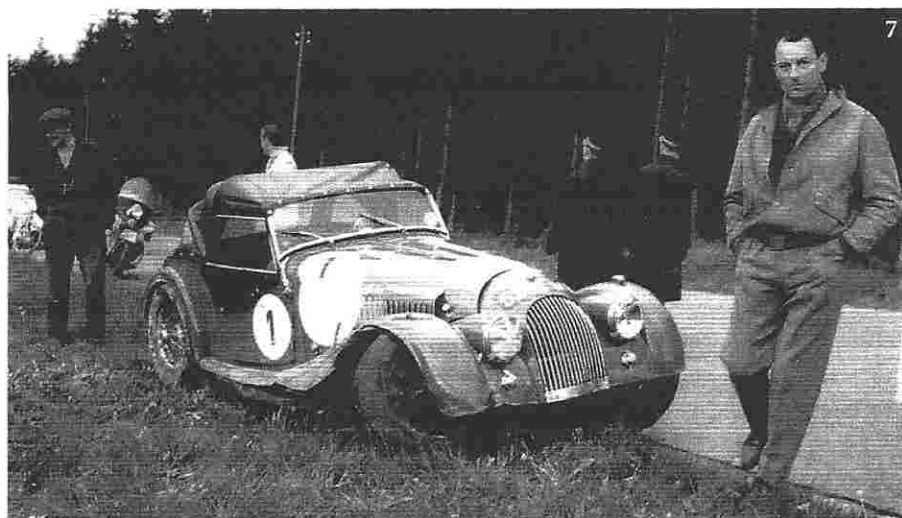
Chris Lawrence led us through Brussels and nearly lost half the party, when he decided to ignore some traffic lights, but all was well and after a quick snack, again to Liege for dinner. Here I caused slight panic when my carburettors flooded while following the others through the narrow streets and I was stuck for about ten





minutes, but again luck was with us and I took the right turnings to re-join the party.

Through Spa and up to the Francorchamps circuit, where we arrived very late and after gaining entry to the paddock, disgorged the Morgans and bedded down for the night. I think it rained from that precise moment until we were back home. Anyway the Austin truck that I slept in leaked like a sieve and the longer we lived in it, the more it leaked. Tin cans carefully positioned all over the place, going ping, pong, splish, splash, splut, thud (missed) etc. etc. all day and all night and whenever you tried to move anywhere you fell over one of them and shot the contents straight onto someone's bed, or, straight in your face. Tinned tongue tins were the best because of their large circumference, but then they were the ones which shot their contents straight at you in a shower, whereas the fruit cans seemed more prone to a solid jet at someone else. Next day Richard and Penny turned up and converted



their Commer Van into an extremely cosy looking home with a lean-to tent which neatly zipped onto the side. I thought about putting up my tent which I had taken, but decided it was too wet and whenever the thought occurred again from then on the

answer was the same, so I would go and dig a large hole somewhere for our rubbish.

Anyway, it was fun to have all the other British contingent start turning up, Dickie Stoop, John Whitmore, John and Jean Richard - Aley, Jean Bloxham and Mike Salmon, Peter Pilsworth, Alan Fraser, Alan Hutchinson, Patrick McNally, Peter Jopp, Les Leston etc. Quite a gang. In practice the Works Morgan broke its crankshaft, so much telephoning and two of our party set off to fetch what was apparently the only other one in the whole of Belgium, which was about 100 miles away - and then discovered it was an old TR2 one, with oil channels in all the wrong places, being sold for an exorbitant price. However they brought it back after succeeding in getting caught in an expensive Police radar speed trap on the way and everyone joined in for the rest of that night in putting everything together again.

Race day at last, the entry in our race consisting of 12 Ferraris, 3 Jaguar E types, 2 Aston Martins and an XK 150 in the big class, while we 3 Morgans were up against 15 Porsches, 3 being Works cars and an





A.C. Bristol. On the grid we were well placed having been 3rd, 4th and 5th fastest in our class in practice. It was still very wet. I made the most fabulous start of my life, being fourth into the first corner with Ferraris all over the place and then about three quarter distance round the 8 mile circuit, succeeded in leaving the track in splendid fashion at around 115mph, writing the car off, but very fortunately escaping injury. Richard Shepherd Barron drove a really splendid race in the Works car, while we expected the crank to break again at any moment and finished second to Hahn's Works Porsche; Pip Arnold was fourth in the other Morgan and Dickie Stoop came fifth in his Porsche. Lots of lovely prize money, all in brand new Belgian bank notes.

Pack up and on to the Nürburgring, through unfortunately there was a Frontier in the way and we wanted some money back from the Belgian Customs. I drove John Richard-Aley's D.K.W. for some reason or other and waited at the Customs for the others. Needless to say the Belgians took ages to dig up £60 to return to us, but we all got through in the end.

Very fortunately I was able to hitch a drive round the Ring with John Whitmore in his E Type on our arrival. That is something that I can never forget and his commentary was invaluable, since he really knows it. The Nürburgring is 23 kilometres in length and took some 11 minutes to lap in the Morgans.

It has 178 corners, some of which you ignore, others you take completely wrong in order to get the right line for the next and others look exactly the same as a completely different and far more dangerous one. How to miss some of the humps and bumps, how to enter the Carousel, how fast to take your car down the nearly 4 kilometre long straight and which corners are slippery and which are not when it is wet, all has to be sorted out and it is not surprising that people say that you must complete at least 50 laps of the Ring before you can pretend to know it. In our Class we were presented with a



complete walk-over by the Organisers, so long as our cars held together, the only opposition to the Morgans being a slow A.C. Bristol, a French entered Morgan Plus 4 and three Volvo P1800s, all of which we could beat with ease without pushing down the straight at all.

However, all our plans came adrift due to the starter motors, which packed up on both cars for different reasons each time that a stop was made for re-fuelling and change of drivers, with repairs lasting desperately slow 30 minutes plus on each occasion. Eventually the car that I was co-driving with Pip Arnold blew its cylinder head gasket and the Chris Lawrence/ Richard Shepherd Barron car had its gearbox pack up.

Chris Spender and Len Bridge, in the Deep Sanderson, had a splendid run until Len crashed and was carted off feeling very battered to a local Nunnery, out of which he had dreadful trouble to escape back to the Pits and tell us all about it. Chris Ashmore and Pat Fergusson were having a real field day in the Elva, leading their Class by miles and with the car going really well, until it grounded too hard on one of the humps, lost its sump plug and all its oil and had to retire. However, by the time the flag fell for

the end of the race, no-one else in the Class had succeeded in doing a greater distance so they were therefore awarded the Class Award. A consolation that made up for all the other disappointments.

During practice and the scrutineering periods, since it was still very wet, the women in the party wanted to go for shopping in Adenau, 6 miles away and we were constantly using the only available transport for learning the circuit; we had trouble getting the Elva and the Deep Sanderson through the scrutineers and I saw a young lad killed on the circuit when he ran in front of a practicing car which, added to foul weather, the sight of my wrecked car sitting on a trailer in the middle of the Paddock and the discomfort of the living conditions, did not exactly help mine, nor other peoples' temperament. I discovered that a very pleasant way to spend one's time was to sit in The Hotel Sport drinking coffee and timing competitors as they passed. To get home, we ended up with small pieces of Deep Sanderson in the Austin truck, the Morgan that I had wrecked on the trailer behind and the Morgan with no gearbox in the caravan behind the Jaguar. To add to this the truck had taken to boiling constantly, the

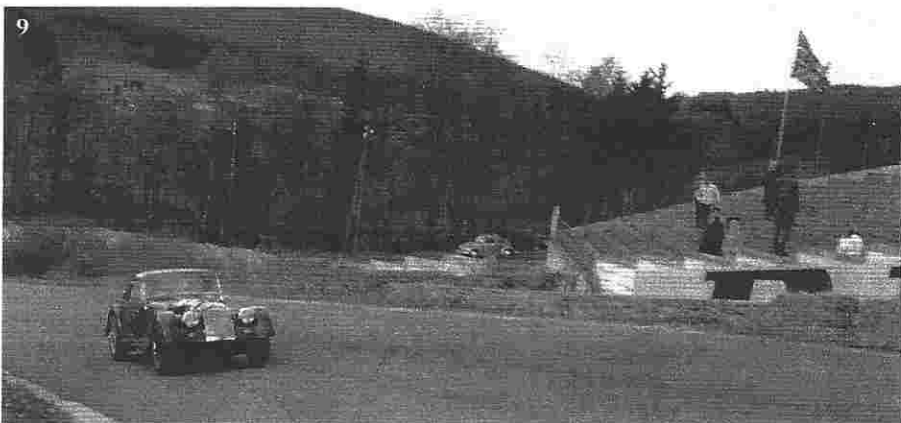
Jaguar was making horrifying noises from the rear axle and Pip's Morgan, which had had a new gasket fitted and which I was to drive home, had no green insurance card to permit it to be driven on the road and the rest of the engine was very suspect.

Anthony Marsh had fortunately brought with him the necessary Customs documents to see us back through Belgium. I transferred the number plates from my car to Pip's and vice versa with a bit of cooking and off we went to catch the midnight boat from

Ostend, luckily with the Lawrence Tune service truck to keep me company. We did not get far before the service truck decided to pack up with plug trouble and by the time this was sorted we were miles behind the others. You can imagine our horror, when we found the Austin truck stuck with boiling troubles only a few miles further on. Chris Lawrence had pressed on in the Jaguar to try and hold the boat. A little further and the Morgan I was driving dropped a valve and I ended up on the end of a tow rope for a really nightmarish 8 hour drive at high speed, in pouring rain, not traveling more than 6 feet behind the Van that was towing me, flattening the battery and having no lights!

Entering Brussels we were up to our time schedule just make the boat in time; then we got lost for 30 ghastly minutes and we had to travel at nearly 80 m.p.h. all the way down the Autobahn to the dock. Quite incredibly, we all arrived at the quayside within five minutes of each other and with five minutes to spare - only to find that again we must have misunderstood the R.A.C., since the Monday midnight summer service did not start until the following weekend and there was no boat!

We somehow discovered that there was a night boat at about 1.30 hour from Dunkirk, so we tore down to the French Customs, needless to say held up for ages there while the poor little French Customs man tried to make up his mind whether he was going mad, or whether it was all just some





Allgemeiner Deutscher Automobil-Club e. V. (ADAC), München

ghastly nightmare when he was confronted at 1 o'clock in the morning with a really desperate collection of mad English men and women who were trying to convince him that it was a matter of extreme urgency to let us and the extraordinary collection of mangled and steaming vehicles into France, where they had never intended to go in the first place.

After certain exchanges we got through and were successful in getting the van that was towing Pip's Morgan, plus that car and Chris Spender who had also joined us in his A40, onto the boat, but the Officials would not consider allowing the Jaguar and caravan, nor the truck and trailer onto the boat at such short notice, nor could we then get our vehicles off again. Pip Arnold in Dunkirk and I on the boat, both spent

never to be forgotten. In addition I managed to enjoy the whole holiday enormously and we are all going back again this year, only this time we shall have three Deep Sandersons in addition to the three Morgans.

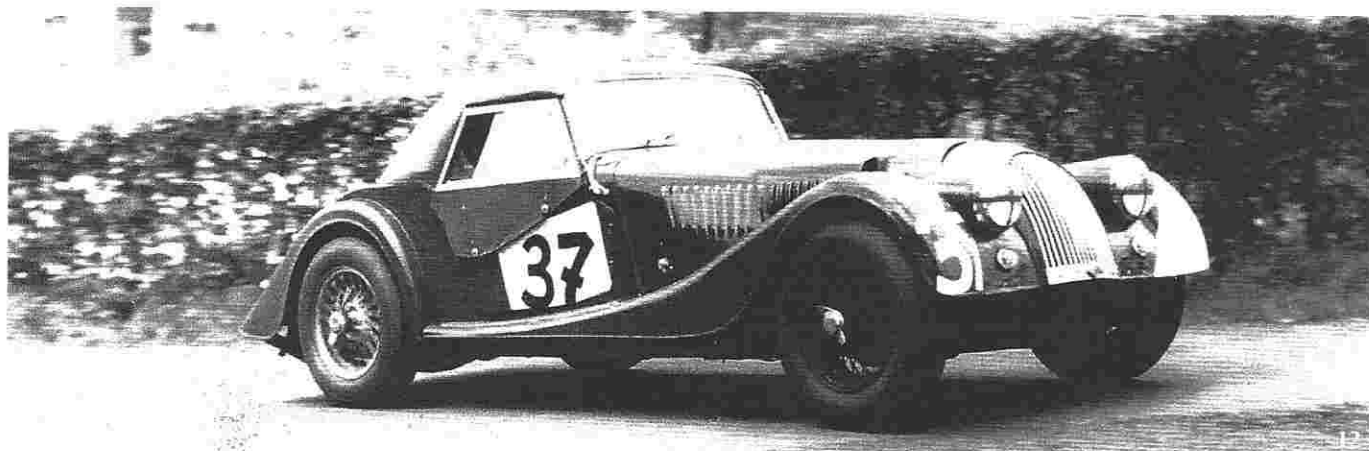
Photo captions:

1. LawrenceTune encampment in the paddock - from left: Hugh's Plus 4 (reg 5266MM), TOK 258, XRX1, Deep Sanderson, Austin truck, Jaguar Mk VII, and behind, the Shepherd Barron camper and the LawrenceTune caravan/car trailer. 5266MM was dark blue, at this stage TOK 258 (to be raced at Le Mans a few weeks later) and XRX (in fact the older incarnation of TOK, with modified Triumph hard top) were both red.

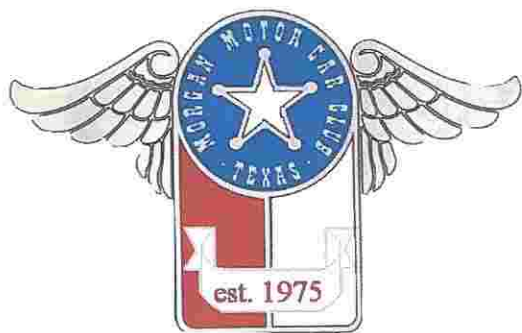
an unpleasant night wondering how on earth we were ever going to try and explain to the English Customs the reasons for us returning on separate boats with different cars from those which we had signed something to say we should return with, but with number plates that belonged to the ones we should have had. However, one look at us must have been enough to warn them that we had had enough and we sailed through with no trouble at all, our boat getting in around 5am and the rest of the mob late in the afternoon.

I end as I started, by confirming that the trip was one of the most memorable experiences of a life time and certainly

2. Spectators watching Hugh's Plus 4 go past
3. Team photo. Hugh Braithwaite far left. Second from left: Penny Shepherd Barron, Fourth from the left: Jenny Lawrence. Chris Lawrence is standing on something, in the middle, and beside Chris, Richard Shepherd Barron.
4. Hugh following Richard up Eau Rouge/Raidillon in a practice session
5. The paddock with Morgans on the left
6. L-R: XRX1 (Pip Arnold), TOK (Richard) and Hugh in amongst the Porsches at the start
7. Richard Shepherd Barron remembers: "The first few laps of the 2 litre GT race were wet and on the first lap I was lying fourth behind Fritz Hahnl (Porsche-Abarth), Bill Allen (Lotus Elite) and Dieter Glemser (Porsche Carrera). As we came back uphill towards the pits there was a very slippery bit. Glemser went sideways for many metres which enabled me to get past him and then race with the Lotus. Hugh found the same bit of track a few seconds later but lost it completely and ended up sliding across the fields on the inside of the circuit for several hundred metres, gathering up barbed wire and fence posts as he went. He was very lucky not to have overturned or had any injury, but he certainly frightened the cows in the fields... Hugh is not in the picture but I like the little old man in the cap (probably the farmer with the damaged fences?)"
8. The wrecked Morgan being recovered after the race, as spectators drive home - Hugh had travelled out of control all the way from the building in the far distance!
9. Richard climbing Eau Rouge/Raidillon
10. XRX1 crosses the start/finish line, with pit crews and a gendarme looking on
11. Programme for the Nurburgring 1000km
12. Chris Lawrence in TOK at the Nurburgring



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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