

MOG LOG



JULY 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.

As former Editor I have often submitted tech articles for the MOG LOG. If you saved them, as I have , you would have a manual far superior to any available.

These member solutions are just so superior to, although sometimes not consistent with, those proposed by persons who have not met the challenges wrench in hand.

Bill

RUNNING On.....

I don't like to complain, but see that picture lower right? That is really what I miss about this oddly out of control year. What it could do for our spirits to take a long, leisurely run thru the countryside. To stop at one of our peculiarly unique cafes for lunch, pull over in a spot of dappled shade for a group photo and a happy chat, and end the day heading back with a cheery wave and "Safe travels" as we each peeled off from the group towards home. Aw, maybe in the fall, or next spring.

Meanwhile the Morgans stare at me each time I open the garage door. Sophie is doing fine and we, Archee and I, enjoy an occasional cruise thru the neighborhood. Max glares at us silently when we try to start him, only to discover he needs a new battery. Dragging out that heavy lump of plastic and lead is no easy job over the bottom roll bar brace. Now how to go get a battery and avoid the dreaded virus, I know it can be done! The Swan has offered us easily solved problems, first she was completely out of gas. So off to the gas station with my lawn mower gas cans a couple of times in order to have enough fuel to get her started and go to the gas station. Oh yeah, also one more trip to refill the cans for the mowers. Well, like any good Morgan that has been resting for a while, she started right up and rolled out of the garage to rest in the grass. Then we thought I should drive it around the neighborhood a little to be sure of no new surprises. What do you know, as I headed out of the driveway and applied the brakes, I floored the pedal, NO BRAKES! Opening the bonnet to discover no fluid in the reservoir, I add fluid and see bubbles coming up? That is the extent of my expertise with brakes! So I will have to return to that job in a bit.

I haven't gotten to the Mini yet, for sure flat tires.

THE PREZ, etc.



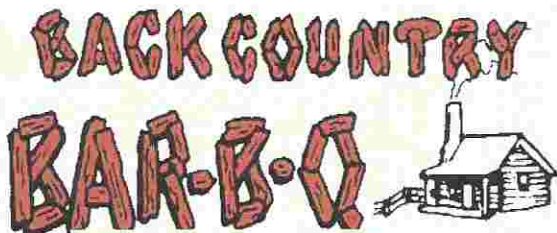
the Prez



MORGANS...ROAD CANDY

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

Morgan Motors OF NEW ENGLAND



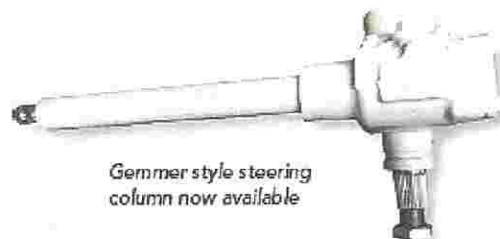
LARGEST MORGAN PARTS SUPPLIER IN THE U.S.



Our illustrated parts catalog
available free online

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



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

July Swimming Party, Bob Noguiera Cancelled

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

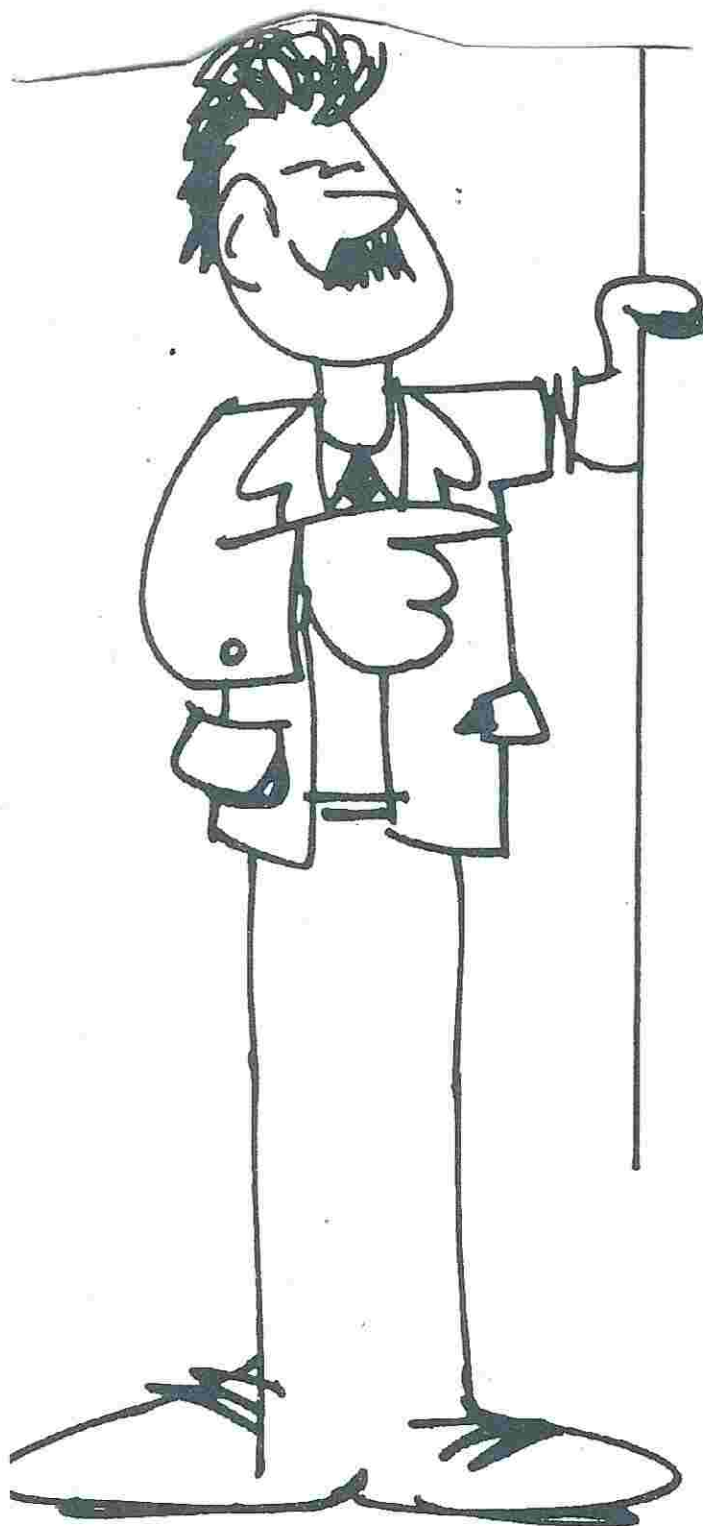
Oct. 31st MOG SOUTH event: MISSISSIPPI BLUES TOUR

Nov. 1st further details to come

Nov. Dick Hawkins host



Reprinted from the
Washington, D.C.
Morgan Club newsletter



WANTS & SELLS

- DC BUBBA's *Boucherie* - *Thinning the herd; are you interested?*

1953 Morgan +4 Roadster - Needs work
1957 Morgan +4 Tourer - Flat rad special, cycle fender
1960 Morgan 4/4 Tourer - 2 seater, needs work
1965 Morgan +4 Roadster - Collected at Works
1965 Morgan +4 Tourer - Needs freshening
1965 Porsche 365 C Coupe -
1966 Morgan 4/4 GT - Numerous concours awards
1966 VW Squareback - Collected at factory
1967 Volvo 123GT Sedan - Needs work
1971 Volvo 143E Sedan - Needs work
1879 MGB Roadster - Yellow, steel wheels
1982 Volvo GLT Turbo 2 door - Needs freshening
1992 BMW 525i Sedan - Manual transmission
1992 Volvo 245 Estate - Automatic transmission
2003 Morgan +8 - 35th Anniversary, narrow body
All cars are LHD, manual shift (except as noted above),
Letters of interest to: DC Buba, c/o 3126 Rittenhouse Street NW,
Chevy Chase DC 20015

SELLS - 4/4 PARTS - Gas tank, \$275; hub cap, four, \$80;
bumper blade, new in box, \$300, assorted interior bits in Red
Perry Weiner, LaFayette Hill PA - mogowner@gmail.com

SELLS - 1967 4/4 Series V - Cream over blue. 2 1/2 year rebuild.
Javin Sher - 443-622-1611 javisher@yahoo.com

SELLS - 1982 +8 - RHD, 116K miles, 3.5L Rover, Royal ivory w
dark brown interior, restored by Morgan dealer in UK, with list of
work completed in '07 with photos. NP
Joe Schell - 302-697-3629 leave msg if interested

SELLS - GARAGE GRAPHICS / SUN SCREENS 12 x 36 inches,
corrugated plastic with strong black images. Two versions, wings
or Morgan script as shown. Folded to 9 x 12 inches for sun screen
corners can be rounded or trimmed to fit indscreen. \$5 each, \$9.50
mailed in bubble bag. Flats (12 x 36 ins) available at meetings and
noggins \$5 - from the *Rough Rider*, MCCDC address on the back
cover, checks payable to MCCDC.

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FYI - Cross Currency Rates - 1 JUNE 2020

Britain £	1.2357	(\$10 US will buy £ 8.09)*
EU €	1.1106	(\$10 US will buy € 9.00)*
Canada \$	0.7266	(\$10 US will buy C\$ 1.38)*

* To buy in country add 3-5 ¢US to posted exchange rate
To sell in country subtract 5-10 ¢US to posted exchange rate

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The following ADVERTISING RATES are now effective:

Business Card.....	\$ 5/issue.....	\$ 40/year
Quarter page.....	\$15/issue.....	\$100/year
Half page.....	\$25/issue.....	\$200/year (space available)
Full page.....	\$40/issue.....	n.a. (space available)

Decoding "For Sale" Ads

As British car enthusiasts, we are likely to scan the "For Sale" sections of our favorite magazines and web sites – either to search for our dream car or just window shop in the event that our lottery ticket pays off.

You've probably noticed the same phrases used repeatedly in these advertisements describing aspects of the car being sold. I'm pleased to share my take on what they really mean.

- Lots of new parts. *[I'm tired of writing checks.]*
- Very little rust. *[On the surface, but underneath is mostly air and prayer.]*
- Never driven in rain. *[The windshield wipers don't work.]*
- Tasteful modifications. *[The fuzzy steering wheel cover is easily removable.]*
- A real head turner. *[People look away.]*
- Minor electrical issues. *[You should probably call an exorcist.]*
- Ran when parked. *[But I didn't run far enough.]*
- Easily restored. *[Since I'm not doing it.]*
- Parts car. *[Should be scrapped.]*
- Needs new convertible top. *[And carpets, and upholstery, and floor pans...and...]*
- Recent paint job.
*[Sometime during the
bush administration.
The elder Bush.]*
- Rare! *[Not well done.]*
- Lost interest. *[Messed
with all of the
adjustment points on the
carburetors and nothing
I did worked.]*
- Restoration almost
finished. *[My
marriage.]*
- Ready to drive across
the country. *[On a
rollback.]*
- Low miles. *[Compared
to an Apollo moon shot.]*
- Needs welding. *[Good
luck finding anything to weld to.]*
- Health forces sale. *[Selling under threat of bodily harm from spouse.]*
- One owner. *[At a time.]*
- Numbers matching. *[The ones that I've written down.]*
- Similar one recently sold at auction. *[And I'm convinced that mine is just as valuable.]*



From our friends at "Spark & Spanner" / Rodney McDonald



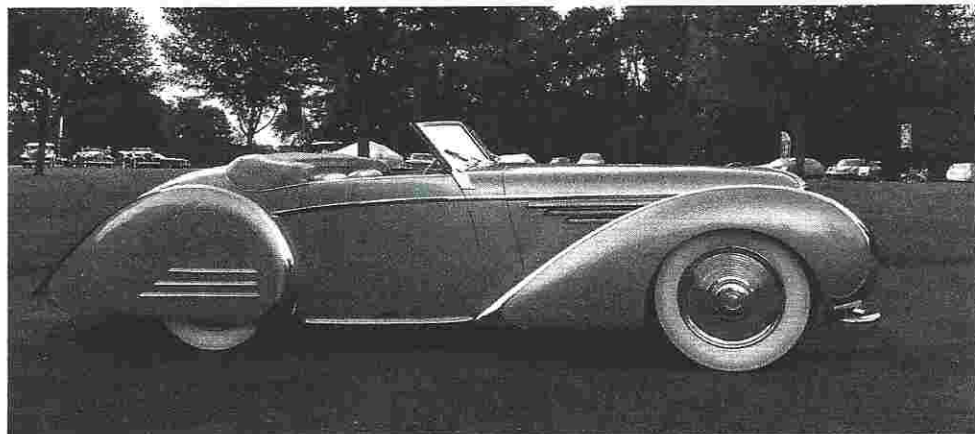
Old-Fashioned Teamwork Makes the Classic Dream Work

While 2020 may have begun as expected for the state legislative sessions, global health concerns have significantly impacted most as time progressed. For much of the spring season, only eight legislatures remained active; all others suspended their session, adjourned on schedule or in many cases, adjourned early. Those that remained in session, or plan to return, are focusing their attention on emergency responses to the most critical tasks at hand. Because of this, legislation not directly related to emergency relief or a state's budget will likely be delayed until 2021. These circumstances have and will continue to substantially affect much of the legislation facing our hobby this year.

In light of recent challenges, the automotive community has reasons to rejoice despite shortened sessions across the nation. Several key triumphs have already been achieved this year with help from SEMA Action Network (SAN) advocates. Threats to collector vehicles—particularly on the vintage side—were defeated in several jurisdictions. Thanks to the age of multimedia, reaching legislatures on issues during the rulemaking process has never been easier. Consequently, lawmakers have become increasingly aware of the marketplace and the economic opportunities resident owners present.

Unfortunately, true enthusiasts have had to pay the price for those misusing laws pertaining to the privilege of specialty tags. Instances of abuse of the special registration categories intended for hobby cars and trucks have become commonplace in certain areas. Thus, corrective action has been sought by various states for years. Such proposals are often aimed at punishing offenders seeking lower registration fees for older daily-driver vehicles or attempting to avoid emissions and safety inspections. When confronted with a measure that will unfairly affect and inconvenience owners of legitimate classic vehicles, the SAN forces go on the defensive.

The latest efforts targeting classic automobiles included Maryland, Washington and Wisconsin. Maryland's vehicle owners are well aware of the state's history with the



"Old cars" have steadily become synonymous with dollar signs in the eyes of many public officials. Often, proposals aimed bankrolling vintage vehicle owners are drafted without regard for nuance—such as the contrast between a Concours-level Delahaye, as pictured here, and a beloved hand-me-down El Camino.

topic. Legislation was introduced to impose an emissions inspection requirement on historic vehicles less than 40 years old—where all such vehicles are currently exempt. Based on a strong outpouring of enthusiast opposition to the measure, the hearing for this bill was canceled and given an unfavorable report by the committee of jurisdiction. Wisconsin proposed restricting eligibility and raising fees for collector and hobbyist vehicle registration. The bill failed to pass prior to the required legislative deadline. Finally, Washington state was poised to significantly restrict eligibility of collector vehicles and horseless carriages, raise the initial registration fee for collector vehicles, and restrict the use of year-of-manufacture (YOM) plates. The bills died as the legislature adjourned, marking another significant win.

The fate of additional anti-hobby bills still remain undecided at this point. Ohio and Oklahoma have each introduced legislation to repeal single-license-plate laws that are awaiting further action. Currently, all vehicles in Oklahoma are required to display only a single, rear-mounted plate. Last year, the Ohio legislature passed a bill removing the front-plate requirement, set to go into effect on July 1, 2020, and expected to save the state more than \$1 million per year. If enacted, these laws would fail to accommodate classic and special-interest vehicles, many of which are not originally equipped with a designated place

to display a front plate. SAN-opposed legislation in Minnesota to increase the state's standard biofuel blend from 10% to 15% ethanol is also awaiting consideration.

Before this year's session concludes, more good news potentially awaits the old-fashioned end of our hobby. Fans of former military vehicles in West Virginia have already celebrated the signing of a new law to display an alternate registration insignia as opposed to a traditional license plate. Versions of SEMA-model legislation to allow for the titling and registration of former military vehicles are pending in Kansas and Michigan. SAN-sponsored legislation in Kansas clarifying the definition of antique vehicles to allow for modifications passed the House and is pending in the Senate. Previously introduced pro-hobby bills benefiting collector-car and street-rod enthusiasts also await further consideration in several other states.

As state houses reopen again from coast to coast, watchful eyes will be waiting. For the latest updates on current initiatives, visit semaSAN.com/Alerts. Meantime, special thanks and congratulations to those who participated in supporting successful efforts thus far. Keep in mind that while anti-hobby bills may not be a threat now, they can be reintroduced in the 2021 session or beyond. Therefore, please encourage others to get involved now by signing-up for the SAN without cost or obligation at semaSAN.com/Join.

The pub is dead! Long live the pub!

BY WILLIAM BOOTH

ST. ALBANS, ENGLAND — Cheers, it's "Beer Day Britain!" Not that anyone here really needs a marketing ploy as an excuse, mind you. It could be National Jellied Eels Day, and the pubs would be packed in Britain on a sunny Friday afternoon in June.

This ancient Cathedral city, about an hour's drive north of London, harbors the oldest continuous site of Christian worship in Britain — and boasts more pubs per capita than any town in England, and that's saying something.

But these are anxious days for the British pub and its fans.

The number of pubs has been in decline for years, as the traditional taverns fall victim to myriad forces, from corporatized "global beer" conglomeration to steep business tax rates to the more moderate drinking habits of Generation X — versus their thirsty coal-mining, steel-smelting, shipbuilding forebears.

About 18 pubs close every week in Britain, reports Katie Wiles of the Campaign for Real Ale, which champions traditional beers and pubs. The group commissioned a 2016 study by the University of Oxford's department of experimental psychology that found Brits who have a "local," a pub they frequent enough to get a nod when they walk through the door, are "happier," more "connected" and "more trusting of others" (especially after they've had a pint or two; it's in the study).

There are about 25,000 fewer pubs in Britain now than there were in the 1970s.

But there's still 50,000 of them left.

"A pub closing is big drama for the people involved, no doubt, but this is Britain, and there will always be thousands and thousands of pubs," said Fiona Stapley, editor of the "Good Pub Guide," which

reviews 5,000 drinking establishments each year.

"You could say that before, there were probably too many pubs," Stapley added. "And many were not run as well as they could have been."

There's other goodish news, too, for beer people.

There are more breweries operating in Britain today — about 2,000 — than in any time since the 1930s. There's a revival in "real ales" fermented in casks and pumped by hand into a pint glass. And there are more craft beers — thanks to the influence of the United States, which kicked off the movement of hoppy, zingy brews.

In the past, many postwar pubs served pickled eggs, if you were lucky. Today, they've gone "gastro," serving pedigreed burgers on brioche buns and locally sourced hake in artisan beer batter. A few gastropubs have earned Michelin stars.

The decline in pub numbers draws headlines, but Sean Hughes, landlord of The Boot in St. Albans, promised, "It's all going to be okay."

"These are challenging times, to be sure," said Hughes, who was happy to spend an hour discussing those challenges. For example, he said, two-thirds of the price of a pint goes to pay taxes — business, beer and value-added.

And supermarkets? Don't get Hughes started on how grocery chains in Britain sell the discounted lager and \$6 bottles of French plonk that are killing convivial, community-minded public drinking in pubs and encouraging imbibers to huddle at home alone, grimly sucking down their cups while watching "Love Island."

"But the British pub, especially the independent British pub? Never been better," Hughes said. "Better beer, better food, better atmosphere."

Before his family took

over The Boot 15 years ago, "this was a hellhole," Hughes said. The pub served a single brand of low-market beer, vodka and gin — and that was it. Dining options? Peanuts, Hughes said.

Now there are 15 beers and pâté, plus fish & chips & etc.

A fellow publican named Christo Tofalli walked a Washington Post reporter down the block past the Cathedral and toward the ruins of the old Roman city. He pointed at a row of little brick Victorians with flower boxes, now selling as homes, shops and offices for close to \$750,000 each.

"That was a pub. That was a pub. That was a pub." He turned. "This was a pub. This was a pub ..."

Maybe six pubs on one short street were a couple too many?

Tofalli agreed.

Near the River Ver, we came upon his pub, Ye Olde Fighting Cocks, which dates to the 11th century and is a heavily beamed, octagonal structure with a blackened fireplace.

Before? "It was a dump," he said. "It stank." Shuttered for nine months before he bought it in 2012, the Fighting Cocks now represents the modern, traditional British tavern that survives in the 2018 pub culture.

Gone are the mostly male patrons who came in for a couple of beers at lunch and a couple more after work. Tofalli has provided "pram parking" for his customers and a kids menu.

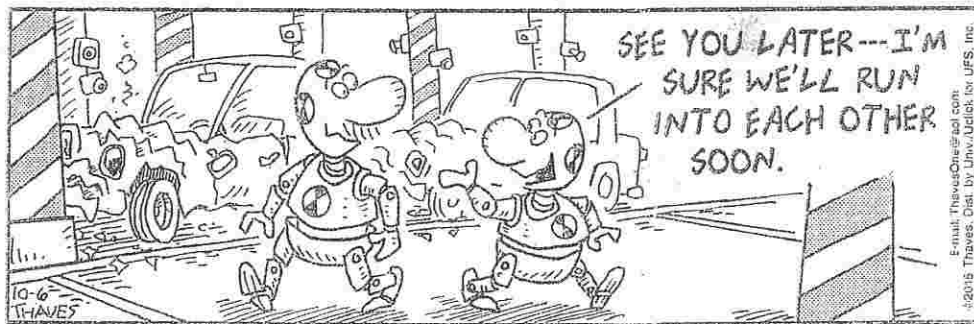
"The financial people go to the gym at lunch, not the pub," Tofalli said.

"Then eat sushi," Hughes said.

"In the old days, any fool could go into a pub and afford a drink. Now? In an affluent area?" Tofalli asked. "It's a luxury. A treat."

Asked about the future, Tofalli said he's thinking of opening another pub soon.

william.booth@washpost.com



E-mail: ThavesOne@aol.com
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Warped Brake Discs - The FACTS!

The typical situation: new pads are fitted to a new pair of brake discs. A week later, there's a vibration or shudder when the brakes are applied. A call to a mechanically inclined friend and an online search offers the diagnosis – the brake rotors are warped.

The diagnosis may be further verified by measuring the surface of the discs to see if they vary in thickness. Some customers have the discs turned on a brake lathe to remove the high spots. That stops the vibration, apparently approving that the discs were warped. Except the symptoms come back in a couple of weeks. Now the frustrated and disappointed customer calls Moss Technical Services, or simply returns the brake discs as defective.

The fact is that the discs were never warped at all. Every warped brake disc that we've investigated with the assistance of our suppliers shows uneven patches of friction material from the brake pads on the surface of the disc. These patches cause variation in thickness (run-out) and the vibration under braking. Brake manufacturers have been struggling to deal with this situation for years because warped discs are so readily blamed for brake-related vibrations.

To understand what's taking place, let's look at what happens when we step on the brake pedal. The pads press against the surface of the disc, converting the energy of motion into the energy of heat through friction. **What you may not know is that there are two kinds of friction at work: abrasive and adherent.**

Abrasive Friction

According to Carroll Smith, author of "The Warped Brake Disc and Other Myths of the Braking System", abrasive friction involves breaking the crystalline bonds of both the pad material and the cast iron of the disc. Breaking these bonds generates the heat of friction. In abrasive friction, the bonds between the crystals of the pad material (and to a lesser extent, the disc material) are permanently broken. The harder material wears the softer away, meaning the disc wears the pad. **When we see the word friction, it is abrasive friction that comes to mind.**

Adherent Friction

When brake pads press against the surface of the steel disc, some of the pad material transfers directly to the surface of the disc forming a thin, uniform layer. The surface of the steel disc and the surface of the brake pad become identical in composition. As the disc moves between the pads, friction material transfers in both directions, breaking and reforming bonds at the molecular level. This transfer of material in both directions is a normal and essential part of braking friction.

Pad Material

Brake pads all use a combination of abrasive and adherent friction during braking. Pad material differs based on the manufacturer's specifications, which are always attempting to balance performance, wear, noise, and to a lesser extent, dust. There must be enough abrasive elements to keep the disc surface clean, and the pads must provide uniform adherent friction material transfer to the disc within the intended temperature range.

Pads that are used beyond their intended temperature range will cause problems. Pads can be heated to the point there they transfer friction material to the disc in random, uneven patches. **The thick and thin layers are not generally visible, but the driver can feel vibration and measure it with a dial indicator.** Modern brake pads are engineered with the best possible combination of features, but they are still limited to their intended range of operating temperatures.

Generally, there are street performance and racing brake pads, and most quality pads have broader temperature ranges than pads made ten years ago. **However, no street pads are suitable for racing and no racing pads are suitable for street.** Performance street pads are a compromise – they are more effective at low temperatures than racing pads and they can operate at higher temperatures than street pads.

Where To Start

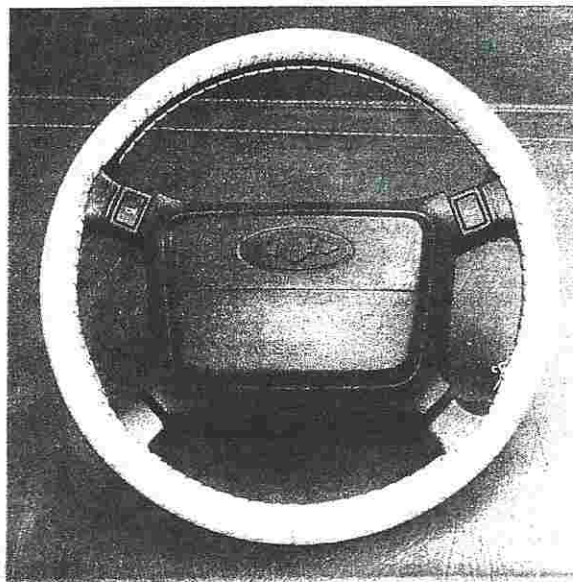
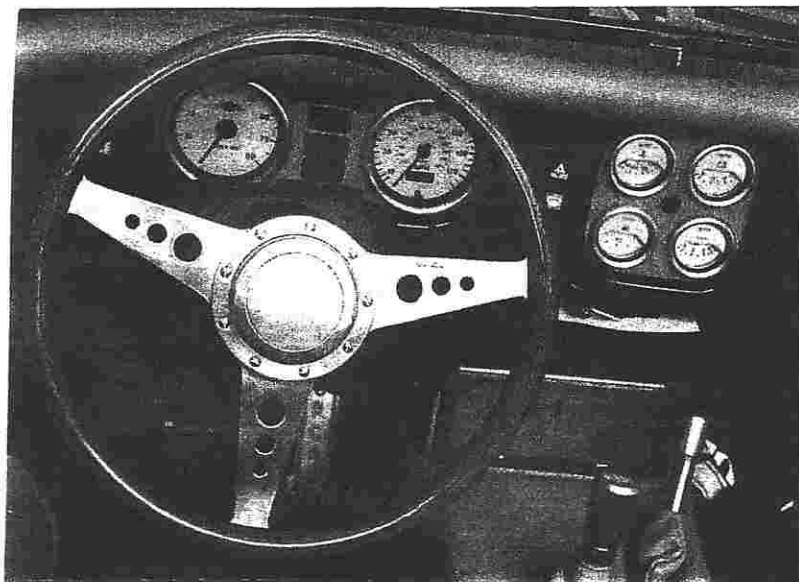
If you have vibration under braking with new discs and pads, first eliminate the obvious by making sure that the hub and wheel flange are flat, clean and rust free. A miniscule amount of run-out here will be magnified at the edge of the brake disc. Verify that the disc mounting hardware is in good condition, installed correctly and tightened in the correct order according to the recommended torque specification.

By Michael Grant; Moss Technical Services

Replacing a Morgan Airbag Steering Wheel

Text and Photos by John McNulty

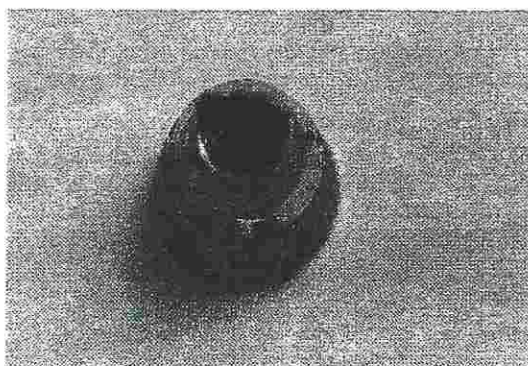
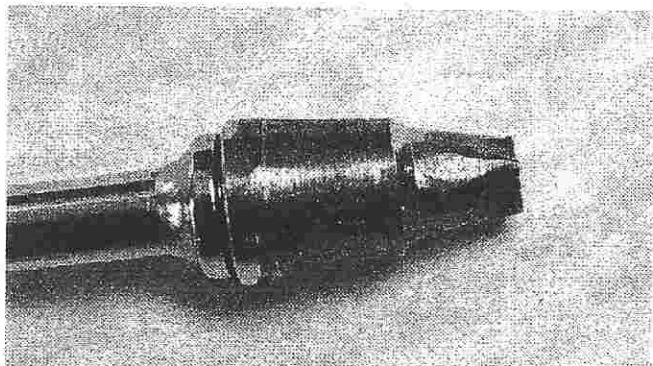
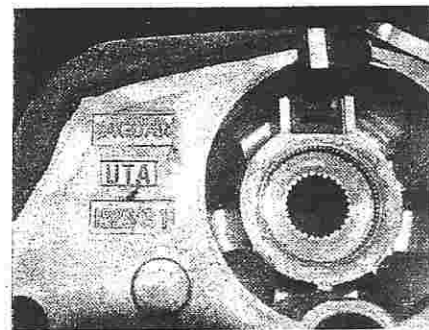
For the past five years I have struggled with the ugly federalized air bagged wheel in the 2003 +8. With advice from a couple people and U Tube I decided to "down grade " it to a wooden wheel. The the insurance company did not care. I understand this also works on the Roadster. Besides aesthetics, there are several reasons to change over. It is smaller than the original and makes a little more leg room and is closer to the dash. It is easier to see the speedo and tack. It is eight pounds lighter and gives more feeling to steering. The wood wheel looks like it belongs.



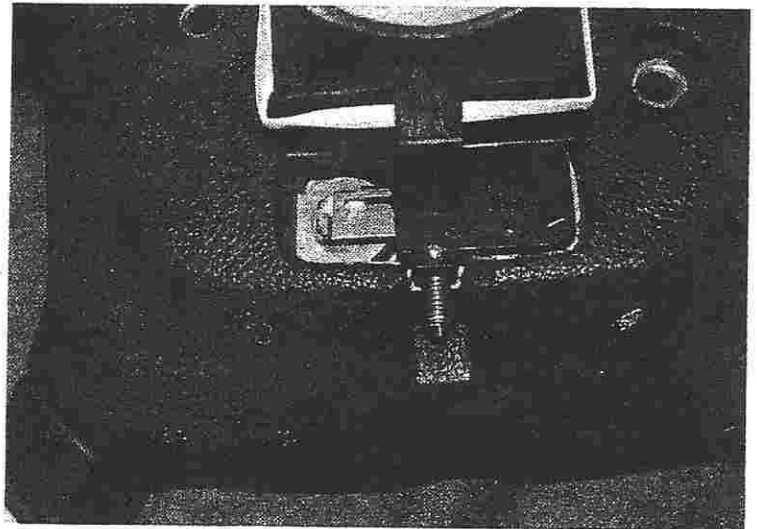
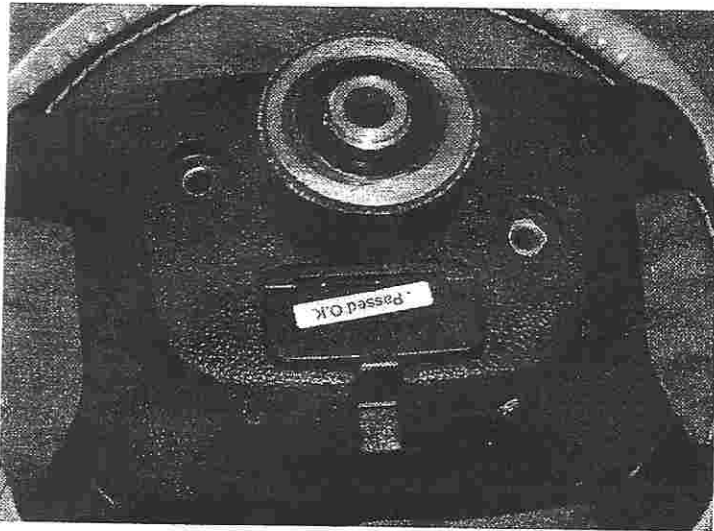
The factory wheel is from a 1994 - 95 or so Jaguar XJS. I choose a Moto Lita (B71 wide back boss kit) but there are probably cheaper ones. It is Mahogany, but I wish that I had picked Walnut to match the dash. There are two choices of bosses. I chose the black, stainless was to bright for me. There is also a leather covered piece available that replaces the one that is behind the boss. A black plastic horn button, with a Mog logo, comes with the boss and can be used. My wife, an artist, picked the stainless so that is what we used, though I like the black.

Procedure: The air bag is mechanical, no electrical connections. It works similar to a land mind. Remove the left wind wing if attached.

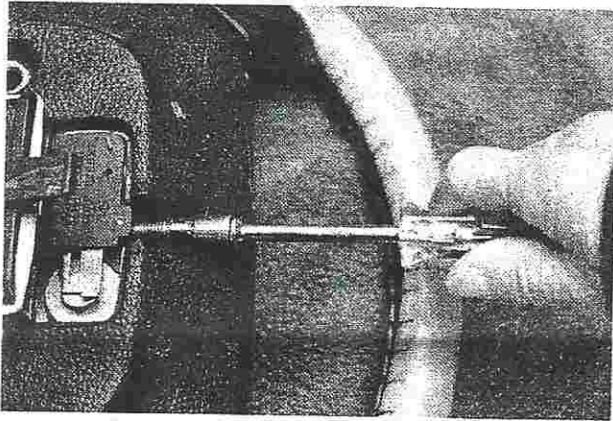
1. Make the special tool to back off the brass screw. Flatten the opening of a 5 mm socket as to make it "D" shaped. The socket may need grinding down in diameter to fit.



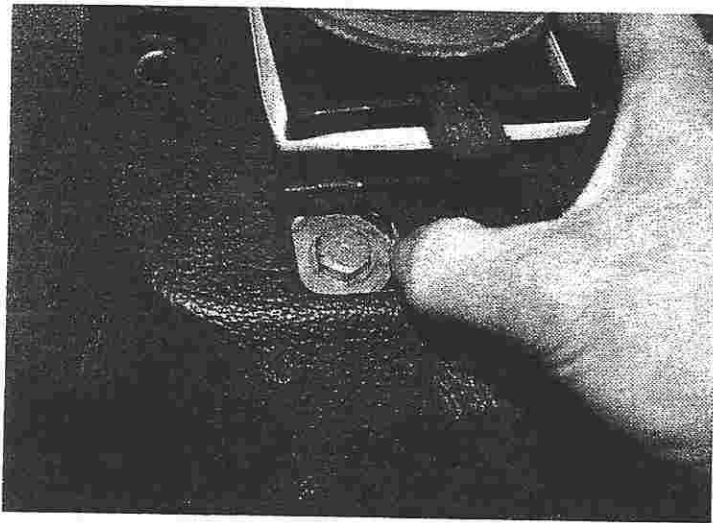
2. Lift the small door on lower back of wheel. Secure it with a tie.



3. Using the D shaped socket, carefully back out the brass screw counter clockwise. This will deactivate the bag.



4. Slide back the protector that covers one of the bolts that holds the bag in place. Loosen the bolt. The bolt cannot be removed. Remove the other two nuts. Do not let the bag fall. Carefully remove the bag assembly and put it in a safe place.

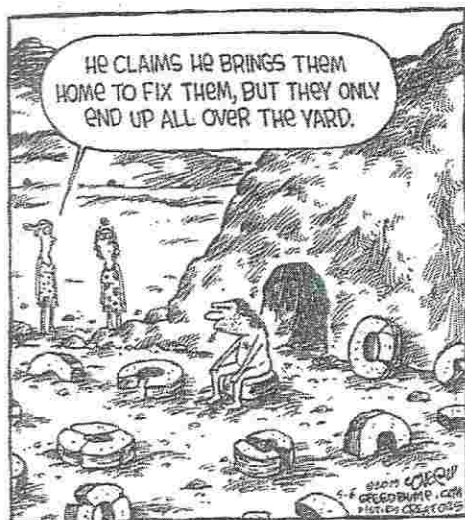


5. Using a socket, loosen the nut that holds the wheel. Do not remove it yet: Sit in seat and gently pull back on the wheel. It should come loose. Remove nut and wheel.

*The content herein is informational only, should be read very carefully.
This procedure is done at the readers own risk, understanding what is to be undertaken,
wear protective clothing and eyewear and use appropriate tools,
and the reader must decide he or she can do this successfully.*



MR WHIT *for what it's* WORTH



Online Vintage Movie Night: Propaganda Cartoons

Watch at <https://bit.ly/34IWMxz>

Local film historian Richard Hall compiled a fun online screening of vintage propaganda cartoons with political, social, or commercial messages that were filmed over the past century. From silent World War I films to World War II Disney cartoons made for the U.S. government and on through the Cold War, cartoons have been used as propaganda tools that entertain while also attempting to mold public opinion in sometimes subtle or blatant ways. You can watch the cartoons at home on Youtube using the link above.

DIY Weekend Project

Reinventing the Wheel

New life for a steering wheel that's seen better days

BY MIKE McNESSOR

PHOTOGRAPHY BY THE HEMMINGS STAFF

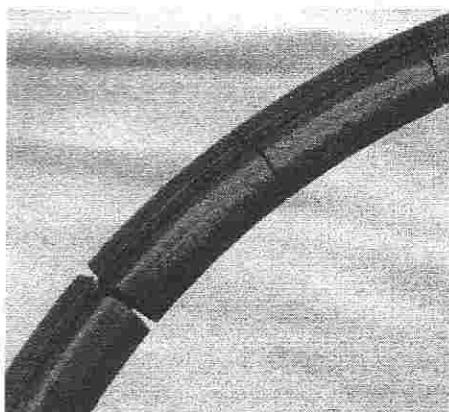


There are many companies that offer professional steering wheel restoration services, and we highly recommend them to anyone looking for a good-as-new-quality finish. But we were curious: Using materials readily available at any auto parts store or big-box home improvement emporium, could we refurbish, at home, the steering wheel for one of our driver-quality restorations?

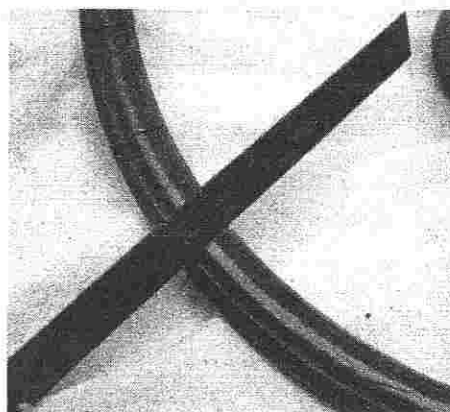
Most of the DIY steering wheel kits use a two-part epoxy as the repair medium, which can be found almost anywhere. Sandpaper is pretty easy to find, and we were even able to find a good match for our wheel's original color right in the hardware store paint aisle. Maybe this weekend resto would work until there was money in the budget for a reproduction or a more solid replacement steering wheel. Or, maybe the repair will wind up being more permanent than we anticipated.

In this case, the wheel was so badly damaged that there was nothing to lose in trying to rescue it. A reproduction replacement steering wheel for this vehicle runs about \$250, while this repair cost about \$35-\$40 in materials. 🛠️





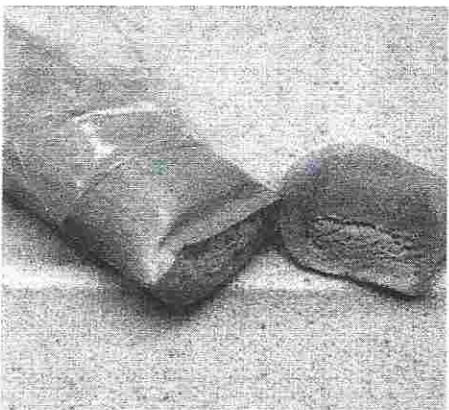
The plastic on this wheel was broken every couple of inches around the rim, at the cross bar and around the hub. Structurally it appeared fine. If there's any doubt, however, replace.



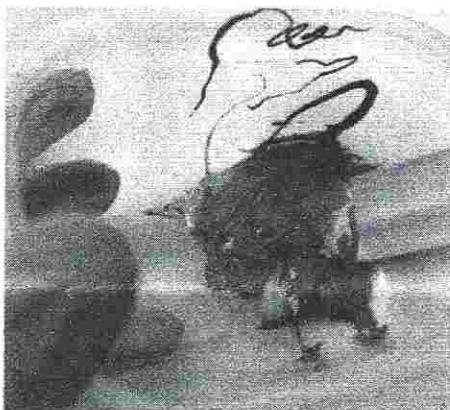
Start by chamfering the edges of the cracks with a file to give the epoxy more area to bond and hopefully strengthen the repair.



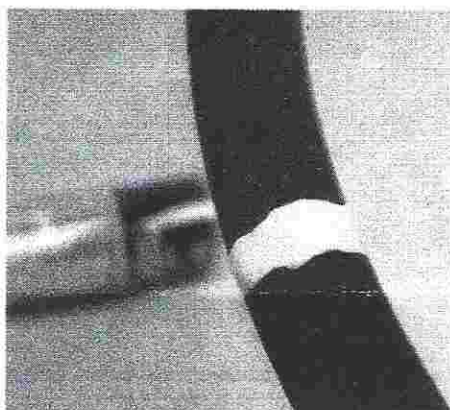
Clean the entire wheel thoroughly with a paint prep solvent or denatured alcohol, then wash it with soap and water to remove any residue and let it dry.



For the deep, wide splits we purchased a clay-like two-part plastic repair epoxy. To use it, you cut off a piece and then knead it until the blue and gray parts are mixed thoroughly.



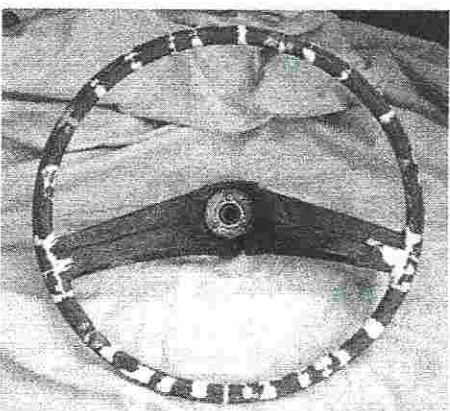
For some of the smaller breaks and to smooth some of the rough surfaces, we used a two-part liquid epoxy. Just mix up batches as needed at a 1:1 ratio and immediately apply it with a small spreader.



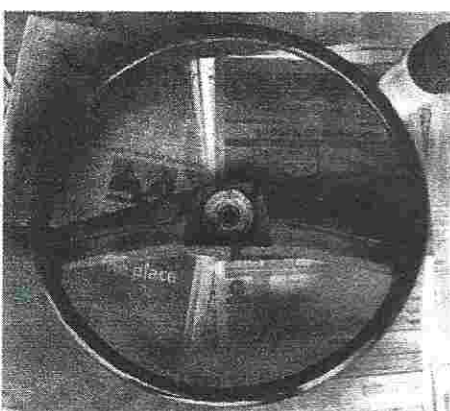
After mixing, the epoxy becomes a uniform gray color. We then pressed it into the cracks and molded it to the shape of the wheel. The accent groove will be ground in later when we sand the wheel.



After about an hour, we'd covered virtually all of the outer rim with epoxy. (The area around the hub will get some attention later.)

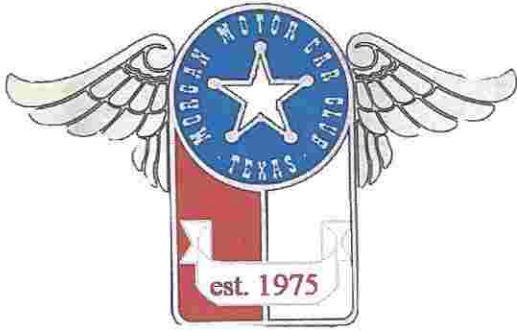


After another hour of sanding, the epoxy was taking shape. It's easy to sand, but takes effort to feather out the edges. We started with 100- then moved up to 180-grade sanding sponges.



With a deadline looming, we rushed the paint, but the epoxy still needs more sanding and shaping. This will serve as a guide coat to get the wheel as smooth as possible. Success on the cheap? Not yet, but we can see it from here.

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)

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