

MOG LOG



OCTOBER 2021

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.



Find an aim in life
before you run out
of amunition.

Be kind to dumb
animals; they are
kind to dumb
people.



RUNNING On.....

back to the Back Country BBQ for another dinner get together this Thursday

I think our last 3 dinners were satisfactory and I hope we can still try keeping the club in touch in this way along with the newsletter. I realize the Covid Delta virus has grown fast over the last weeks, but last month we felt comfortable meeting again. Wearing masks and being careful is all those of us who are vaccinated can do. Bill and I are planning to have dinner at the Back Country BBQ Thursday, the 7th and if you feel comfortable please join us, masks in place. See you at 6:30 or 7pm.

I know this is repetitive, but there is not much to say.

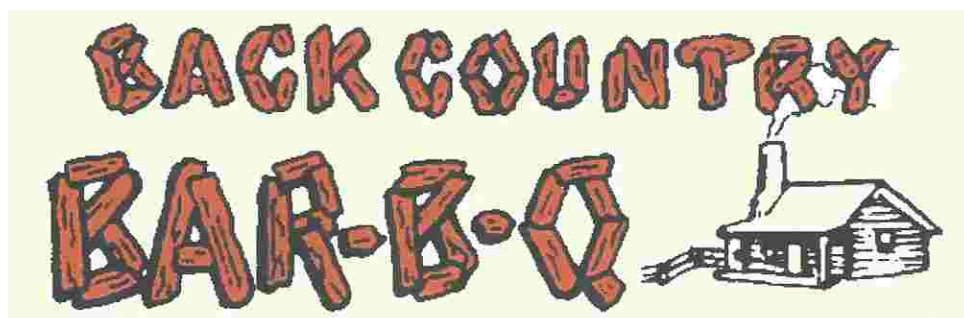
Bravo to Craig for attending the Round Rock event. I believe there were 3 Morgans there.

See you Thursday, October 7th at Back Country BBQ.

Check the website, www.texmog.com



MORGANS...ROAD CANDY!



Save The Date

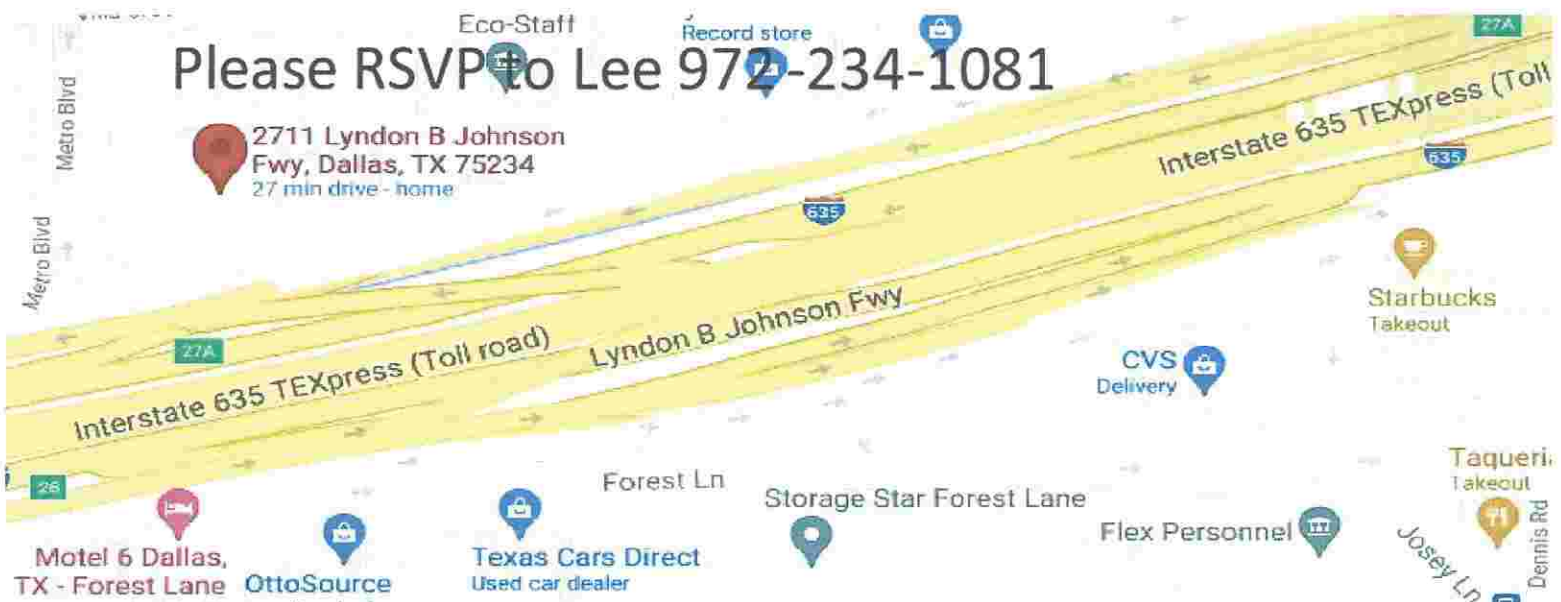
Saturday Oct 9th
from 9am—11am

First Annual Edward Jones Car Show

2711 LBJ Fry East Parking Lot

Do you have a car you'd love to show off?
Would you like to see some old, new or
different type of cars?

Please RSVP to Lee 972-234-1081

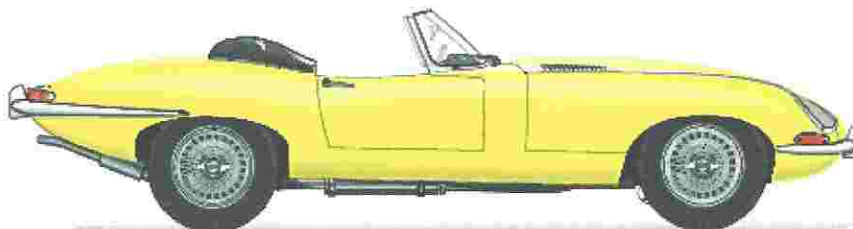




19th ANNUAL

BRITS *in the* OZARKS

ALL BRITISH CAR & CYCLE SHOW
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"Fighting Lou Gehrig's disease"



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**BRITISH IRON TOURING CLUB
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PRESENTED BY



University of Arkansas Agripark
Fayetteville, Arkansas

October 7 – 9, 2021

Thursday, Oct 7
Driving Tour

Friday, Oct 8
Driving Tour
Parking Lot Party

Saturday, Oct 9
Car Show
Banquet

SPECIAL GUEST

John Nikas

Author

Car Display • People's Choice Judging • Concessions Available

Host Hotel

Holiday Inn Convention Center of Northwest Arkansas
I-49 and Highway 412, Springdale, AR

FOR REGISTRATION INFORMATION CONTACT

BILL WATKINS

479-636-2168

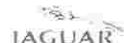
www.Britishironnwa.org

OR

DOUG SCHRANTZ

479-531-2783

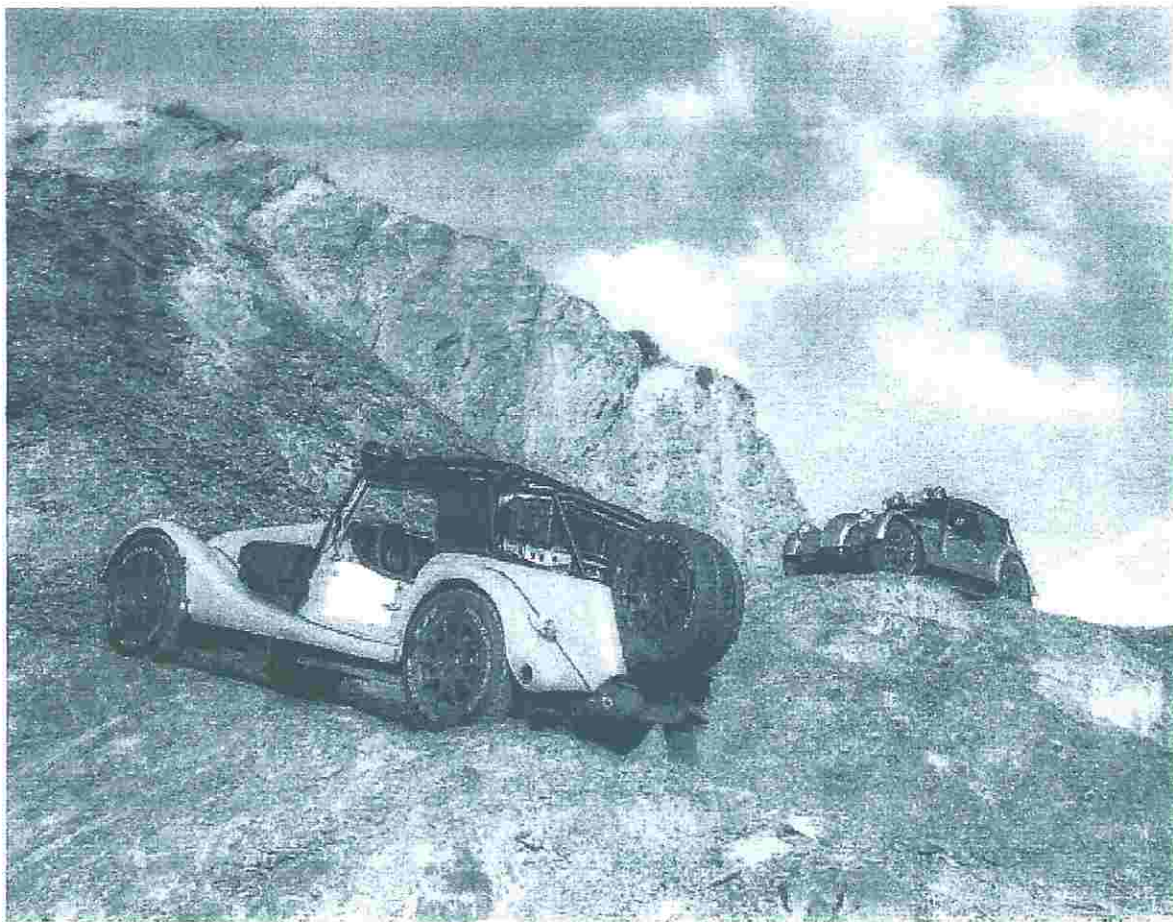
dougschrantz@gmail.com



It be comin' round the mountain...
when it comes...CX-T

It'll be comin' up the mountain...
when it comes...CX-T

It be sportin' lights and shovels,



and fancy leather duffels,

It be topin' on the mountain...

when it comes...CX-T



Introducing the Plus Four CX-T

by *Charles Neal*

Ladies and gentlemen, here is the Morgan Plus Four CX-T! No, it's not 1st April, this is a real car, and judging by the videos you can see on YouTube it really does work off road. It is a very-limited-run production car, all of which are now sold. The T in CX-T stands for Trials, the form of motorsport in which Morgan first made its name 110 years ago.

The idea came during a visit from Morgan's new Italian owners, who saw a fantasy sketch of a modern trials car on the wall of the design office and they said, "that looks like fun, could we build it?" As well as a crazy motor car it would also demonstrate the strengths of the aluminium CX chassis. The styling team enlisted Rally Raid UK, who build cars for the Dakar rally, to develop the



underpinnings while they concentrated on the visual side of things.

The modifications required to the running gear are not as extensive as you might think. Longer Plus Six-derived wishbones are fitted, with different lower arm bushes to permit more articulation, off-road wheels and tyres, and very special rally-spec dampers from EXE-TC which increase the ground clearance to 230mm, with 125mm of suspension travel.

There is a hefty steel front valance, extensive sump guards and protective undertrays, and the exhaust is re-routed upwards and out through the side of the rear wing. The air filter is mounted above the front wing, hidden in a leather bag!

Another interesting feature is the diff,

which has been switched for a BMW X-Drive electric limited slip unit, which can be manually switched between 0, 45% or fully locked depending on the terrain.

The more obvious part is the bodywork; the front wings are stretched to cover the wider track suspension, and the edges are cut differently to allow extra travel, the rear of the bonnet is raised, and there's a matching pannier on the left-hand side. Above the cockpit is a bespoke hard top, an internal rollbar and an external "exoskeleton" roll cage which protects and also provides mounts for spotlights, sidescreen storage etc. At the rear the body has been extended into a four-seater-esque shape, with twin spare wheels (mounted Dakar-rally style), quick-release Rotopax containers for petrol or water, "Pelicans" for tough, easily accessible storage, and there's also kit for getting you out when you do eventually get stuck.

This is effectively one step on from a concept car, in that it's a real, working



vehicle which is directly derived from the standard production car – such that a few of them have been offered for sale, at, erm, £170,000 plus taxes. Apparently 8 are being built, including the one shown – the other 7 are for sale and 5 of these were already earmarked for members and friends of InvestIndustrial.

Hence only two were being offered and they were apparently sold on the launch day. Obviously the price was enormous, but it's reflecting the self-funding nature of the exercise and the cost of the top-quality kit being used. The idea of an

off-road sports car is a very trendy thing at the moment, especially with Safari Rally-style 911s, and the CX-T generated a huge reaction on social media – mostly extremely positive.

Due to the vast price I'd be very

surprised if the two cars sold to Club members, but that's not really the point. It's a highly successful publicity stunt which very accurately and faithfully references Morgan's early heritage in motorsport. In fact the test-drive video with Henry Catchpole (formerly of *Evo* magazine) had him driving a Series 1 4-4 up a rocky Welsh hillside to prove the point. It was CUY 831, the first Standard Special, which has pre-war MCC trials history and now lives in the Archive Room at the factory.

You almost certainly don't want to convert your very shiny and already expensive new Plus Four into a trials special, but it's fun to see that it is actually possible. Down the line this will definitely sell a few more standard Plus Fours to new fans of the marque.



THE MORGAN PLUS FOUR BUILT FOR OVERLAND ADVENTURE



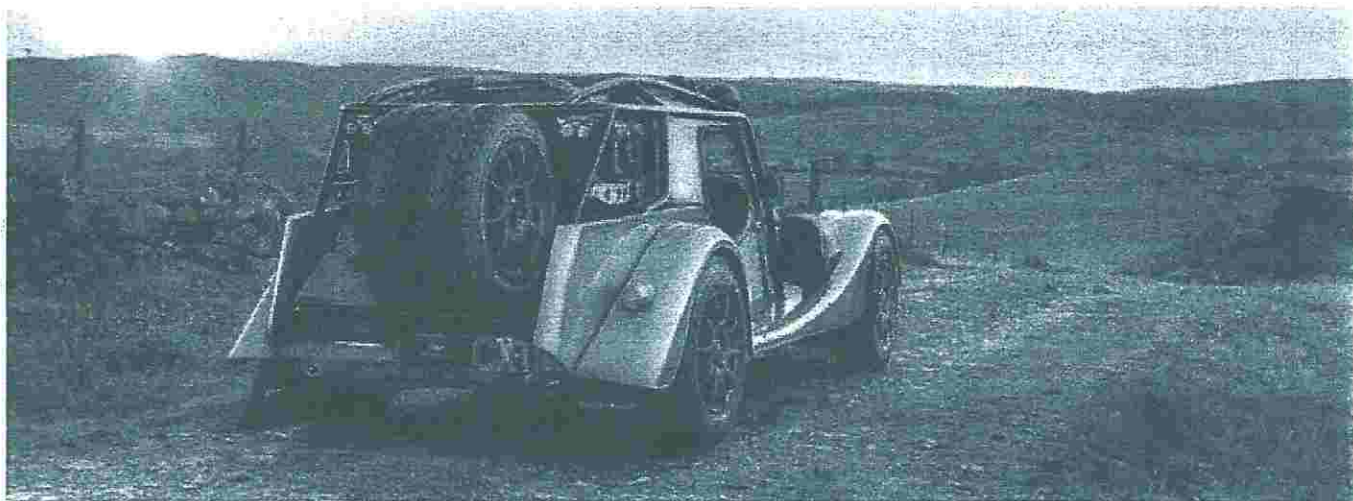
Inspired by Morgan's well documented history of competing in all-terrain endurance trials.

Morgan Plus Four CX-T is a car with adventure at its core. A vehicle with capabilities not yet witnessed on a Morgan sports car, it opens up the possibility of routes, landscapes and destinations inaccessible by Morgan cars until now.

Following the launch of the Plus Four in 2020, Morgan partnered with Rally Raid UK, renowned creator of Dakar race cars, to jointly design and engineer the Plus Four CX-T. One of the aims of the project is to demonstrate the capability and durability of Morgan's new CX-Generation platform, along with the Plus Four upon which the CX-T is based. Just eight vehicles will be built, priced at £170,000 plus local taxes and supplied in full overland specification, with each customer having the opportunity to work alongside Morgan's design team to specify their own CX-T. Every Plus Four CX-T is built at Morgan's factory in Malvern, Worcestershire, before undergoing the final preparation and setup at Rally Raid UK's own workshop facilities. Morgan's design and engineering team have worked alongside Rally Raid UK throughout the programme to define the concept, specification, technical attributes, and aesthetic of the model.

Technical details The exterior of the Plus Four CX-T is designed to maximise luggage and equipment carrying capacity, and provide the occupant protection necessary for extreme environments. Simultaneously, Morgan has ensured that its visual design reflects this capability and purposefulness. Most prominently, the rear panel of the vehicle has been replaced with an equipment rack, with unique side body panels designed to be reminiscent of the classic four-seater Morgan. The rack houses two ruggedised and waterproof Pelican luggage cases, a Zarges aluminium tool/storage box, two Rotopax 11-litre containers and two spare wheel/tyre assemblies. Additionally, for those who venture further off the beaten track, recovery equipment is mounted on the exterior of the car within easy reach when required. All exterior mounting systems for all storage and equipment have been painstakingly engineered to be tough and easy to access when needed. The external protective exoskeleton can also be adapted to carry leisure equipment such as bikes and surf boards, to compliment the lifestyle activities of the owner, while the removable side screens can be mounted onto the roof of the vehicle, allowing them to be carried unobtrusively in case of a change in weather conditions.

Rally Raid UK undertook a complete study of the standard Plus Four vehicle to determine the possibilities for the conversion. This study included durability assessments of the platform, drivetrain, and suspension systems. The suspension has been designed to be expedition ready: tough and fit for purpose. Durability, and a drive-over obstacle clearance of 230mm, has been achieved using modified Plus Six wishbones. These widen the track and allow for the extra arc of movement required to achieve the desired suspension performance. The wheel arch apertures have also been modified, allowing the suspension to compress deep into the wheel well, providing maximum traction and stability.



EXE-TC coilover assemblies with internal bump stops are used, these have been developed by EXE-TC specifically for the vehicle. These assemblies are born from off-road competition, and are calibrated to provide the ideal balance of compliance and durability. In addition to the main suspension hardware, the lower suspension arms contain bespoke bushes which further increase durability. The combined suspension package is optimised to undertake journeys never before attempted in a Morgan sports car, while ensuring composure and comfort during any excursion into the back country. A five-piece underbody protection system – comprising an engine guard, rear chassis guard, mid-section shield and rear undertray – helps to protect the chassis and important components from damage when driving in extreme conditions. The car is also fitted with a full bespoke exhaust system with rear side-exit that improves the departure angle and contributes to 230mm of ground clearance. The Plus Four CX-T uses a BMW X-Drive electronic differential with bespoke software, calibrated and tested specifically for the application. Switches inside the cabin allow a choice of three modes to be selected depending upon the driving conditions; each mode varies the degree of differential lock that is applied. Selecting 'Road' mode fully opens the differential, while 'All-Terrain' mode applies approximately 45% lock to the rear differential, allowing some variation torque distribution between the rear wheels. 'All-Terrain – Extreme' mode fully locks the rear differential, providing equal torque to both rear wheels. The two All-Terrain modes are designed to be used when tackling rough surfaces and low-traction conditions. The final drive ratio has also been shortened to account for the larger diameter tyres and suit all-terrain usage. Inside the cabin of the Plus Four CX-T features have been added to improve occupant comfort and usability in remote environments. A RAM mount track is built into the dashboard to allow the secure fixing of a variety of devices such as phones or cameras. A flexible map light, pencil and notebook holder have also been integrated, all designed to withstand operation in harsh driving environments. Cabin stowage has also been optimised with the addition of a removable map/document holder and insulated cool bag, both located in the passenger footwell. A custom-made first aid kit is mounted to the internal roll cage behind the seats. Just like the exterior equipment, every interior feature has been designed with accessibility and convenience in mind, whether this is for use in remote conditions or the leisure pursuits of the owner. The cabin is enclosed within a composite hard top which is unique to the Plus Four CX-T and has been intricately engineered to fit between the internal and external roll cages. The Morgan Plus Four CX-T is the second of two special projects being produced by Morgan in 2021, with the first being the Plus 8 GTR.

YOO BRO!
...slice me a fat quarter mil...so I be kingin' on the hill...

Morgan Motors OF NEW ENGLAND



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TECH TIP from Tommy Baker: Homemade Gear Oil Dispensing System.

Ok – we've all been there. Trying to get the gear oil into the rear end (or oil into the tranny) only to be obstructed by emergency brake cables, gas tanks, exhausts and the like. You could go out and purchase a cute hand pump that mounts to the bottle for \$10 or so, or you could struggle and attach a hose to the spout of the bottle and squeeze away. Why not use something you probably have around the house? Has anyone in your family ever purchased a bottle of shampoo or hair conditioner with that handy little pump dispenser on top? All you have to do is clean the container, fill with gear oil, attach a PVC hose and pump away. In no time, your axle will be full, you will retain your sanity, and you can use the bottle as a storage container until its time to top it all off again. I have used this several times and it is particularly useful when you can't raise your car to a comfortable position to work. Just place the container on the ground and go to work!

The Trouble with Ethanol

Mixing New Fuel for Old Cars

By Gerry Burger | Photography by Author

We say modern, but actually ethanol pre-dates the automobile and has been around since the Civil War. Many hot rodders are unaware that the Ford Model T was originally designed to run on ethanol or gasoline. Henry Ford was a huge advocate of bio-fuels with a vision of converting crop waste to alcohol to fuel his factories and the cars he built. Through a series of twists, turns, legislation, and power brokers, alcohol has come and gone several times over the past 100 years, but it now appears E10 is here to stay.

There are two serious concerns with ethanol blends: too-high RVP (Reid Vapor Pressure) causing vapor lock behavior and percolation of the fuel. The second problem arises when fuel sits for a period of time, the technical name is water-induced phase separation. For automotive use, vaporlock concerns vanished with modern electronic fuel injection. The E10 gasoline was designed for and works perfectly well in a modern car with fuel injection and the associated fuel pump and return line. Since the fuel circulates continuously, it never gets hot enough to vaporize, and thus never vaporlocks. Even if there were vapor in this system, with the fuel flowing in a loop it would simply be pushed through the line, much like bleeding brakes.

The problems begin with a vintage fuel system that employs a dead-head pump and float bowls where the fuel can heat up

and percolate. This problem is particularly acute after running the engine for a sustained period of time at highway speeds, then suddenly coming into stop-and-go traffic. The associated heat sink effect will elevate the temperature of the carburetor and the fuel will boil in the bowl. This can lead to serious flooding on some cars and hard starting problems when hot in other vehicles, while many other cars may notice rough idle characteristics.

Not being a pure substance, gasoline has no single boiling point. Instead, the lighter fractions start boiling out at 90-100 degrees F, with more and more evaporated as the liquid temperature increases, until the final, heaviest fractions evaporate in the 300-400 degrees F range. This behavior is called the "distillation curve." Ethanol boils at 178.5 degrees F, while water boils at 212 degrees F. The trick in a carburetor is to make the fuel evaporate into fumes when atomized without lowering the boiling point.

To prevent the fuel from boiling in the carburetor or fuel lines you should insulate the carburetor base to prevent unwanted heat sink. A heat shield will also help to reflect radiant heat away from the carburetor bowls, while insulating fuel lines will help prevent pre-heating the fuel. If there is no heat shield available for your carburetor you can either fabricate one yourself or you might try putting some of the hi-tech heat reflective tapes directly on the bottom of the

fuel bowl of the carburetor. It will also pay to insulate incoming fuel lines and exhaust pipes that exit under the gas tank or close to fuel lines.

The second potential problem is also not likely to affect new cars. Water-induced phase separation is caused by alcohol's natural tendency to absorb moisture. If you fill and consume the fuel in your tank on a regular basis this problem is rare as the fuel does not have time to absorb substantial water. However, most street rods sit for more days than they are driven, and all the while they are sitting in the garage the alcohol is busy absorbing water from the air. At some point the water separates from the alcohol and your street rod is now running unintentional and intermittent water injection; this is not a good thing. These pockets of water cause misfires when running, but worse yet that water and alcohol has become a corrosive agent that is busy eating your pot metal carburetor and rusting that steel fuel tank. Storing the car with a full tank helps reduce the amount of air in the tank and you should also introduce a fuel additive to stabilize the fuel.

Ethanol reduces emissions, and that my friend is a good thing. On a down note ethanol also attacks unprotected aluminum and pot metal. Yes, that means your carburetor is under attack. Ethanol has been used in varying amounts since the '70s as an octane enhancer, but it wasn't until the '90s that the levels were elevated to the 10 percent ratio of E10 gasoline.

Here are some materials that cannot be used with ethanol but can be used with pure gasoline. Do not use old-time lacquered cork carburetor floats, the antique zinc-based "pot metal" castings for fuel pumps and carburetors, and Lexan or Plexiglas if there is warm vapor contact with ethanol fuels. Of course you can change the floats and hoses but that carburetor is pot metal so it will require some protection; we'll get to that shortly.

Most blended fuel problems can be traced to seasonal equipment, such as lawn mowers and street rods, which often sit for months at a time. Phase separation can occur in large amounts of fuel or small and it is best to drain the fuel system before long-term storage. That works well

for things like a lawn mower but is not so easy or safe with cars with larger tanks. Three main problems occur in stored fuel of any type: evaporation, oxidation, and moisture absorption. The by-products of oxidation are gum and varnish ... that brownish stuff that can clog various small orifices in your fuel system. Oxidation never sleeps, so the longer you allow untreated fuel to remain in your system the more likely the metals will produce scale and corrosion. UV light and exposure to air hastens oxidation and exposure to air also hastens evaporation. The light aromatics, those visible and highly explosive vapors that rise off an open container of gas, are what make the fuel burn well and especially with a carbureted car that relies on fuel atomization for smooth running. These components are lost rapidly, including the ethanol component of E10.


Finally, moisture comes into play. Entering a vented fuel tank from outside air, the severity of the problem will vary according to your location as dry air versus humid air affects the degree of water in the fuel. Phase separation from moist air alone is uncommon, but combined with temperature change and condensation you have a problem. Water condenses in the air pocket at the top of a vented tank and drops into the fuel. Water can also come from poorly maintained storage tanks at gas stations. In straight gas, the moisture separates and collects at the bottom of the tank. E10 fuel absorbs moisture until it reaches the phase separation point. At that point water drops out and begins to accumulate on the bottom of the tank.

The cure for storage problems begins with an airtight container. Plugging the vent in your gas tank is probably not easily accomplished but try to maintain a high tank level to minimize the volume of air in the tank. Next add a fuel stabilizer that will address the three major problems in stored E10 fuel. A quality fuel stabilizer contains high levels of antioxidants that will slow oxidation to a crawl. Second, a quality additive enhances the ability of the fuel to absorb water and resist phase separation. Fuel additives should also contain corrosion preventers to neutralize the corrosive tendencies and metal deactivators to prevent the

chemical reactions between the fuel and metals like zinc, brass, aluminum, and iron. Finally a quality fuel additive will have about twice as much detergent as the best top tier gasoline to keep the fuel system clean all the way to the intake valve.

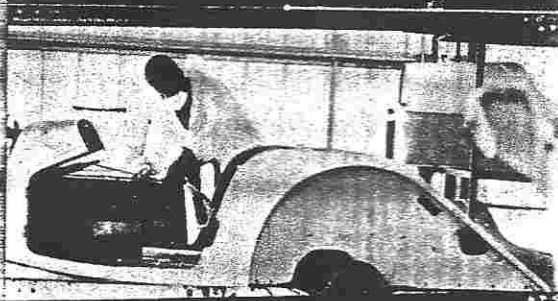
Fuel additives cannot entirely prevent evaporation, nor can they restore phase-separated fuel. The goal is to prevent phase separation. If you have a street rod with phase separated fuel, the best cure is to drain the fuel and start over. A second option is to drain off the water/ethanol and top off with fresh fuel. There are some products that can re-emulsify the water but that merely allows more inert material to go through the fuel system.

Armed with this knowledge we decided to venture into the world of fuel additives and see exactly how they should be used. As it turns out it is cheap insurance against ethanol fuel problems when using the additives as directed.

We would recommend using an additive in the summer months to help prevent fuel boiling problems. Using fuel additive with every fill-up is a good idea, but if you plan on consuming the entire tank of fuel on your trip and the weather is cooler you can probably run less additive. However, be sure to add the fuel additive with the last fill-up before you park the car for an extended period of time. Be certain to run the engine so the fuel additive is in your carburetor bowls providing the all-important protection. Now let's take a look at some of the better fuel additives and insulation materials on the market today. 

Watch a Morgan being built — on Youtube!

A new video has been posted on Youtube by the Morgan Motor Co. showing the whole process of building a Mog, from cutting the first piece of ash to test driving the finished product. It's a very smart production (the video that is, as well as the car!) with the staff explaining each part of the process. You can find the video either from the Factory website at www.morgan-motor.co.uk or by searching "Morgan Motor Company" in Youtube.



MMCC 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**

2021 Help to fill in the blanks, send info to: secretarytexmog@att.net

Oct. 8 *First Annual Edward Jones Car Show*
9 – 11am. *2711 LBJ Fry East Parking Lot (see flyer in newsletter and RSVP)*
This one is short and in the morning.

Oct. 7-9 *Brits in the Ozarks 2021 – Arkansas See flyer in newsletter*

World's First ASH WOOD Infused Gin Released by Morgan!

The Morgan Motor Company has long been famous for its use of ash wood in the construction of its cars, but the 111-year-old firm has now discovered a creative use for the surplus material, with the launch of its Morgan x Piston Gin, produced in collaboration with Piston Distillery.

Believed to be the world's first ash-infused gin, it is made using delicate shavings of the wood that is

used to form the body-supporting frame on every Morgan. This frame sits on the CX-Generation bonded aluminum platform – or, historically, Morgan's venerable steel chassis – on every four-wheeled Morgan, supporting the car's bodywork. The use of wood – chosen for its pliable nature, lightweight, and sustainability – has been part of Morgan's coachbuilding method since it launched its first car, a three-wheeler, in 1909.

Morgan x Piston Gin features notes of natural crisp sweet apple and delicate wood from the carefully selected shavings of ash. Its signature pour is a ginger ale mixer, garnished with fresh blackberries and plenty of ice.



Looks like they
have lots of ash
to use for scraps
in the brewery.



Membership Application Form



SEND THIS FORM AND DUES, IF PAYABLE TO:

MORGAN MOTOR CAR CLUB
P.O. BOX 50392
DALLAS, TX. 75250-0392

NOTE: Changes and additions in bold have been
made to this application/registration form.
PLEASE complete this additional information.

ANNUAL DUES \$20.00

DATE: _____

PLEASE COMPLETE ALL THE PERSONAL DATA SECTION AND ANY OTHER PORTIONS, WHICH HAVE NOT
PREVIOUSLY BEEN FURNISHED OR WHICH MAY HAVE CHANGED.

PERSONAL DATA

NAME: _____ SPOUSE: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

OCCUPATION: _____ PHONE: H _____ W _____

CELL: _____ EMAIL: _____

CAR DATA

MODEL: (+8, +4, 4/4, +4+, 3 wheeler, etc.) _____ LHD _____

BODY STYLE: (DHC, RDSTR, 4 STR, SS, etc.) _____ RHD _____

YEAR: _____ COLOR: _____ CHASSIS NO. _____

ENGINE TYPE: (TR4, FORD, FIAT, ROVER, JAP, etc.) _____ ENGINE NO. _____

GENERAL DATA

HOW LONG HAVE YOU OWNED YOUR MORGAN? _____

OTHER MMCC MEMBERS THAT YOU KNOW, IF ANY? _____

HOW DID YOU LEARN OF MMCC? _____

LIST ANY OTHER MORGAN CAR CLUB MEMBERSHIPS _____

LIST ANY OTHER NON-MORGAN CAR CLUB MEMBERSHIPS _____

FROM WHOM DID YOU ACQUIRE YOUR MORGAN? _____

(PLEASE ADVISE IF YOU WANT ANY OF THIS INFORMATION DELETED FROM ANY DIRECTORY)

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electronically in color. Printed option in black and white sent by U.S.
Mail may become available sometime later.**