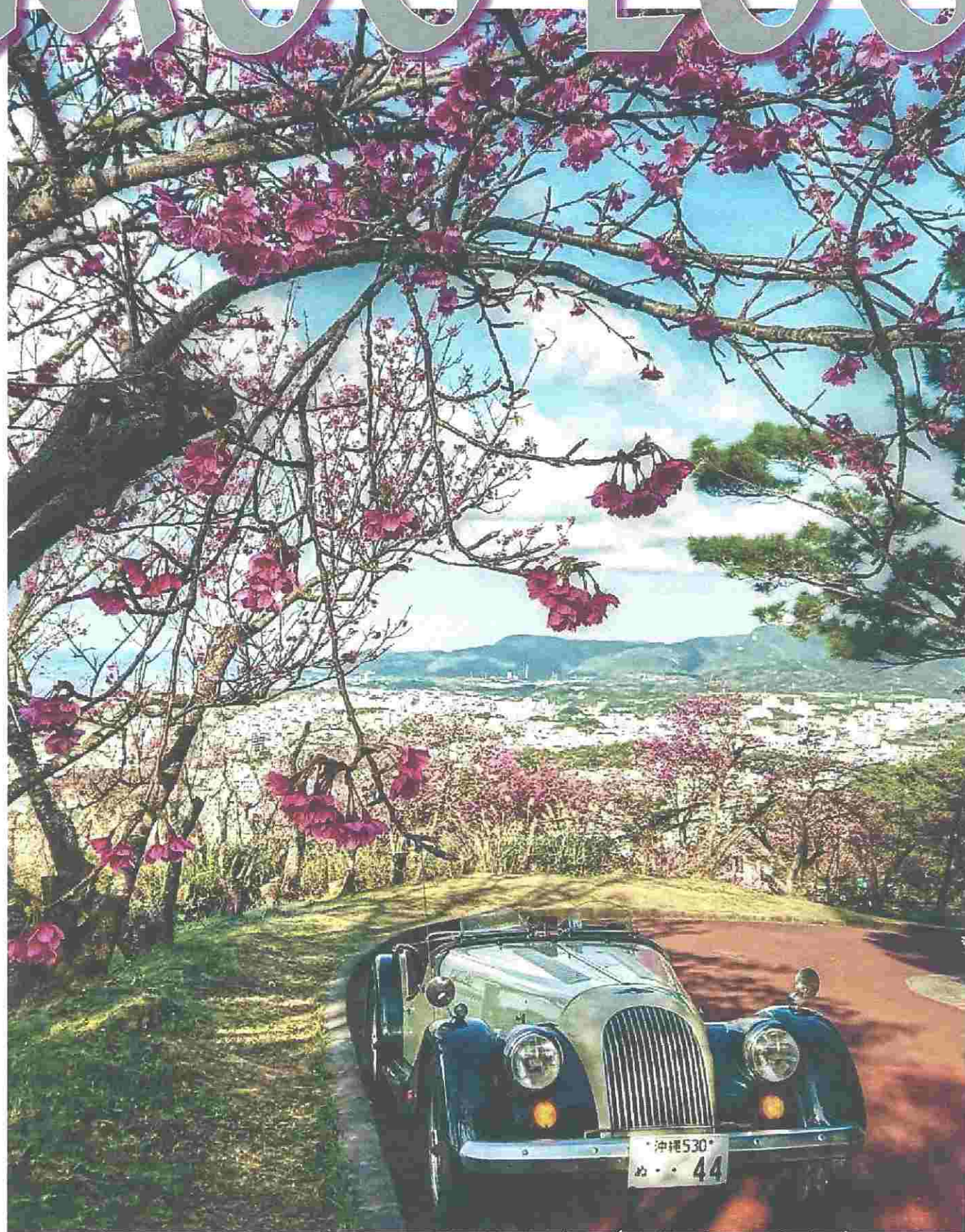


# MOC LOG



MARCH 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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**MEMBERSHIP CHRMN.**

Judi Boyles  
8422 Garland Road  
Dallas, TX. 75218-4333  
214/321-1648

[wmj3@att.net](mailto:wmj3@att.net)

**WEB ADDRESS:**

[www.TEXMOG.COM](http://www.TEXMOG.COM)

# MORGAN MOTOR CAR CLUB

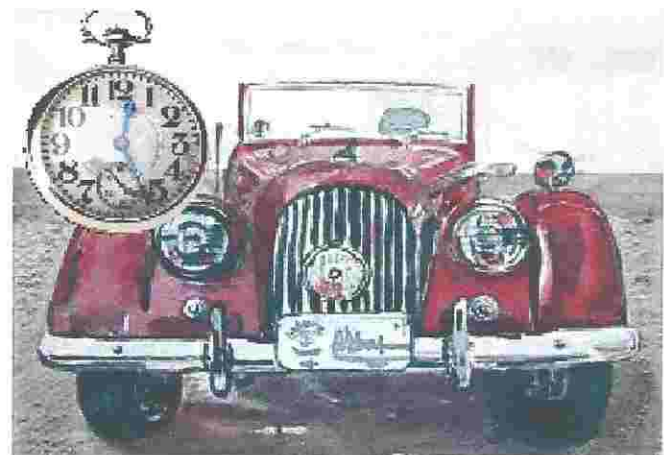
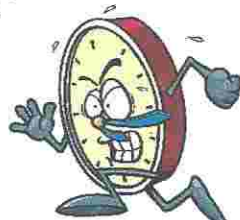
**REGALIA**  
Jeff Smith  
2720 Wexford  
Plano, TX. 75093  
[jsmith6844@gmail.com](mailto:jsmith6844@gmail.com)

**HISTORIAN**  
Bill Boyles  
8422 Garland Road  
Dallas, TX. 75218-4333  
214/321-1648

[wmj3@att.net](mailto:wmj3@att.net)



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



TIME IS RUNNING OUT.....

is this your

**LAST ISSUE?**

You know it is unless YOU  
PAY your DUES NOW!!!!  
**APRIL 1ST DEADLINE.**

## RUNNING On.....

### AND NOW FOR SOME BUSINESS.....

We have been suggesting for a couple of months that the MMCC dues are being lowered for 2021 and some of our members have sent us checks with their Christmas greetings, and some have just stagecoach mailed us checks or cash. Alas, I know we missed the big dues paying activity, BOXING DAY, but we must go on. As far as our records show those who paid are:

Boyles	Beecher (website)	Mc Calib
Podmers	Fixler	Pavone
Smith	Gow	Lindsey
Ligon	Thompson	Whitney (new)
Mosbey (new)	Glover	Thomas
Hancock		

We go to the P.O.Box on Fridays, so some checks may be awaiting us. If you think you have paid and I have missed you, just let me know at: [ibjudib@gmail.com](mailto:ibjudib@gmail.com). The checks I have gathered together are being deposited today,

So, did anyone go out and do 360's in the snow in their Morgans?

We want to thank Ted Glover for contributing some much appreciated articles for the MOG LOG. Ted has been a long time member and past President of MMCC and an enthusiastic supporter even though we rarely get to see him. Thanks a million Ted! Have you sent Bill Beecher ([bill\\_beecher@flash.net](mailto:bill_beecher@flash.net)) photos of your Morgans, he would appreciate it?

Check the website, [www.texmog.com](http://www.texmog.com) it would look so nice if the rest who have not sent photos would do so! No names or addresses are included.

MANY OF YOU ALREADY KNOW THE "ABCD CAR SHOW" IS CANCELLED.

THE PREZ, etc.



the Prez



MORGANS...ROAD CANDY



# TOK versus TRS

The Le Mans Match-up That Never Happened • by Frank Wnek



This Summer there will be a special celebration at the 'Le Mans Classic', an event held every other year just after the big 24 Heures du Mans race. It will mark the 50th anniversary of the Morgan Plus 4 Super Sports' class win at Le Mans in 1962 with, as drivers, the legendary and recently deceased Chris Lawrence and his team mate Richard Shepherd-Barron. Some of our globetrotting club members will be there, of course – David Crandall, Ron Garner, Burt Hunter (with his Plus 4 Super Sports, I believe) and perhaps others. Most of us are aware of the story, now legend in Morgan lore, of the amazing Morgan class victory at Le Mans. But there is an interesting lesser known story within a story about how the Chris Lawrence Morgan almost never got to participate in the Le Mans race at all. And it involves another of the iconic but bygone British marques – Standard-Triumph.

First of all, for those of us who drive our cars recreationally – occasionally perhaps at fairly high speeds on the highway or competitively (at low speed) in our club auto-

Jaguar, Porsche, Lotus, etc) trying to do the same, one entire day and on through the night, rain or shine (and often there is rain) for TWENTY FOUR HOURS! If you just think about this for a few moments you can begin to appreciate just what an accomplishment it was. And if you have done some extensive repairs or restoration work on your car and are familiar with its, shall we say, fragile nature, the feat seems even more monumental.

So back in time now to Chris Lawrence in his little specialty shop in the UK, LawrenceTune, where in late 1960 he hatched the idea of competing in the 1961 edition of the Le Mans race. By the end of 1960 he had arranged with Peter Morgan for the factory to start production (in Feb 1961) of the Super Sports model and the factory was to supply the Triumph TR3 engines to Chris for the full LawrenceTune treatment. Furthermore, on December 30th 1960, Autosport published a detailed report by John Bolster on the car that had become the prototype for the high-bodied Super Sports, Chris' 1956 Plus 4 (regis-

crosses; try to imagine racing your cherished Morgan flat out, as fast as it would go, on a race-track with some fifty other cars (the likes of Ferrari, Maserati, Aston Martin,

tered TOK 258) with which he had been racing very successfully since acquiring it in 1958. In 1961 this car changed hands and Chris bought another high-bodied Plus 4, this time supplied by the factory with an aluminum body and fitted once again with a TR3 LawrenceTune engine matched to Weber 45 carburetors, tubular exhaust headers and an oil cooler. Chris' goal was to tweak as much horsepower as possible from the Triumph unit and develop a lightweight racing car that could favorably compete in what many regard as THE premier auto endurance race in the world. Talk about setting your sights high!

At the Morgan works, Peter and the boys were of course aware of Chris' project, although not yet directly or officially involved. And there were others who had gotten word of the fledgling Le Mans contender and were NOT very pleased. It seems that the boys over at Standard-Triumph were also developing a car to race at Le Mans in 1961. Their strategy was a bit more grandiose. After entering Le Mans with several modified TR3s in 1959, they were developing a 'ground up' racing car, dubbed the TRS, which interestingly would have a fully re-engineered engine. And they were not very keen on the idea of having to compete once again with a Triumph powered Morgan, which in the past had proved their nemesis in SO many venues on racing circuits in the UK and on the continent. For the mother of all sports car races, Le Mans, they preferred NOT to have to once again contend with a Morgan upstart.

Standard-Triumph had entered the Le Mans race in 1954 and 1955

*Continued next page*



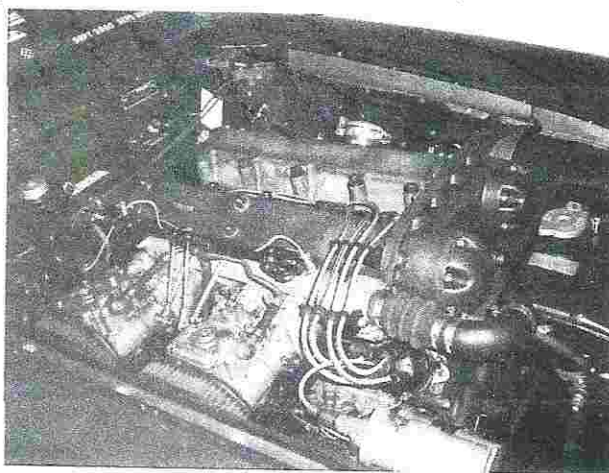
## TOK vs TRS, cont'd

with their then production TR2 model. But the cars, although finishing the race, were not competitive. Their entries in the 1959 Le Mans were modified TR3s (which they designated the TR3S), with a slightly longer wheelbase AND the dual overhead cam engine they had developed specifically as a racing engine. The engine had 2 very prominent half-round covers at the forward ends of the twin cams, and was quickly dubbed 'Sabrina'. But even with a fiberglass body, the car was heavy and tended to over-heat. By the end of the endurance race, all 3 cars had abandoned. For the 1960 Le Mans edition Triumph unveiled a new fiberglass-bodied car built around the improved Sabrina engine (now developing 155bhp) and specifically designed for racing - which they called the TRS. Three of the four cars brought to the race finished - in second, third and fourth place in their class with an average speed of 89.56 mph. Unfortunately, due to performance issues (distorted valve seats), none of the cars qualified on distance covered. The team returned to the factory, tore the engines down and vowed to return the following year.

Back at LawrenceTune, Chris' new Morgan was tested and, he believed, ready to take on Le Mans in the Summer of 1961. He presented the car, fitted with a slightly rough aluminum hardtop, and his plan to Peter Morgan, who looked it over and pronounced it 'a bit tatty', but all the while impressed with the idea and its potential. In the meantime, Chris had formally applied with Automobile Club de l'Ouest (ACO), the authorities running the 24 Heures du Mans, to have the car accepted as an entry. And Triumph had also done so

with their team of 3 TRS racing cars with factory support. But hedging their bet, Triumph had also dispatched an 'agent provocateur' to petition the ACO authority with the argument that Chris' Morgan entry was really a modified but still antiquated, coach-built sports car, upgraded to front disc brakes, which fell woefully short of the 'race car' construction and specifications which should be required of an entry into this prestigious world class event. Their argument won the authorities over, and Chris was informed that his TOK 258 would NOT be allowed to compete in the 1961 Le Mans race.

Having disqualified Chris Lawrence's Morgan entry, in the 1961 edition of Le Mans, 3 TRS cars of the Standard-Triumph team all finished the race - in ninth, eleventh and fifteenth position with the fastest car averaging 98.91 mph. Standard-Triumph was also awarded the manufacturer's team prize. But sadly, later that year Standard-Triumph's financial difficulties finally caught up with the company which was acquired by British Leyland. One of the first cost-saving decisions made by the new management was to 'retire' the racing team, despite the fact that the team, already working towards improvements for the 1962 Le Mans, had just fitted twin Webers on the Sabrina engine, now developing an impressive 200bhp.



Obviously, being 'disqualified' for the 1961 Le Mans race raised the hackles not only of Chris and his team but Peter and the Morgan works as well. Chris hatched the idea of modifying the high-bodied Morgan Plus 4, putting the 2 liter LawrenceTune TR3 engine in a sleeker aluminum low-bodied car with less drag and adding an expansion tank for the radiator (mounted atop the firewall). The registration number TOK 258 was transferred to this car which was to become the prototype for the low-bodied Super Sports versions built as from December 1963. The aluminum hardtop was also changed to a more rounded aerodynamic shape and painted white. Morgan decided they would give Chris and his car factory sponsorship, paint the car BRG and do what they could to get his car accepted for entry in Le Mans the following year. Meanwhile, the works were already producing the high-bodied +4 Super Sports cars. To overcome the false impression of the car given to the ACO authorities by their Triumph rivals, Peter shrewdly dispatched his French ally, Jacques Savoye, owner of the French Morgan dealership in Paris, to plead their case. Jacques had competed several years in the Le Mans race in his Singer and knew some of the players. Whether or not there were any cases of champagne involved is not known, but Jacques' persuasive argument that the Morgan was truly a competitive entry carried the day, and the Chris Lawrence Morgan was accepted for the 1962 edition of the 24 Heures du Mans.

And the rest, as they say, is history. The Morgan, entry number 29, not only finished the grueling race, but took first place in the 1601-2000cc GT class, covering 2261 miles at



an average speed of 94 mph. Yes, the average speed was under the 98 mph the TRS had run the previous year. However, not only average speed but distance covered qualified the Morgan for finishing placement. Some would contend that an even greater feat was the Morgan finishing in 13th place overall, considering the competition from the entire field. Peter Morgan dubbed it 'one of the greatest moments in the company's history.' (or 24 hours, rather than moments, to be precise.)

But our story does not end here, dear readers. There is an interesting addendum, provided by our Parisian friend (and Plus 4 Super Sports owner) Douglas Hallawell. It seems that Douglas was walking through the corral of past Le Mans participant sports cars at the Le Mans Classic 2008 edition when what should he come upon but – a beautifully restored Triumph TRS, one of the 3 cars that had run in the 1961 race. In addition to the restoration, the car's Sabrina engine also sported Weber carburetors instead of the original SUs. Douglas was, of course, very interested in the car, and as he was looking it over closely

began chatting with the owner, who actually owns two of the original TRS cars – a German, Mike Otto. At the end of their conversation Douglas nonchalantly mentioned that HE owned, not TOK 258, but one of the later factory limited production Morgan Plus 4 Super Sports. And what do you think was Mike's response? You guessed it – 'Gee, if it's the yellow car parked with all the Morgans, would you consider selling it?' Douglas' answer (as would be the response of ANY of our members fortunate enough to own one of these iconic, race pedigreed

Morgans) was, of course – 'SORRY, it's NOT for sale!'

And so, going back once again to our story in 1961/62, what would have been an amazing duel between Triumph and Morgan at the prestigious 24 Heures du Mans never occurred. BUT WAIT! That doesn't mean that it can NEVER occur. Perhaps Douglas could challenge his German TRS-owning acquaintance to a few laps of the Le Mans course this summer as part of the Le Mans Classic. What better way to memorialize Chris Lawrence's victory 50 years on!



**Editor's note:** This story seems to have taken on a life of its own. After sending the draft to Douglas, not only did he provide some additional excellent technical information and corrections, but he also informed me that he has already contacted Mike Otto with a view to having him drive one of his TRS cars together with Douglas' Super Sports during a parade lap or two of the circuit (with none other than our International Liaison Officer David Crandall riding along). Although he has been admonished NOT to make a race out of it, anything could happen in the heat of the moment, especially on the long straightaway back stretches of the storied Le Mans track.

**Sources:** (of either quoted material or information herein)

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- Brian Laban, MORGAN – First and Last of the Real Sports Cars, Virgin Publishing Ltd, 2000.
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- Anecdotal story, editing, additional facts and photos - Douglas Hallawell
- Photos (TOK 258 and Chris Lawrence) and additional facts - Hermen Pol

See his website <http://morganhistoryinfo.sharepoint.com> for detailed information on Morgan history, racing, registration and ownership listing and more.

Also his Facebook page <https://www.facebook.com/groups/morganhistoryinfo/>

Hi Judy and Bill,

Enclosed is an article from the Pantera Club which while reading, I remembered situations with the Mogans which fit some of these applications and theories.

If you print the article, please add this as a "PS."

- 1) When Roy Halford (the Electrical Spares contact for the Morgan Club in England) and I first started the 4/4 up during the restoration, we noticed it was sluggish starting and there was smoke drifting out from under the dash board. A quick look revealed a smoking speedometer cable. After turning the motor off, it was determined that the speedometer cable was acting as the ground, because the plastic covering was warm, soft and smoking. The fix was to retrace the wires and figure out where I had crossed something up.
- 2) On a trip to the Hill Country, the 4/4 would not start after being parked. By wiggling wires, I found there was a broken wire at the spade connector on the coil. The fix was to crimp and heat shrink a new spade to the existing wire.
- 3) After powder coating a bunch of stuff on the Plus 8, including the engine mounts which attach to the frame, I found that the car would not start. The powder coating prevented the effective grounding of the engine through the ground strap which was attached to the engine mount. The fix was to remove powder coating from points of contact so the grounding could be complete. This was one of those: "It started just fine before I cleaned and painted these parts...."
- 4) The brake light switch on the Plus 8 failed. After using a paperclip to jump the two wires on the connectors to the switch, it was determined that the switch was getting electricity, but the switch was not working. The fix was to get a new brake light switch.
- 5) The right headlamp on the Plus 8 started to work intermittently, and never at night. The problem was a loose fitting bullet connector in the loom under the right fender. The fix was to squeeze the female portion slightly to make a tighter fit.

As you can see, these are all pretty simple fixes which even I was able to figure out.

REGARDS  
TED





# THE SHADE-TREE MECHANIC

## HOW TO DIAGNOSE MOST AUTOMOTIVE ELECTRICAL PROBLEMS

from Classic Motorsports Magazine Online Dec 7<sup>th</sup>, 2020

When it comes to the electrical system on a car, a lot of people shake their heads in despair. Even experienced mechanics may shy away from electrical work for fear of the unknown. While some components today *do* use computers and advanced circuitry, solving most automotive electrical problems just isn't 'rocket science'.

Using simple tools and some common sense, it's possible to diagnose and solve *nearly* all auto electrical problems quickly and easily. Among these tools are a test light, a volt meter and a good understanding of electrical basics and common problems. However, when you go out to tackle an electrical problem, remember that the generalizations in this article may not apply to your car- you'll be wise to consult a Service Manual for its specific electrical information. *[The POCA Archives have ALL the available manuals ready for your free download.]*

### Golden Rules and the Basics

There are several golden rules for solving problems with automotive electrical systems. Corrosion is the biggest reason for failure. Wires do not fail. Grounds, connections, and individual components fail regularly. And in most cases, it is far better to repair a faulty factory circuit than to rewire it.

Corrosion is electricity's biggest enemy. Battery terminals, fuse blocks, sensors, switches, connectors, and grounds are likely to fail because they are corroded. Cleaning or replacing these connectors will repair a great percentage of electrical problems.

With most cars, the body and frame serve as one of the "wires" that feed each circuit. Usually, the car body and frame serve as the negative side of each circuit (the ground), and the positive side of the circuit is fed with a wire. If a device is not properly attached to the body or frame, or the attachment point is corroded, the circuit is compromised and will not function properly. The first thing to do when a circuit fails is to make sure it is grounded properly.

Individual wires do not fail. Insulation may crack or burn off, but the wire will still conduct electricity. The only time a wire will fail is if it is physically

damaged, cut or broken. *[There's a couple of wires in the steering column loom that are near- bowstrung and have pulled away from factory connections for this reason.]* Damage can usually be detected by following along the wiring loom and looking for cuts. If the outside of the loom isn't damaged, it is safe to assume the wires inside aren't badly damaged, either. If you suspect a bad wire, read on: wires don't just go bad, but connections do.

Connections at the ends of wires fail regularly. Sometimes, they break or come loose. Other times, they corrode. Factory wiring harnesses usually do not hide connections under tape or other wrappings. When tracing a problem, follow the harness and verify that each connection is clean & functional. Switches, sensors, light bulbs, and micro-processors are all electrical components that are susceptible to failure. Components with moving parts that generate or receive heat, or that are exposed to water or other corrosives are the most likely to fail.

In almost all cases, it is better to repair a factory circuit than to rewire around it. Adding circuits for new accessories is one thing, but don't change the way the car left the factory. Most factory electrical systems, including much-maligned Lucas systems, were carefully designed by trained engineers and work perfectly well until corrosion or component failure sets in. Shadetree mechanics who wire around factory circuits usually do so out of a lack of understanding. They often take shortcuts or make mistakes which can be dangerous (read, as "may burn up a car").

### Tools Needed

Given these common problems, a 12-volt test light is an essential tool to diagnose and trace a failure directly to its cause. A quality test light looks like an awl with a light bulb in the handle and a wire sticking out of the top. It should have a sharp point and an alligator clip at the end of an 18- to 36-inch-long jumper wire. These lights are available for under \$10, so every toolbox should have one.



Another helpful tool is a voltmeter. Voltmeters come in two flavors, digital and analog. Each type has advantages and disadvantages, but either works well for diagnostics.

Pick the type you prefer in the cost range you can afford. But remember- cheap tools will have compromises built in and not all meters are the same. Voltmeters are usually combined with other measurement features. One typical combination is the Volt/Ohm meter [VOM], which includes the ability to measure resistance of a circuit in ohms. The other typical combination is the engine diagnostic meter, which usually will measure dwell (for points type ignitions), current (amps), and may include a tachometer function.

Volt/Ohm meters are available from under \$20 to much more. Engine diagnostic meters are more expensive- plan on spending at least \$50, and much more for a high-quality unit that may be more useful in some cases. If you can only afford just one meter, start with a cheap Volt/Ohm meter.

Get a few pieces of jumper wire with insulated alligator clips on the ends. A handy owner can easily make several of these for pennies. It's a good idea to include an inline fuse in the jumper wire, in case of mistakes or problems. A few wire brushes and a battery post cleaner should round out your automotive electrical tool kit. Initially...

## Troubleshooting Basics

Before attempting to troubleshoot a circuit, check and clean the battery terminals and check **all** fuses. Make sure the battery is fully charged. If a fuse is burned out, don't just replace it and think the problem is solved. The circuit affected must be further tested to determine *why* the fuse burned out. More on that later. After these preliminary checks, use the test light to test circuits as follows:

Check that the test light is working. Attach the alligator lead to a ground, and then touch the pointed end to the positive side of any circuit. The positive battery terminal or a terminal on the fusebox are good test points.

Test the positive lead at the device. Leaving the alligator lead attached to the same ground that was used to test the light, touch the pointed end of the light to the positive connection of the device that is not working. If the light glows, there is either a bad

ground or you have a bad device. If the light does not glow, trace the positive circuit that leads to the device using Step 4.

Test the ground at the device. Connect the alligator clip from the test light to the positive lead of the device, then touch the pointed end of the test light to a clean, bare metal portion of the device, to its ground strap if any, or to a bolt that attaches the device to the body or frame.

Ensure that you touch the pointed end of the light to clean bare metal, as paint or other coatings will not conduct electricity. If the light glows, you have power to both sides of the circuit and most likely the device itself has failed. If the light does *not* glow, clean or replace the bolts, nuts or ground strap to the device. A wire brush and/or sandpaper can be very effective for this.

Test the positive circuit that leads to the device. Ground the test light's alligator clip. Test the light again to ensure the quality of the ground. Working backward from the device, follow the positive wire to its switch, sensor, or source of positive current. Test the circuit at each connection along the way (i.e., each terminal block or snap connector). If the light glows at each connection after the switch, suspect the switch. If the light stops glowing at a connection, clean or replace the connector and continue checking.

Test a switch, if applicable. To test a switch, check that there is positive power to the switch by touching the positive lead on the "input" side of the switch. If the light does not glow, continue to trace the circuit back to the fusebox or battery. If the light glows, touch the positive lead on the "output" side of the switch. (A Shop Manual may be helpful here to show the wire color and location of these leads.)

Move the switch through its range and see if the light ever glows. If the light does not glow, or glows in the wrong switch position, replace the switch. Occasionally, a switch can be repaired by spraying it with WD-40, electronics contact cleaner or a similar lubricant/corrosion fighter. However, this is usually only a temporary fix.

Test a sensor, if applicable. To test a sensor, microprocessor, or other 'black box', refer to a Manual for testing instructions *for that specific item*. This is one area where more sophisticated equipment is often needed. Alternatively, replace the sensor or item

with a known working item. The latter method may not always be practical, as new electrical parts are generally not returnable, but other owners nearby- if any- may keep working spares you can borrow temporarily.

If these steps do not help solve the problem, keep in mind that it could be due to *multiple* problems. For example, a device may suffer from a bad ground *and* a loose connection along the positive side of the circuit. Two or more simultaneous problems are much harder to troubleshoot than a single problem. If you are still stuck, keep reading about common problems and solutions- maybe on the Internet, or consider turning the problem over to an expert before frustration sets in.

### **Common Problems. Common Solutions. Common Sense.**

This set of problems and solutions is common to most cars, and dealing with them doesn't require a lot of specific electrical knowledge, just some common sense. Of course, these suggestions are very general and may not work for some specific makes and models. If these don't work, again-consult a manual or an expert.

#### **Dead Battery**

Charge the battery for at least one hour. Check for clean connections at the battery terminals, starter and grounds. Use the starter to crank the engine over five or six times. Attach a voltmeter to the battery and watch its reading as someone cranks the engine several times. The voltage should stay at 12 volts when the engine is not cranking. If the voltage drops below eight or nine volts while cranking, or the engine won't crank any more, suspect the battery. If you suspect the battery, and it's not very old, charge it longer and test it again. Take the battery to a shop to have it load-tested.

#### **Slow Battery Drain**

If the battery is draining overnight or over the course of a few days, some device is still turned on and draining it. To find the cause, disconnect the negative battery connection. If it sparks, use your test light to jump the negative battery cable to the negative post on the battery. If the light glows, something is turned on. Disconnect fuses and/or circuits one by one until the light goes out.

Trace the circuit that was causing the light to glow to find which device is still on. Dome lights, trunk lights, alternators, and non-factory accessory circuits are common causes of such drains. Radar detectors, stereo memories and dash clocks are usually not drains and will often not make the light glow for this test.

#### **Alternator Over- or Undercharging**

Attach a voltmeter to a good ground and a good positive lead. (Usually, the battery works best for this.) With the engine switched off, the battery voltage should read 12 volts. With the engine running, the voltage should read 13.5- 14.5 volts.

Below 13.5 volts usually signals a non-working charging circuit. Check for a tight drive belt, and clean connections at the alternator and the battery. Also make sure the engine is properly grounded. Above 14.5 volts usually signals a bad voltage regulator. Either way, the solution is usually a new or rebuilt alternator.

#### **Crank Starter, Everything Goes Dead**

Sometimes everything will seem just fine until you crank the starter, then nothing will work, not even the dome light. Starting with the battery terminals, remove them and give them a good cleaning. Then clean the ground strap to the body and to the engine. Then clean the positive connection to the starter. One or more of these connections is likely corroded.

The load of the starter causes arcing at the corroded connection, which weakens the connection. Since these connections are the main power connection for the whole car, they shut everything else down when they get too weak.

#### **Sticking Heater, Accelerator, Clutch, or Choke Cables**

What does this have to do with electrical problems? Plenty. If the engine ground strap goes bad, the engine will seek another ground- maybe through these cables. Often, the car will run and start just fine. Over time, however, these cables will melt themselves to their housings. A tip is melted plastic wraps on the cables. Replace the affected cables and clean or replace the engine ground strap.



## **Dim Headlight(s)**

Sometimes, one or both headlights will be dim. One of the headlights has a bad ground and is grounding itself through the other headlight. In doing so, the headlights change the wiring configuration from parallel to series. When wired in series, they each share half the voltage and glow dimly. Clean or replace the ground(s). Other times, one light will glow very bright. Address this problem rapidly since the light will assuredly burn out soon from over-voltage and may take some of the associated wiring along with it.

## **Brake Lights Turn off Taillights**

This is a variation on the dim headlight problem. A bad ground may be causing the brake lights to ground themselves through the taillight circuit and vice-versa. Clean up the grounds, and everything will likely work fine.

## **Turn Signal Problems**

When a single bulb burns out, most turn signals will either flash quickly or not at all. Sometimes they do so even though all bulbs appear to be working. Other times, they may flash, but very slowly. If both left and right circuits act the same, suspect the flasher unit or the switch. If only one side has a problem, corrosion is at work.

The solution is to first check and clean all the grounds, which often requires removing lamp assemblies to clean the bolts and attachment points with a wire brush. Sometimes, the base of a bulb will corrode, and simply replacing the bulb will solve the problem. Other times, the bulb socket is corroded and should be cleaned.

## **Blown Fuse(s)**

Finding the cause of a blown fuse can be difficult. A component in the circuit is either dead-short to ground, or is causing too much load on the circuit. If something is dead-short, fuses will blow the instant they are replaced and the circuit is turned on.

Physically search the wiring in the circuit, then disconnect components attached to the circuit one by one until you find the short. If something is generating too much load, the diagnosis is similar, but more difficult.

Try to isolate one device after another on the circuit and see if one's use blows the fuse. If you still don't find the problem, check a manual or consult an expert for testing each device, and ensure each device is in spec. *[The Emergency flasher switch may be at fault in your Pantera.]*

## **Intermittent Problems**

Intermittent problems are the hardest to solve. If you can't get the problem to happen while you're looking for it, shake the car or tug on the wiring harness and see if that causes it. Loose or corroded connections are common causes for intermittent problems and such shaking will often bring them about. If you still can't solve the problem, its time to call in an expert- perhaps with better tools.

## **Wiring Additional Circuits**

This may be the average Pantera owner's downfall. First and foremost, follow the accessory manufacturer's instructions. However, many instructions suggest wiring directly to the battery to ensure a good power supply. Avoid this if possible- it makes things messy and can lead to the legendary rats nest of wires that then chafe and rub against each other until they produce a short. Other 'factory' instructions say nothing useful for your situation.

See if there is an available accessory circuit in the factory wiring or fuse box that can handle the necessary current. Many factory systems have extra accessory circuits and fuses built in for owners to expand. *[The DeTomaso Pantera does not, but aftermarket fuse boxes are available that may help].*

If you still want to wire directly to the battery, make sure you have a fusible link, correct size fuse, or circuit breaker, installed as close to the battery as possible. Also, avoid self-resetting circuit breakers since they may reset before you know there is a problem. This can eventually cause more permanent trouble in the wiring loom.

*Submitted by Chuck Engles, DFW Panteras*

# 2021 DUES REDUCTION

We finally got all the board members, officers, and appointed executives together to review our dues structure and the reduced activity during the past year.

After reflection, dues are temporarily reduced for 2021 to \$20.00.

Also, printed MOG LOGs are presently not an option.

Suspending printing saves money during the virus and also the health of the Editor (and the Historian) from having to go to the printing center. The printed issues may be restored soon and activities planned again.

This is perhaps the lowest dues of any Morgan Club that publishes a newsletter, much less monthly by MMCC.

We have a slight advantage over the others in that our car is still produced after 112 years. But then we have no National Club to send dues to – or support. Stay with us for 2021.

**Remember March 6, 2011? Chilly job realigning Traci's +4's gas tank.**





## 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)

**The present MMCC club newsletter, the MOG LOG, is distributed electronically in color. Printed option in black and white sent by U.S. Mail may become available sometime later.**