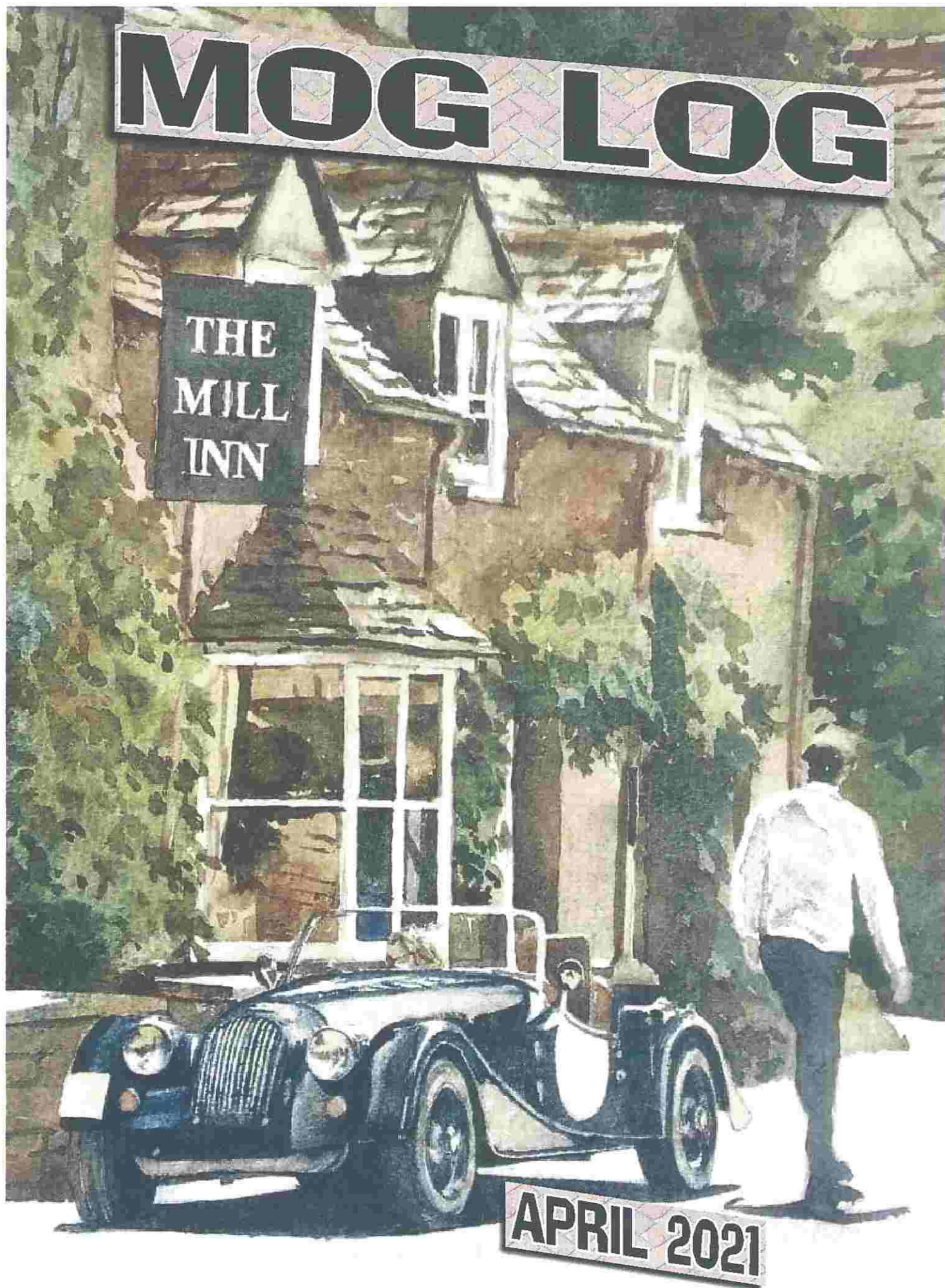


MOG LOG

THE
MILL
INN



APRIL 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!

PRESIDENT
EDITOR
TREASURER
MEMBERSHIP CHRMN.

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



"I can't go out because of the
virus" sounds weak, whiny
and boring.

Try this instead:

*"I've sworn an oath of solitude
until the pestilence is purged
from the lands."*

That sounds more principled,
valiant and heroic - and people
might even think you are
carrying a sword.

RUNNING On.....

*"I don't know where I'm going from here,
but I promise it won't be boring."*

David Bowie

I hope you have noticed that on the header page, my email address is no longer Preztexmog@att.net. That address is lost and gone forever, all emails will now be mailed once again from secretarytexmog@att.net and that will be the club email address for now.

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	Noguiera	Simmons-Harris
Podmers	Fixler	Pavone	Kampschafer	Rhodes
Smith	Gow	Lindsey	Smith (new)	Van Dyke
Ligon	Thompson	Whitney (new)		Carpenter (new)
Mosbey (new)	Glover	Thomas	Moses	McBride
Hancock	Morgan Motors of New England (long time supporter and advertiser)			

Have you sent Bill Beecher, webmaster, (bill_beecher@flash.net) photos of your Morgans to show on the website, he would appreciate it? No names or address will be posted!

Check the website, www.texmog.com

THE PREZ, etc.



the Prez



MORGANS...ROAD CANDY

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

April 25
Sun.

FRISCO FARMERS MARKET BRITISH CAR SHOW AND SLALOM
12:00NOON – 4:00PM (See details in newsletter)

MMCC BUSINESS MEETING/NOGGIN NOTICE

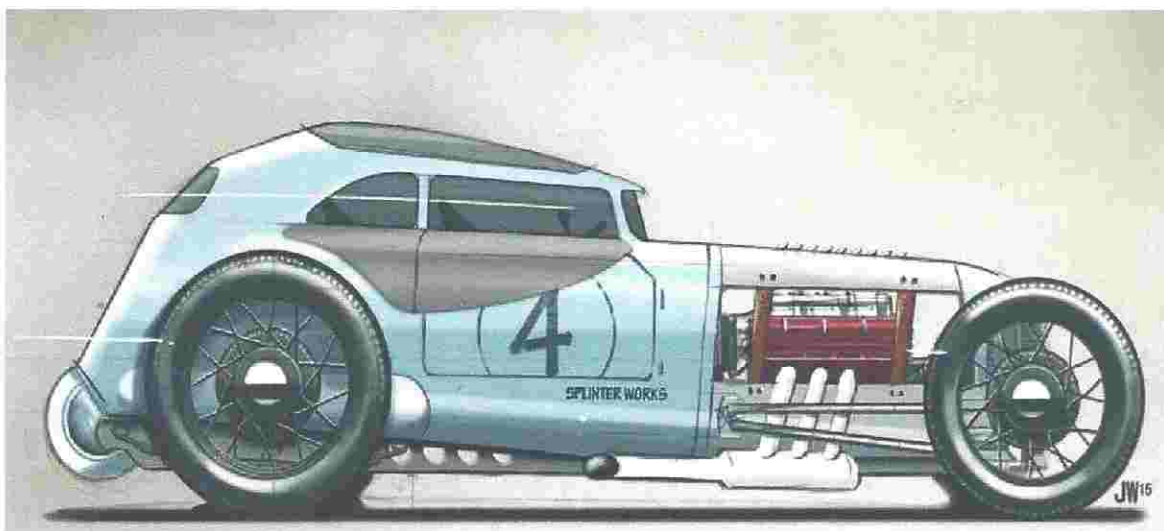
As you know the Noggins / Natters were cancelled last year. For 2021 they are again not scheduled as we don't know the future status of the virus, or for that matter, any meeting place or restaurant.

So until further notice no Noggins / Natters will take place. If you can help come up with an idea, submit suggestions to us at wmj3@att.net.

MMCC is noting the suggestions in various newsletters as to what other car clubs are doing, or trying, to solve this shared problem. Our neighborhood has formed a small group of interesting cars which just meets on one of the interior streets of the neighborhood. One of those members said he belongs to a club that meets at a park, and just brings chairs and congregate that way. Another club does tours without stops or personel contact, masks/distancing.

We may need to be creative to proceed!

MOGGIE READY FOR THE SLALOM?



FRISCO FARMERS MARKET BRITISH CAR SHOW AND SLALOM

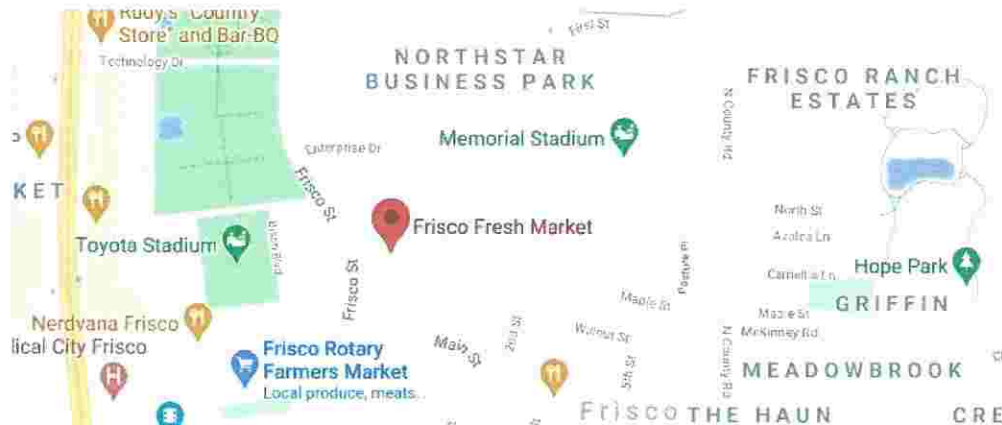
Squealing tires and big smiles all around at our first event.



TIME AND LOCATION:

Sunday, April 25, 12:00pm – 4:00pm

Frisco Farmers Market, 9125 John W Elliott Dr., Frisco, Texas 75034 USA



ABOUT THE EVENT:

Our club has scheduled A JCNA sanctioned slalom at the Frisco Farmers Market on Sunday April 25, 2021. This will held in conjunction with a British Car Show. The event will be promoted as the FRISCO FARMERS MARKET BRITISH CAR SHOW AND SLALOM.

Slalom events are a great way to test the abilities of both car and driver. The surface of the parking lot on which our slalom event will be held is optimum to produce superior times.

In addition to entrants and spectators, ***volunteers are desperately needed.***

Setup Begins at 8:00am. First car on the track at 12:00noon. The slalom concludes at 4:00pm, at which time the course teardown begins. The lot will be cleared by 5:00pm.



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TECH TIP! Checking for BONDO??

One of the most frustrating things restorers have to face is the 'surprise' hidden under a fresh coat of paint. You go out looking for a reasonably rust-free project car and the seller tells you that only thin films of bodyfiller have been spread (... over properly welded patches of course).

You buy the car, take it home and strip away all the paint only to find old rust areas that were improperly repaired and a thick layer of body filler hiding everything. That means you will have to repair it correctly and it also means you paid too much for the car.

Next time you go out looking, leave the magnet at home. Magnets don't really tell you there's a thick layer of filler unless there's no metal behind it. Instead, grab that Stud Sensor out of the toolbox. Stud Sensors are densitometers. They detect changes in density of materials, so if you slide one over a bad Bondo job, its little lights will tell you there's something amiss. You might still want the car, but at least you won't pay too much.

Sincerely, Secondchancegarage.com / From "Brits 'n Pieces" Volume 20-No.12.

BROADER APPEAL

Now eight inches wider than the original, Mark Hughes charts the evolution of Morgan's character-building Plus 8 tourer



Just because Morgan's time-warp styling continues year after year, decade after decade, people tend to think that nothing ever changes. Think again. This quintet of Plus 8s reveals just how much Morgan's rocketship has altered in specification and driving character through its 30-year lifespan, even if the basic building blocks – separate chassis, ash body frame, V8 engine and sliding-pillar front suspension – have remained. If you've ever fancied buying a Plus 8, here's the low-down on how the character of this quintessentially British evergreen has evolved over the years.

1969

The original Plus 8, launched in 1968, is the fastest carburettor-fuelled version, owing to its particular combination of lightness, gearing and power. The 0-60mph time of 6.7 secs, achieved by *Autocar*, is quicker than any production E-type, although superior aerodynamics allow the Jaguar to pull away above 90mph.

Driving this example, the 36th built, shows how Morgan tailored the car for acceleration. Although the engine is brilliantly flexible, close-ratio gearing and the V8's seductive exhaust note encourage you to use the four-speed Moss gearbox to the full, even if it doesn't have the snappiest change. The lever's crisp action and short throw suit a sports car, but sluggish synchromesh means that shifts can't be hurried – and the way the knob is tucked under the dashboard makes it awkward to reach. Nowadays the vintage character of the Moss 'box adds to the desirability of early Plus 8s, but at the time Morgan was forced to use it because Rover initially mated the V8 to automatic transmission only.

Compared with later versions of the V8, this one sports a 10.5:1 compression ratio – a high figure made possible by the availability of five-star petrol. These days there can be some hesitancy at low engine speeds, but everything clears from 2000rpm to give wonderful thrust up to the 5200rpm red line, equating to 115mph in top gear – *Autocar* must have over-revved to clock a 124mph top speed. Maximum power is 151bhp at 5200rpm and there's 210lb ft of torque at 3000rpm. One amusing under-bonnet feature is the cylindrical air-filter box: Morgan had to whack a big dent in the top to make it fit below the bonnet hinge.

Handling is just what you'd expect from archaic suspension, by leaf springs and lever-arm dampers at the back and trademark sliding pillars at the front. When the road is smooth and dry the Plus 8 behaves predictably, with controllable power oversteer on demand – but it's perilously easy to unstick the back in the wet. Hit a bump in mid-corner, though, and you quickly know about it: the car becomes skittish and easily knocked off line. Cam and peg steering adds to the vintage feel, having little self-centring and some free play. But the car's narrow build makes it easy to point.

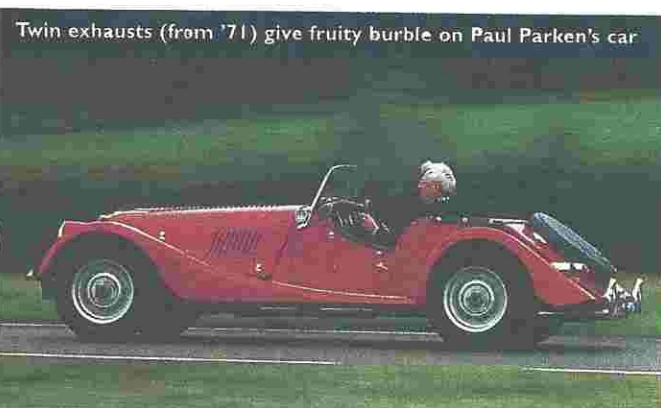
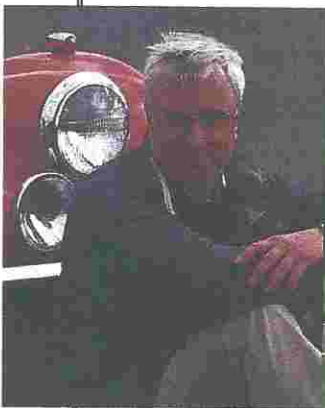
Climbing aboard can be a struggle because there's so little knee room below the standard Astrali steering wheel, but the shapely seat is cosy. Only the rev counter is seen through the wheel, as other instruments and switches are gathered in a central panel, with the speedometer furthest away so that it can't be seen with a half-tonneau in place. Unlike all later Plus 8s, the heater is a 'fug-stirrer' ahead of the

MICHAEL BAILLIE

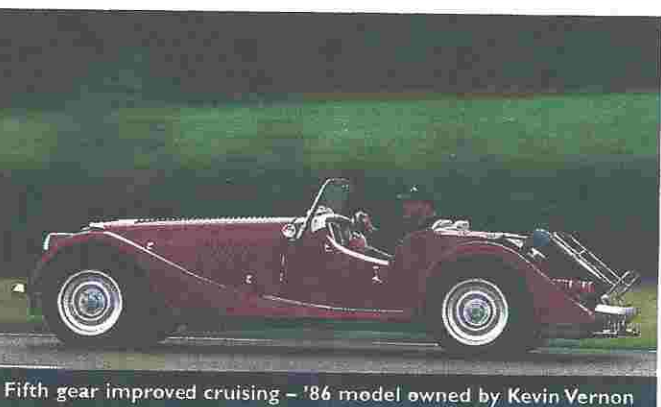




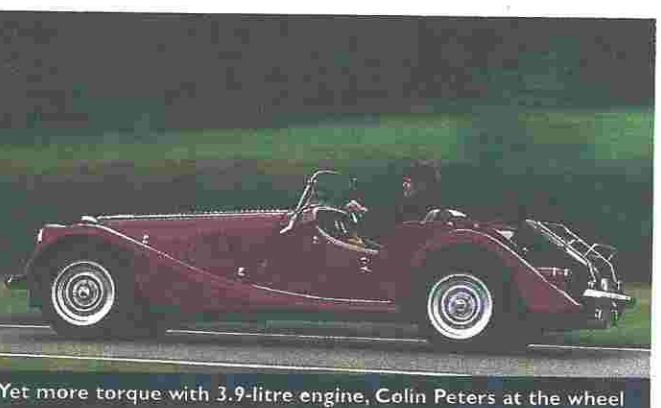
Bob Cragg's early Plus 8: quicker than its E-type contemporary



Twin exhausts (from '71) give fruity burble on Paul Parken's car



Fifth gear improved cruising - '86 model owned by Kevin Vernon



Yet more torque with 3.9-litre engine, Colin Peters at the wheel



And Jeremy Lewis' current Morgan can spin its wheels in third

passenger's feet, a location that frees the engine side of the bulkhead for a full-width toolbox.

1976

The significant change on this Plus 8 becomes apparent the moment you pull away. The Rover four-speed gearbox (introduced in 1972) feels more modern, with a lighter lever action and a lift-up collar for selecting reverse, although gearchanges aren't as precise or short in movement as the Moss 'box. A distinct contrast in driving character also comes from altered gearing, created on two fronts by wider ratios within the 'box and a longer-legged final drive of 3.31:1 instead of 3.58:1. This Plus 8 makes lighter work of motorways, although through-the-gears acceleration isn't quite as vivid. There's also a slight loss of pace because of the engine's lower compression ratio, down to 9.35:1 to suit four-star petrol. Power output at 5000rpm dropped to 143bhp, while torque fell to 202lb ft at 2700rpm. Compared with the 1969 model's single-pipe exhaust, though, a dual system (introduced in 1971) gives a fruitier burble, making this Morgan sound more exciting. Externally the car is 2in broader because the chassis rails were moved apart to suit the Rover 'box.

This is the first of four increases in width (all represented in this group) resulting in the latest Plus 8 being fully 8in wider than the first. On this 1976 example the wings are wider, but the difference is mainly seen in the increased distance between headlamp pods and radiator cowl. The front bumper looks too small for the body because it wasn't altered, while this car lacks the optional rear bumper. Morgan, then as now, is notorious for the length of its options list: other mundane extra-cost features on this car are exterior door handles and a second rubbing strip on each running board. The cabin is broadly unchanged, except that the dashboard top is padded for safety and the pedals are more cramped because the Rover gearbox has a wider bellhousing. Thanks to a Gemmer recirculating-ball steering box, a post-1983 feature that has been retro-fitted to this car, feel through the wheel is lighter and more accurate, with stronger self-centring.

1986

While steering and gearbox are the main mechanical changes for this model, the instantly visible difference is the dashboard, which was redesigned for 1977. Now the main instruments - a different design from VDO - are ahead of the driver, with a column of warning lamps (cheap-looking units of BL/Rover origin) between them. A central rectangular panel contains four smaller dials and a row of rocker switches, while wipers and washers are now activated by a second column stalk.

The standard steering wheel, which is rather crude and plasticky, connects to a new rack and pinion system specially supplied for Morgan by Jack Knight; this was optional from 1984 but became standard in 1986. Compared with earlier cars, this unassisted steering is so effortless when manoeuvring that it feels powered, but isn't short of accuracy or feedback at speed. Handling on twisty roads is more responsive, even though suspension basics are the same.

Overdrive hadn't been available on four-speed Plus 8s, so this model's fifth gear (introduced in 1977) transforms the car's cruising ability. The Rover 'box has essentially the

same ratios as before but for having direct fourth supplemented by an 0.79:1 fifth giving 27.6mph per 1000rpm, allowing a loping motorway gait and improved fuel consumption. The gear lever is easier to reach because it's nearer the driver, a consequence of chassis revisions allowing the powertrain – by now supplied by Rover as a complete assembly – to be moved backwards, giving better weight distribution and underbonnet clearance.

Sitting at a crossroads in Plus 8 evolution, this particular car still has carburettors, which changed from twin SUs to Strombergs in 1981. With the adoption of the five-speed 'box, Plus 8 specification fell into line with the Rover SD1 family, to which the fuel-injected Vitesse was added in 1983. So Morgan was able to offer a fuel-injected Plus 8 as an option from 1984, and standard from 1987.

This Plus 8 lacks a brake servo, the Girling Powerstop unit fitted to earlier cars having been deleted in 1981. Noticeably more pedal pressure is needed, but otherwise the Girling braking system remains unchanged from the earliest models, and more than adequate for the car's performance. Discs are fitted only at the front, drums sufficing at the rear – as they still do on current Plus 8s.

One detail about this car epitomises the quirkiness of Morgan history. Although built after April 1986, it lacks the scuttle-mounted side indicator repeaters that became mandatory at that time. Apparently a good nine months went by before the company realised it was building cars that weren't strictly legal...

1994

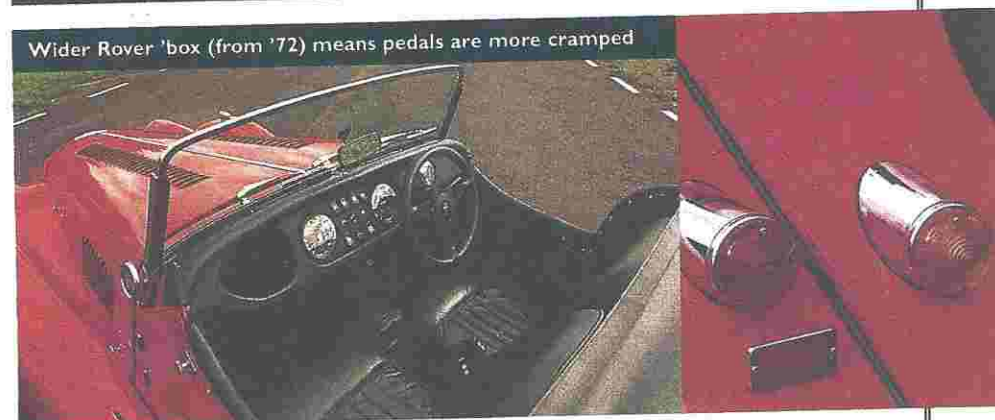
The big difference here is in performance, for this car has the 3.9-litre Range Rover engine introduced in 1990, complete with fully mappable 'hot-wire' fuel injection. By 1994, all Plus 8s were fitted with a three-way catalytic converter, which brought fuel-system changes that caused torque – this engine's defining feature – to increase from 220 to 235lb ft, the peak occurring at 2600rpm in both cases. Such pulling power at low revs is a distinct difference from the earliest Plus 8. That car thrives on good use of the gearbox, but flexibility is so enhanced with the 3.9 that gearchanging, if you want to drive lazily, can be all but abandoned once on the move. Flooring the throttle at 30mph in top gear makes this Plus 8 leap forward with almost as much force as in the lower gears, and at higher speeds the surge is electrifying. While 0-60mph is the best Plus 8 figure yet at 6.1 secs, the most telling statistics are incremental direct-gear comparisons with the Moss 'box version: 20-40mph is 4.2 secs against 5.0, while for 80-100mph the margin widens to 6.1 secs versus 7.4.

One minor change introduced with the catalyst is a sealed fuel tank with only a single filler, on the right-hand side of the tail panel. Previously there was always a second filler, which had the twin advantages of giving speedier refuelling (thanks to the venting permitted by opening the second cap) and enabling the car to be filled from either side.

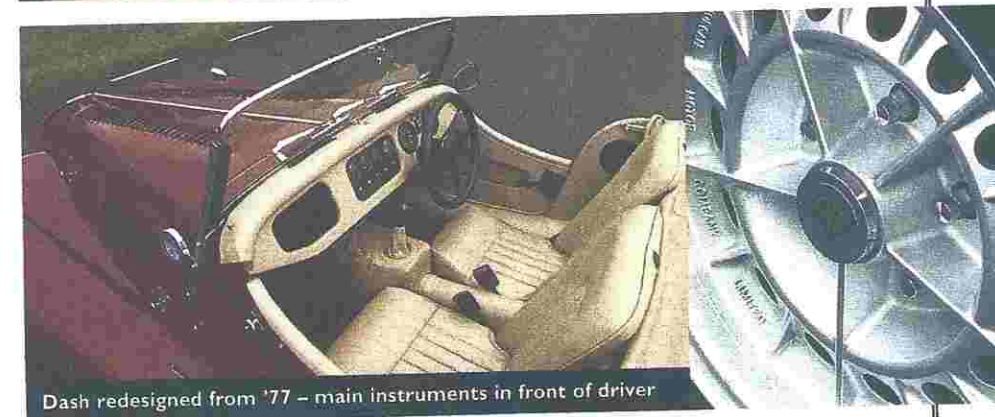
Handling is more assured on this Plus 8, thanks to the long-overdue introduction of telescopic rear shock absorbers in 1990. These anchor the back end much more securely, especially on bumpy roads, but do nothing for ride quality, which remains sportingly firm – but not harsh – on all but the smoothest surfaces. So



Tight fit but cosy in early car; gearlever under dash' is awkward



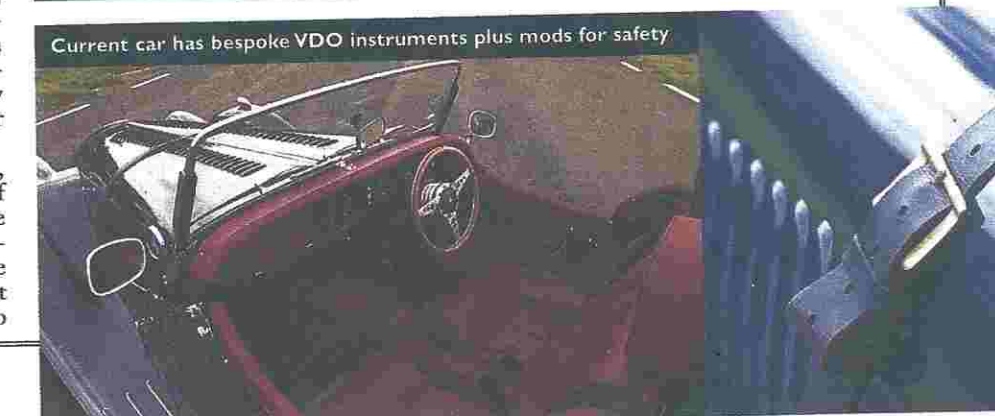
Wider Rover 'box (from '72) means pedals are more cramped



Dash redesigned from '77 – main instruments in front of driver



Optional walnut veneer in '94 model; seats don't recline that far



Current car has bespoke VDO instruments plus mods for safety

popular are telescopic that many owners retro-fit them to earlier cars.

Braking is another area where modern Plus 8s have been improved in feel and efficiency, following a major 1993 revamp that saw the old Girling system replaced by Lockheed components. Front discs now carry four-pot calipers, a servo reappears (this time a new design combined with the master cylinder), the fly-off handbrake is operated by cable rather than rods, and the rear drums are self-adjusting. Interior appointments could be quite lavish by this stage, thanks to a lengthening options list. This Plus 8 has the walnut-veneer dashboard – complete with lockable glovebox – that had been available from 1989. By now there were three choices of seats, this car having the so-called recliners (they don't actually recline much) whose deep padding definitely adds long-distance comfort. A map-reading lamp is also useful, as there's no other interior lighting.

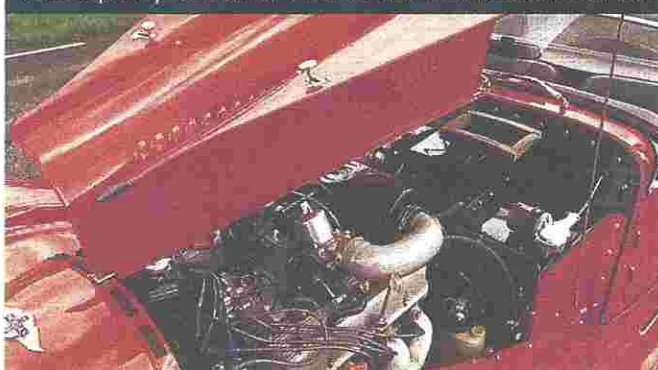
1999

Coming up to date, the 4.6-litre Plus 8 is an even wilder machine, offering so much torque that the rear wheels can be made to spin in third gear in the dry. Even more than previous Plus 8s, this current version can be driven as the



Buick-derived V8 sports 10.5:1 compression ratio in original car

...subsequently reduced to 9.35:1 so that it could run on four-star



FACTFILE

Morgan Plus 8 (1969)

ENGINE

3528cc V8, 10.5:1 cr, twin SU HS6 carbs

Max power 151bhp @ 5200rpm

Max torque 210lb ft @ 3000rpm

PERFORMANCE

Top speed 124mph 0-60mph 6.7 secs

Price new £1478 Price now £18,000

Morgan Plus 8 (1976)

ENGINE

3528cc V8, 9.35:1 cr, twin SU HI F6 carbs

Max power 143bhp @ 5000rpm

Max torque 202lb ft @ 2700rpm

PERFORMANCE

Top speed 122mph 0-60mph 7.1 secs

Price new £3978 Price now £16,000

Morgan Plus 8 (1986)

ENGINE

3528 V8, 9.25:1, twin Stromberg carbs

Max power 155bhp @ 5000rpm

Max torque 198lb ft @ 2750rpm

PERFORMANCE

Top speed 124mph 0-60mph 6.5 secs

Price new £12,498 Price now £16,000

Morgan Plus 8 (1994)

ENGINE

3946cc V8, 9.35:1 cr, Lucas/Bosch fuel injection

Max power 190bhp @ 4750rpm

Max torque 235lb ft @ 2600rpm

PERFORMANCE

Top speed 125mph 0-60mph 6.1 secs

Price new £24,898 Price now £25,000

Morgan Plus 8 (1999)

ENGINE

4555cc V8, 9.35:1 cr, Lucas/Bosch fuel injection

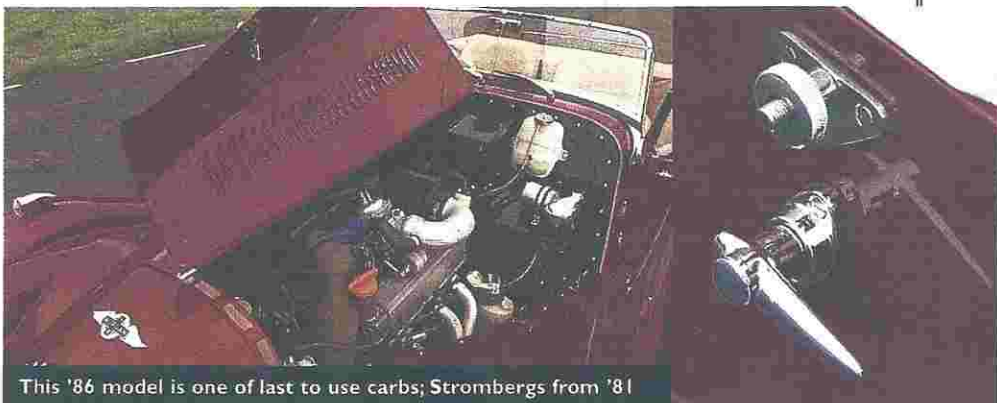
Max power 220bhp @ 5000rpm

Max torque 260lb ft @ 3600rpm

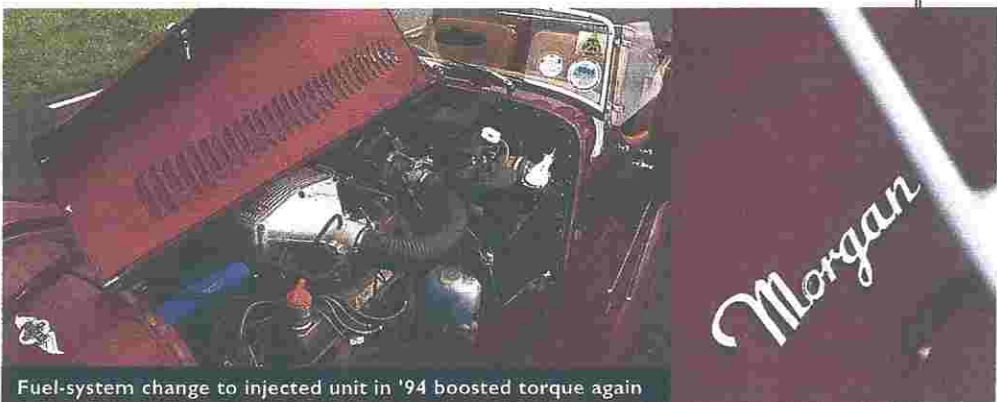
PERFORMANCE

Top speed 128mph 0-60mph 6.0 secs

Price new £34,639 Price now £36,000



This '86 model is one of last to use carbs; Strombergs from '81



Fuel-system change to injected unit in '94 boosted torque again

...but current 4.6-litre has even more; gorgeous wires optional



mood suits, with performance lighting up anywhere in the rev range thanks to a lavish spread of torque. The peak is a fantastic 260lb ft at 3600rpm, although maximum power of 220bhp at 5000rpm isn't significantly better – but then you never need to rev that high. This is the quickest Plus 8 yet, capable of 0-60mph in 6 secs and a top speed of 128mph.

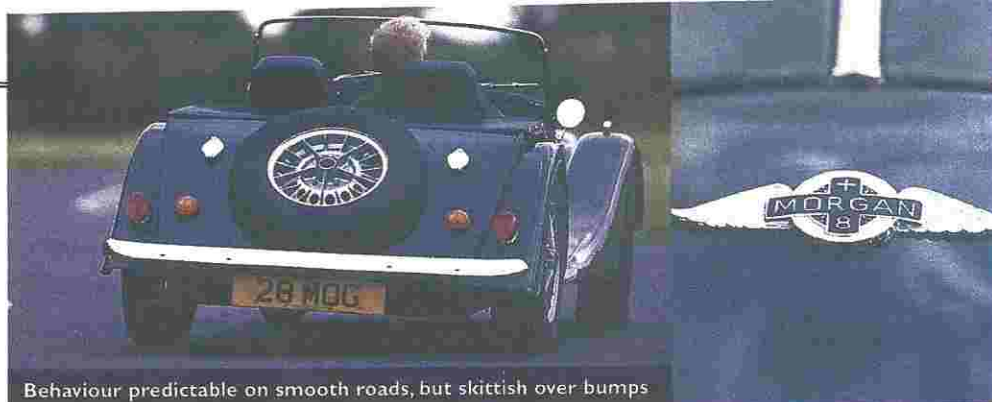
Even though the overall look is similar, this car shows that the most significant changes to the Plus 8 occurred recently, in August 1997. Many of the modifications were driven by legislation, none more so than cockpit changes to allow airbag installation. The need to meet legal dimensions for airbag inflation forced Morgan to increase the distance between dashboard and seating, giving a roomier cabin. The dashboard is further forward, doors are lengthened by 1½in, seat travel is usefully increased, and there's much more room for knees and legs. Out of sight, there are differences in every piece of the ash frame.

Structural improvements extend to the way the car is made, in keeping with quality gains first seen when Morgan began treating the ash frame with preservative in 1986. The engine bay has stainless steel panels on either side, while the chassis is now galvanised as standard. Broad wings, wider than ever before on cars fitted with optional chromed 7Jx16 wire wheels, are created by a new single-piece manufacturing process called Superform, whereby molten aluminium is sprayed into a mould at high temperature. Durability promises to be far better than the previous wings, which, whether in steel or optional aluminium, were prone to corrosion because of their three-piece construction and the use of moisture-trapping wired edges around the wheelarches. Another new dashboard layout accompanies provision for airbags. The four small dials are now arranged in a square in the centre, surrounding a winking red lamp for the standard immobiliser. Morgan badges in the speedo' and rev counter reveal that these are now specially made by VDO, and the odometer is an electronic display that lights up with ignition. Twin column stalks – taken from the Land-Rover Freelander – provide a more elaborate range of functions.

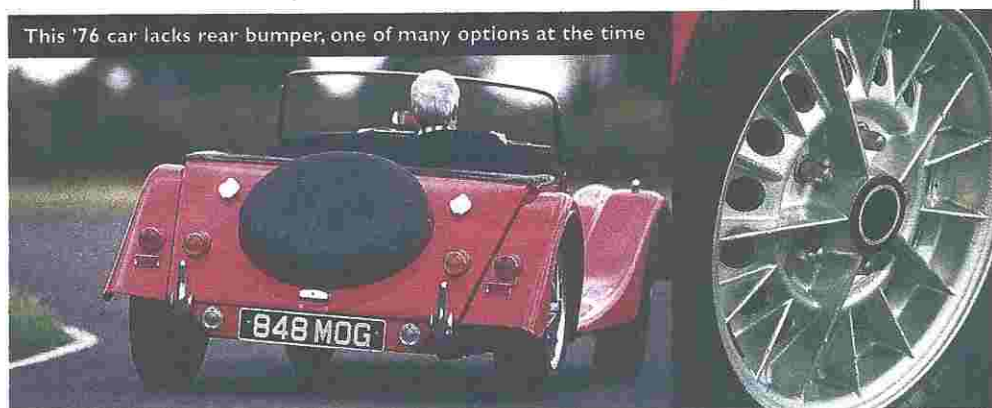
Many other details reflect the onslaught of type-approval requirements. A high-level brake lamp is fitted above the external spare wheel, and side-repeater lamps now sit in the front wings. Pliable covers, in rubber or plastic, protect numerous sharp edges, such as hood-frame fittings or the ends of wiper blades. Cars are now delivered with wing-mounted side-lights disconnected (their lighting intensity falls below legal requirements), while the factory supplies sidescreens as a gift, thanks to their frowned-upon Perspex panes.

This current Plus 8 may be bigger and heavier than ever before, but it's also faster, better handling (thanks to the width of track and tyres), more comfortable, greener and safer. It remains Morgan's state-of-the-art flagship until the next evolutionary step. ♦

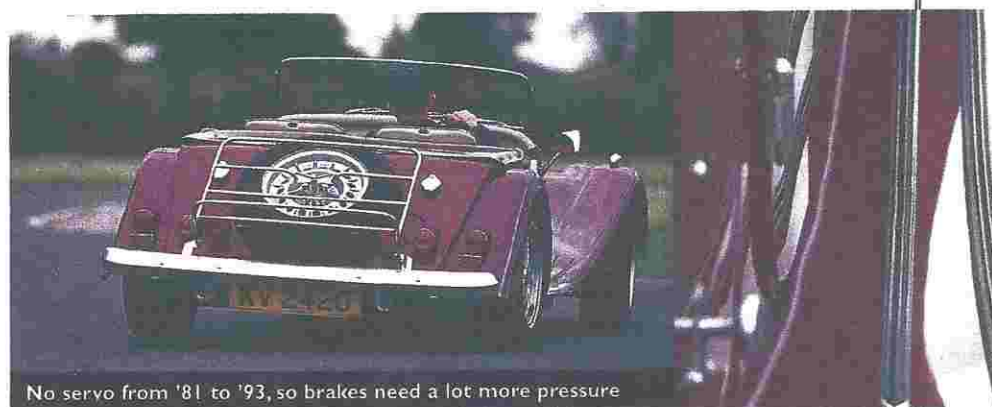
Thanks to owners Bob Cragg (1969), Paul Parken (1976), Kevin Vernon (1986), Colin Peters (1994) and Jeremy Lewis (1999), and to John Worrall of Heart of England Morgans (01299 250141) for organisational help.



Behaviour predictable on smooth roads, but skittish over bumps



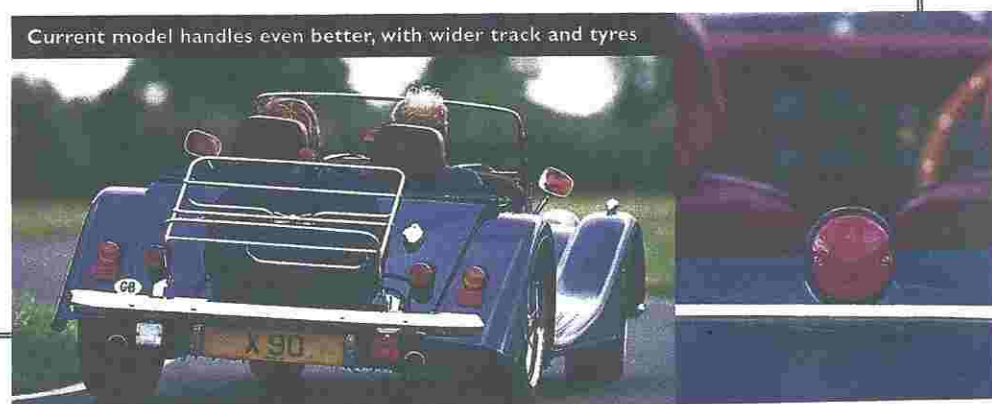
This '76 car lacks rear bumper, one of many options at the time



No servo from '81 to '93, so brakes need a lot more pressure



Telescopic rear dampers (from '90) improve roadholding no end



Current model handles even better, with wider track and tyres

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.