

# MOG LOG



*PHOTO FROM MAY 3, 2015*

# MAY 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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# MORGAN MOTOR CAR CLUB

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

"We could certainly  
slow down the aging  
process if it had to work  
its way through  
Congress."

**Will Rogers**



"Don't worry about  
avoiding temptation.  
As you grow older, it  
will avoid you."

**Winston Churchill**





## RUNNING On.....

"A ship is safe in harbor, but that's not what ships are for."

William Greenough Thayer Shedd

Likewise, a Morgan is safe in the garage, but that's not what a Morgan is for. I took my Ship, er, Morgan, out sailing on April 25 to the Frisco Farmers Market British Show and Slalom. A tedious drive as I did not take the tollway, but wonderful to get out. There will be more on that on another page.

We have been suggesting for a couple of months that the MMCC dues are being lowered for 2021 and many have rejoined, or joined anew. The club is 26 strong. But, missing are some of our friends, E. Canada, D. Hawkins, T. Murphy, L. Noland B. Parker, S. Parker, and B. Siegal. Hope we will hear from them soon.

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				Vincent (new)

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](http://www.texmog.com)

THE PREZ, etc.



***MORGANS...ROAD CANDY***

# FRISCO FARMERS MARKET BRITISH CAR SHOW AND SLALOM

Yikes!, did you miss it? There was a car show and slalom put on for our enjoyment by the Jaguar Owners club. Three Morgans showed up and 7 MMCC members and 1 lapsed member. Mostly Jaguars, a Midget, an Austin-Healey, and a Land Rover ran the slalom with some tire squealling and engine roaring. It was great fun to be outdoors and enjoying a British Car, and British car people gathering.

The light green Morgan is the Boyles, the dark green is Smiths' and the blue belongs to a new member, Jim Vincent. Jim and his wife were there and he joined on the spot with a 20dollar bill.

Since we took the non-scenic route (what one is in DFW) up Hillcrest and Preston, we agreed we enjoyed being out in the Morgan, but would love a trip to East Texas, and some fine (not crowded) curvy, scenic roads.



3 MMCC  
MOGS



XKE  
with  
its  
knee-  
pads  
in  
place



XKE coupe stripped down  
and ready for slalom!



## ***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](mailto:secretarytexmog@att.net)**

**May**

**June**

**July**

**Aug.**

**Sept.**

### ***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](mailto: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!***



## For Everything Morgan

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## Stop Press: A new Plus 8 GTR Special Edition for 2021

Morgan announced in February a revival of the Plus 8, with nine "Plus 8 GTR" special cars to be built in the summer of 2021, using bare Aero chassis (not CX) built before 2018 and now reclaimed from a previous special project which did not go ahead. They will be recommissioned and upgraded to an improved specification. The cars will use a BMW N62 4.8-litre V8 engine, possibly upgraded from the standard 362bhp. The nine cars will be offered with a 6-speed gearbox, either manual or automatic, as previous Plus 8s.

The transformed special project will be available in certain worldwide markets, subject to local rules on the importation of European vehicles. As part of the special projects programme, customers will be invited to commission their bespoke Plus 8 GTR



alongside Morgan's design team.

The exterior styling will be inspired by "Big Blue", the 1997 FIA GT racer which used the very first Aero chassis, with a hard top, five-spoke wheels and "aero" (dynamic) adjustments including a front splitter, rear diffuser and extra louvres and vents for cooling and downforce. The sketches also show full height doors in the style of the old Drophead Coupe and Aero 8 models.

The cars will be built up at Morgan's new M-DEC facility, near the Pickersleigh Road factory in Malvern Link, so as not to delay the normal production line. Further special projects are in the works for 2021.

Head of Design Jonathan Wells said, "Reviving a V8-powered Morgan at the current time may not seem like the obvious choice for a manufacturer firmly focused on new platforms and powertrains. However, when the opportunity presented itself to recommission a number of rolling chassis and create an exciting special project such as Plus 8 GTR, we embraced it fully. This project has allowed Morgan's design and engineering teams to revisit some of their favourite elements of past Morgan models, as well as experiment with some features that we hope will appear on future Morgan cars."

Story by Stuart Gosswein

I am pleased to report that NHTSA has completed the final replica car rule. It was signed on Jan. 15<sup>th</sup> and made public today:

[https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/replica\\_vehicles\\_final\\_rule\\_01192021.pdf](https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/replica_vehicles_final_rule_01192021.pdf)

The regulation does not take effect until it is officially published in the Federal Register. That could occur tomorrow or in the near future. I will let you know when that occurs and send the link.

We have had a chance to review the rule and believe it has addressed the issues raised by SEMA in comments on the proposed rule. Below is a quick summary of the issues. As you have a chance to review the rule, please let me know if you have any comments or questions. SEMA will be sending out the attached press release today.

Feel free to contact me if you have any immediate questions/comments.

Thank you, Stuart Gosswein

### Major issues addressed in NHTSA final replica car rule

**Size:** NHTSA adopted a size definition consistent with that adopted by the California Air Resources Board whereby the length, width, and height of the replica motor vehicle may vary +/- 10 percent from the original motor vehicle dimensions. It may also exceed that number for a warranted need such as incorporating an extra safety feature.

**Definition of "Resemble":** The agency recognizes that the law's permits the sale of vehicles that resemble a vehicle that is least 25 years old but is not an exact reproduction. NHTSA will take an individualized approach when determining that a replica car sufficiently resembles the overall appearance of the original vehicle, noting that there is a difference between the term "resemble" versus merely "inspired" by an older vehicle, or it "reminds" the public of past automotive heritage.

**Term "Body":** When applying the term "body" to replica cars, the agency will only be referring to the outside appearance of the vehicle. The term will not apply to the interior portions of the vehicle.

**Intellectual Property (IP):** Replica car manufacturers must certify that they own or have a license for the IP associated with the vehicle. However, the manufacturer is not required to submit documentation. NHTSA agreed that if there are any disputes, the U.S. Patent and Trademark Office or federal courts are a more proper venue for resolving the dispute.

**Multistage manufacturing:** In addition to replica car companies being the sole fabricator of the vehicle, NHTSA will allow replica cars to be produced in two or more stages. Under this scenario, the replica car manufacturer is the final stage manufacturer and responsible for instructing the incomplete vehicle manufacturer to assign a replica car VIN. (VINs are assigned by SAE and there will now be a unique replica car manufacturer VIN that will assist NHTSA in monitoring the replica car inventory.)

**Registration:** NHTSA has streamlined the regulatory text to clarify how the agency will process registrations and confirmed that registrations are "deemed approved" if processing has not been completed by the agency (unless additional time is necessary for incomplete registrations). NHTSA retains the authority to revoke a registration at any time if the manufacturer has failed to comply with the rules.

**Equipment:** NHTSA will permit manufacturers to comply with the replacement equipment provisions contained in the lighting and glazing standards (FMVSS Nos. 108 and 205), which allows manufacturers to comply with the standards in effect for the original equipment being replaced. If installing seat belts with retractors, they must comply with the current FMVSS No. 209 for seat belt assemblies. (NHTSA assumes that most replica vehicle manufacturers will provide three-point seat belts voluntarily or, at minimum, a lap belt.)

**Preemption:** The rule preempts any State safety standards for replica vehicles.

\* Due to United States government regulations that require that each engine must be certified yearly, these vehicles will not be sold in the U.S. for at least a year or longer.

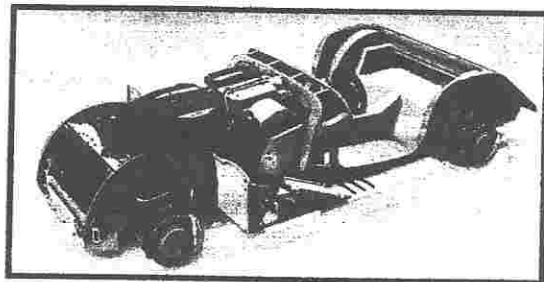


Figure 1- New chaise for +4 & +6 Morgans



## AUTOWEEK:

Way back in March, at the beginning of COVID-19, we did a [story on the Morgan Motor Co.](#), the tiny U.K outlet that cranks out about 800 cars per year. The story asked the question, are Morgans really made of wood, as legend has long had it?

Here's another question: When, if ever, will Morgan once again offer a four-wheeled car in the U.S? The question popped into our heads when the [FAST Act](#), or Fixing America's Surface Transportation Act, came up in conversation the other day. That was passed way back in 2015. The act said the National Highway Traffic Safety Administration had until December 2016 to write rules allowing boutique carmakers — such as Morgan — to start selling their cool cars here. But NHTSA hasn't done that yet (no surprise), so last year SEMA sued NHTSA. As this is being written NHTSA and SEMA are still haggling, and NHTSA claims the ruling will be complete in January.

Meanwhile our man in Europe, Mike Duff, dug up some updates at Morgan and filed the following report:

Things happen slowly at Morgan. The English sports-car maker has been doing things its way since its founding in 1910, and staying well away from fashion has proved a successful strategy for most of that time: The 1950 Plus 4 was only retired earlier this year.

Although the company has sold cars in the U.S. at various stages of its long history, it hasn't offered any four-wheeled products since the expiration of the smart airbag exemption allowing small numbers of its V8-powered Aero 8 to be imported. Morgan recently announced the retirement of its Edwardian trike that is the Morgan 3 Wheeler. It was sold as a motorcycle in some states, and it now means the company's U.S. dealers are facing a fallow time.

It wasn't meant to be like this. Morgan wants to bring its two spiffy new models — the BMW-powered Plus Four and Plus Six — to the States under the aforementioned FAST Act. It included a clause allowing replica cars resembling production vehicles made at least 25 years ago to be sold without the huge expense of full federal approval. But Morgan, too, is waiting on



NHTSA to implement the clause. So even though Morgan's new cars were designed with the rule in mind, they can't come in.

"It's challenging, to say the least, because this has now been going on since 2016," Morgan managing director Steve Morris told *Autoweek*. "And I think that with a new administration coming in it's likely that replica cars aren't going to be the No. 1 priority."

The FAST Act allows a maker to sell up to 325 replicas a year, which could be a huge boost for Morgan — with total production of 850 cars last year.

"Our dealers in the U.S are obviously keen to expand the proposition, so it's been really tricky for those guys," Morris told us. "Anything that we do — any announcements that we make — the U.S. is always the biggest market from a numbers point of view. There's still huge interest in Morgan in the States.

"The opportunities are obviously significant for us, which is why we're putting huge effort in the background," Morris said. "We can't influence the external factors, but we're doing everything we can internally in preparation. So if and when it happens, we'll be ready."

There is some good news, though. Although today's 3 Wheeler is retiring, largely because its U.S.-built S&S V-twin engine can't meet European emissions standards, Morris confirms that the trike's replacement — with an emissions-compliant engine — is definitely coming to the U.S.: "The next-generation 3 Wheeler is a fantastic opportunity for us and something that we look to expand on in terms of the excitement and experience of the previous one," he told us.

So look forward to the next Morgan 3 Wheeler, but also keep your fingers crossed it gets joined by some four-wheeled sisters.





# 1938 Morgan

## AVON COUPE



## The Drop Head Coupé prototype known as “Uncle George’s Winter Carriage”

WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO

If you're a fanatic about a particular marque, the ultimate reward is owning a prototype built by that company.

While owning a limited-production model is rewarding, being in possession of a one-off prototype is considered by many to be the Holy Grail of car collecting.

For life-long Morgan enthusiast, collector, and restorer Mark Braunstein, of Sanford, Florida, the dream of owning a truly special Morgan came true back in 2005 when he spotted a 1938 Morgan listed for sale on the internet in the U.K. He tells us, “This was the prototype of a classic Morgan model. It was an early car, and I collect early Morgans. I couldn't resist the history and provenance of this car.”

In the town of Warwick, about 75 or so miles northwest of London and about 60 miles east of the Morgan factory in Malvern Link, there was a small coachbuilding company called Avon Coachworks. This was the coachbuilding firm that H.F.S. Morgan contracted to build a coupé-bodied model for his growing car company. His goal was to have a more upscale sports car, one that would be far more comfortable and better appointed than the small three-wheelers that the manufacturer was well-known for.

Although the prototype that Avon produced had a folding convertible top, it was referred to as a “coupé.”

In August 1937, Morgan introduced its new 4-4 model—which stood for four wheels and four cylinders—and it was one of these bare chassis, constructed by Rubery Owens and stamped with chassis number 600, that Morgan sent to Avon to be clothed in a coachbuilt body. Avon built just a single coupé prototype—it's the very same car featured here. Since its production, this car has been well documented by the Morgan factory and several noted Morgan historians to be the very first Morgan Drop Head Coupé ever built.

After this one-off Morgan was created, it was used by the company's founder's son, Peter; then his sister, Stella, took the one-off Morgan on her honeymoon in 1939. But where it got its nickname—“Uncle George's Winter Carriage”—came about because the manager of the Morgan factory, George Goodall, used the car extensively for trialing (aka hill climbs) during the winter months.

In addition to being Morgan's first Drop Head Coupé, it's also the first Morgan fitted with trafficators and the first powered by the Standard Special four-cylinder engine. Prior

to using this engine, the early four-wheel Morgans were motivated by a Coventry Climax four-cylinder; this was the early flathead design. The Standard Special, which was produced by the Standard Motor Car Company, was an overhead-valve design, which was quite modern for its time. Sporting a cast-aluminum rocker cover with the name “Morgan” cast into it, the little engine displaced 1,267 cc. Fed by a single Solex carburetor, and having a 63 x 100-mm bore and stroke along with a 6.8:1 compression ratio, it put out a somewhat delicate 38.8 horsepower. Although power delivery is sluggish, the engine's long stroke makes its running quite smooth. Behind the engine sits a manual Moss four-speed gearbox, while four-wheel drum brakes slow the car down.

According to Mark, who is well versed in Morgan history and also owns two three-wheelers, one of which is a 1934 Matchless V-twin; a '51 flat-radiator two-seater; an '81 4/4; and an '86 Plus 8, “This Morgan prototype differed from the production two-seater in that the Coupé had high doors that opened from the rear, a fixed windscreen, and a three-position hood that was fixed to the rear of the body. It also had a spare-tire





cover and a rounded rear deck, both of which were not economical to produce, so Morgan decided not to include them on the production Drop Head Coupé's design. Besides its unique bodywork, it also has a modified roadster dashboard not seen in any other Morgan."

If you own the book *Original Morgan 4/4, Plus 4 and Plus 8*, you will see this car profiled on page 19; same license-plate registration number, but painted an incorrect red instead. This was before Mark found it, when the Coupé needed to be properly restored. "When I found it, some restoration had been started, but it had to all be redone as it wasn't correct. Only the engine rebuild was retained. The rest of the car was a basket case and came in boxes," Mark tells us. As a result of his painstaking work and authentic, factory-correct restoration, Mark's Morgan won First in

Class at the Morgan Owner's Group South 40th meet, and a Judges' Special Award at the Morgan Car Club Washington, DC, Concours, as well as many other first- and second-place awards.

Nowadays, Mark adds about 250 miles to the Morgan's odometer each year, telling us: "I try to drive it on a short run at least once a week. But this car is small. Folks in the U.K., in the 1930s, were much shorter and slighter than Americans of today, so I don't fit well. On the road it drives like a vintage car. I don't really think I go fast enough for 'handling' to be a consideration. It has good power and acceleration for a car of this age. The manual brakes make things a bit scary in modern traffic, and no one knows what the trafficators mean, so I use arm signals. I usually don't go above 50 mph, but there is still some power left. The gearbox shifts smoothly except when I forget that there is

no synchromesh on first gear. And the brakes work adequately, although the cables tend to stretch, and setting them up correctly is the key. Once set up, they work well enough."

"This car is a genuine piece of Morgan, and really British, automobile history. It is elegant, and I enjoy just looking at it. It's a real piece of 'garage art.'" 🏆

#### SPECIFICATIONS

Engine	OHV four-cylinder
Displacement	1,267 cc
Horsepower	38.8 @ 4,500 rpm
Compression ratio	6.8:1
Gearbox	Moss four-speed manual
Steering	Burman-Douglas cam-and-peg
Brakes	Cable-operated 8-inch Girling drums
Wheelbase	92 inches
Total production	1



## 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.**