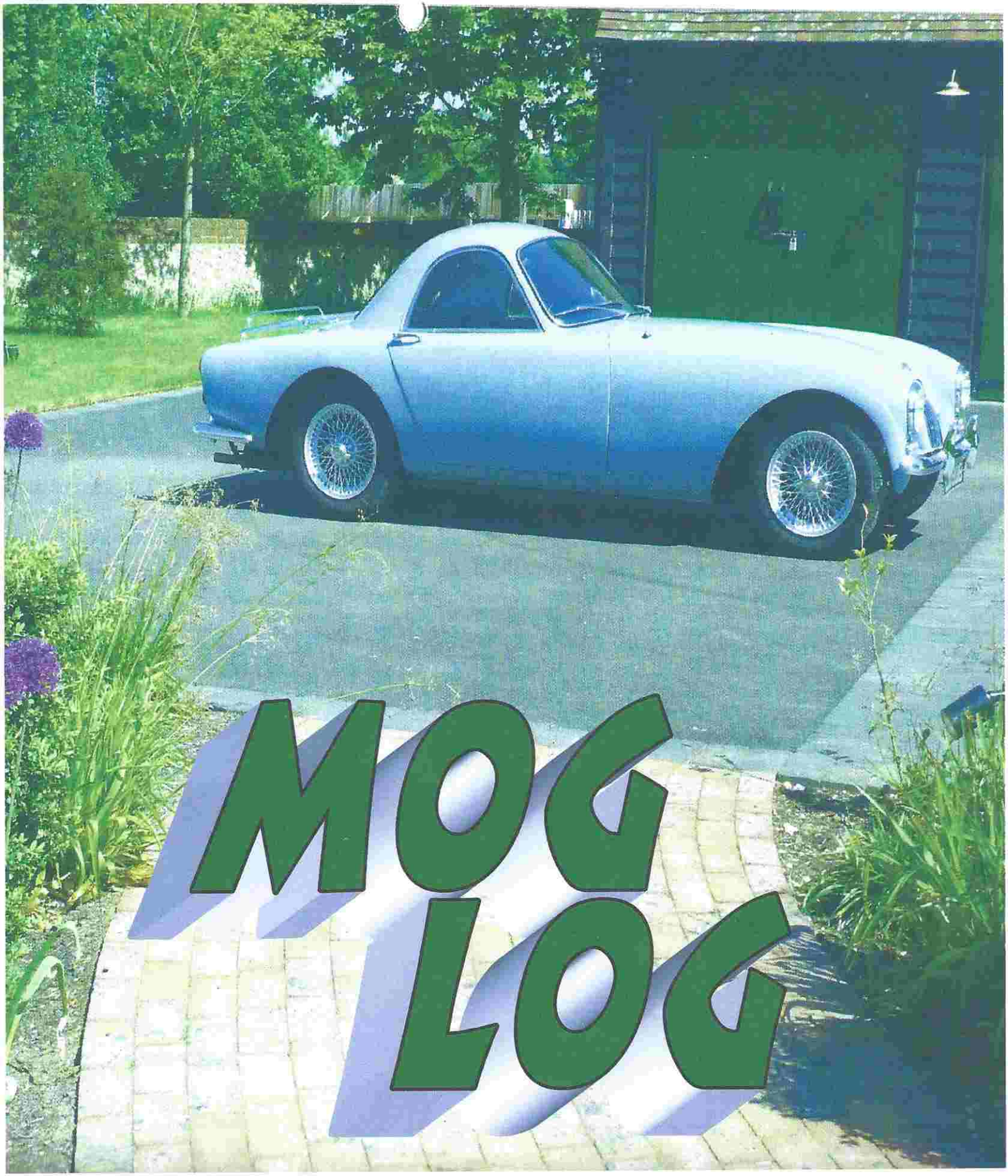
AUGUST 2021



MG LOG

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!

MORGAN MOTOR CAR CLUB

PRESIDENT
EDITOR
TREASURER
MEMBERSHIP CHRMN.

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

secretarytexmog@att.net

WEB ADDRESS:

www.TEXMOG.COM

REGALIA
Jeff Smith
2720 Wexford
Plano, TX. 75093
jsmith6844@gmail.com

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

wmj3@att.net

Besides the articles contributed by our usual "quote" sources, I want to thank Ted Glover, former President and current member of MMCC, for his contribution of various technical articles and other interesting articles used from time to time in this newsletter. I also want to thank Carl Dreher, former member, for the article on "Racing Morgans".

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

RUNNING On.....

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

I think our last dinner was 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 week, and last month we felt sort of comfortable meeting. But 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 5th and if you feel comfortable please join us, masks in place. See you at 6:30 or 7pm.

The article following this page is something I found interesting, after all the Boyles are paying $$ to insure our Morgans and Mini. So I thought I would use some of Hagerty's articles concerning vintage vehicles.

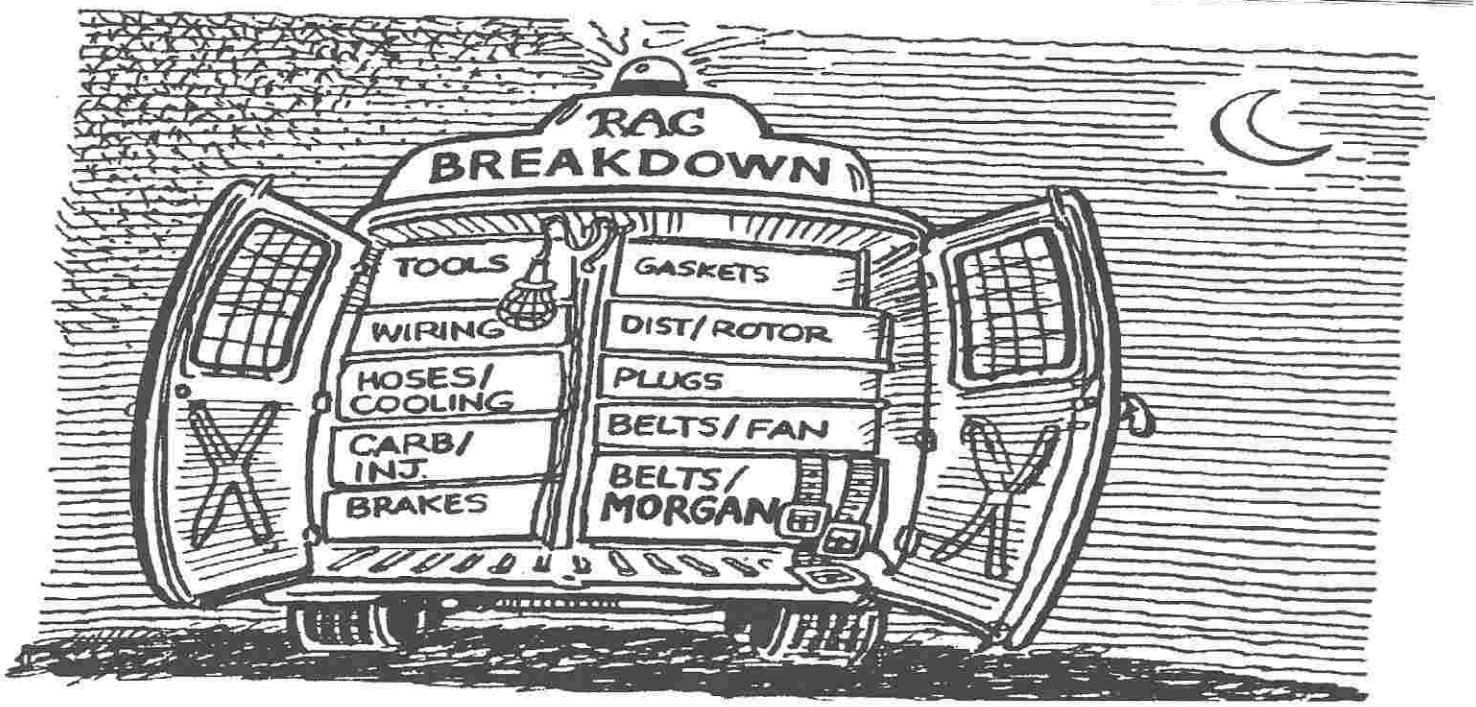
.

See you Thursday, August 5th at Back Country BBQ.

Check the website, www.texmog.com

the Prez

MORGANS...ROAD CANDY



Parted Out? The future of car components in an EV world – Hagerty News

This is the latest in a series of articles on the future of classic cars in an electrified world. We've examined the impact of internal-combustion engine bans in Europe and explored what regulations might come into effect in the United States. This week, we get more granular: what is the future of the myriad parts that keep gas engines going?

Barely a month goes by that some automaker doesn't announce that their future lies in electric vehicles. Last week, Renault said that more than 90 percent of its production would be electric by 2030, joining a growing list of auto brands that have committed to abandoning fuel burners for full electrification before the decade is out. Auto suppliers, the companies that produce the belts and hoses and water pumps and spark plugs that make engines run, are furrowing their collective brows, wondering whether there is a future for an industry that has been around for more than a century. As a car enthusiast, it's hard not to feel like a dinosaur as it watched the meteor blaze across the sky.

"Just in the last two months, the phone calls I've been getting have really heated up," said Mike Spagnola, vice president of OEM and product development programs for the Specialty Equipment Market Association (SEMA), the industry trade group for makers of aftermarket components which includes classic vehicle parts suppliers. "I like to work on gasoline vehicles, but you can't ignore the fact that this is coming."

Well, what is coming, exactly? We know that some luxury brands like Cadillac and Jaguar have said that they are building their last gasoline powered vehicles. Cadillac says that it will not replace any of its internal-combustion engines as they go out of production and the brand expects to be fully electric by 2030. The world's largest automaker, Volkswagen, which despite the pandemic built more than 25,400 vehicles every day of 2020, is shoveling $33 billion into a massive electrification effort. All work on internal combustion engines at VW will stop in 2026, the company says, and it promises to make its entire supply chain completely carbon neutral in the process. VW is so big that the company figures that it alone is responsible for 1 percent of global carbon-dioxide emissions.

The companies that produce the belts and hoses and water pumps and spark plugs that make engines run are furrowing their collective brows, wondering whether there is a future for an industry that has been around for more than a century.

However, we also know that there are 278 million vehicles registered in the United States as of 2019, of which a mere 1.5 million are electric and another 3 million are hybrid. In 2020, pure electrics represented only 2 percent of the 14.5 million light-vehicle sales that year. SEMA figures that in any year, between 12.5 million and 13.5 million older vehicles get scrapped, meaning it would take more than 20 years to turn over the entire U.S. fleet of fuel-burning vehicles—and that's assuming we went to 100 percent electric tomorrow and the scrappage rates remained constant, which they aren't.

In fact, scrappage rates are going down as cars last longer and new cars get more expensive, making it worth it for owners to repair their older vehicles. As of February 2021, the average new car price was $41,066, a substantial layout in a nation where, according to the U.S. Census Bureau, the median income in 2019 was $68,703 and the average income was much lower.

So, a flood of new electric vehicles—130 models spread across 43 brands by 2026, according to one study—are landing in a market in which a tiny percentage of sales are currently electric and in which most people, when they buy, go for pickups and crossover SUVs. "If we reach 20 percent [electric] by 2025, that would be aggressive," says Brian Daugherty, chief technology officer for the Motor & Equipment Manufacturers Association (MEMA), an industry trade group for auto suppliers. "I personally think it will be lower."

Unsold electric cars may pile up on dealership lots. Auto manufacturers may appeal to government for help (it certainly wouldn't be the first time). Massive price subsidies, along with an expected drop in battery costs and increase in battery recycling, could make electrics more affordable, but the public recharging infrastructure still lags. Some states struggle even to keep the power on during heat waves and snowstorms. Only one thing is certain: nobody seems certain what will happen over the next decade.

The implication for owners of classic vehicles seems less murky, as it's likely that little will change for them so long as gas stations don't disappear (a revolution that nobody expects for at least several decades). While original-equipment parts suppliers are contemplating a future without engines, suppliers of parts to classic vehicles, a $900 million annual market, according to SEMA, will go on.

"Bigger suppliers are switching their R&D dollars," says MEMA's Daugherty, "but as long as someone can make a profit making a part, they will do it. Rubber belts, spark plugs, hoses—those are fairly easy to make. Where you may see a problem is in parts that are less common."

Suppliers may consolidate their product lines for engines, cutting the number of clutch types or spark plug part numbers they make, leaving some older vehicles out in the cold. This will come as no shock to owners of obscure classics, who have long struggled to obtain parts, but those who drive more common vehicles may, too, be left without adequate parts support.

The good news, says industry analyst Charlie Vogelheim, is that new technology such as 3-D printing will make obtaining some parts easier. "With 3-D printing you can bypass some of the past barriers to getting parts made, like tooling costs for molds and needing to buy a huge number to make it work out financially." Adds Vogelheim: more entrepreneurs like Corky Coker of Coker Tire will come along and "create profitable industries around keeping old cars on the road."

But current 3-D printing technology has its limits. It can't make a cylinder head or high-stress suspension components like tie-rod ends. At least, not yet. Even so, figures SEMA's Spagnola, any serious shortage of engine parts would be "years and years and years away. Superchargers and air intakes will be made for many years to come."

Which may be little comfort to the owner of a 1965 Mustang—already a 56-year-old car—who is planning to pass the car on to his or her children as a family heirloom. Timelines are long in the classic car world. Will a 1965 Mustang still be drivable in another 56 years?

Well, there is always electric conversion.

As with new electric vehicles, electric conversion of classics is in its infancy, but it is growing. The annual SEMA show in Las Vegas in November is where makers of aftermarket, restoration, and hot-rod components come to show off their latest products. Joining them in 2021 will be an increasing number of electric-conversion suppliers, and sprinkled through the halls will be a significant number of all-electric show cars. For the first time, the show will have its own section for electrics, and "dozens of people have contacted me about it," says SEMA's Spagnola.

"You can't deny the power," says Spagnola, who recently rode in a 1000-horsepower electric prototype from Faraday Future, a Chinese-owned electric start-up. Currently, the quickest-accelerating production car on the planet is the 1020-hp Tesla Model S Plaid, which can hit 60 mph in just over 2 seconds straight off the showroom floor.

Whether you find electrified classic cars to be novel, noble, or noisome, there's little question you'll be seeing more of them. Aftermarket outfits, such as David Silberkleit's Bugeye shop already do conversions; Jaguar Classic will put an electric motor in an E-Type; and General Motors plans to sell electric crate motors, which it demonstrated by putting one in a 1977 K5 Blazer.

Going fast never goes out of style, especially at SEMA, where independent companies like AEM Electronics, a well-known supplier of dash displays that is now building electric-motor controllers for EV conversions, will share the electric spotlight with major automakers like General Motors. Last year, GM showed off a 1977 Chevy K5 Blazer with what it called a pre-production version of an electric crate motor that will be sold through Chevrolet Performance. The original 400-cubic-inch small-block V-8 was replaced by a 200-hp electric motor from the production Chevy Bolt mated to a four-speed automatic. Total range: 238 miles. While the power may not sound like much, its more than the original engine (175 horsepower) and it comes with the instant torque delivery of an electric. More powerful versions of GM's eCrate package are surely on the way.

The blazing meteor seems to promise both radical, violent change as well as huge promise for the automobile as we know it. The dinosaurs may not survive, but new creatures will flourish that are likely to be just as interesting. In the end, notes the analyst Vogelheim, electrification may force the classic-car community to divide into those who want to preserve old cars as they are and those who just want to drive them, regardless of the power source.

"Is it about authenticity or mobility?" he asks. Each classic car owner will have to decide where he or she lands on that question, but it seems likely that, at least for the foreseeable future, the roads will be big enough for both.

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

Aug. **??**

Sept. 27-29 Fri.-Sun. ***Texas** All **British Car Days** is a 3 **day** event being held from Centennial Plaza in Round Rock, Texas, USA.*

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

PANTERA OWNERS CLUB OF AMERICA

(Thans to Marshall Smith)

ONLY IN CA WOULD THIS BE THOUGHT A GOOD IDEA: 'WORLD-SAVING' ELECTRIC CAR CHARGING STATION POWERED BY AN ON-SITE DIESEL GENERATOR....

Hi Bill and Judi,

Here is something I wrote about concerning a situation I have had with white mold/fungus growing on the rubber and interior of my parked cars.

Everybody has their favorite product when it comes to cleaning and preserving the rubber and vinyl components (tires, door seals, seats, convertible tops, floor mats...) of their vehicles. For years mine has been Meguiar's #40. Within the last twelve months I have expeienced a rash of whitish snowflake-design mold/fungus growing on the rubber/vinyl materials of a number of cars, on the tires, under the wheel arches, under the hood, and in the interior. It wipes off easily with my hand or my pressure washer.

The area that I keep the cars is dry and well ventilated, so I ruled out moisture as a cause of this mold/fungus. And, it does not on occur on the cars that are routinely driven, but the cars that sit for longer intervals. However, it does not happen on all the cars, but does happen in all parts of the garages.

I noticed the cars that were affected seemed to be the cars that I used the Mequiar's # 40 on. I was bewildered, of course, as I have been using this product for about thirtyfive years. Why would this happen now?

I spoke to my supplier--Car Car Specialties in NJ--and Larry told me #40 has some sugar in it which might be the cause of this growth. We ruled out every cause of mold/fungus we could think of, and #40 was the only constant.

His suggestion was to take P21s Total Auto Wash and wash all these areas well, and do it twice, then use a minimal amount of the #40, if I still want to use this product.

I have decided to try different products as an alternative, such as some marine products designed for moist environments and containing mold inhibitors.

I will submit the names of these products in a later article, once I figure out the best one.

It would be interesting to find out if anybody else has had this problem, and how they addressed it. Please write into the MOGLOG with your favorite rubber/vinyl products and if you have had any mold/fungus issues. I think the members would like to see what other members are utilizing as their rubber/vinyl care product.

Ted Glover

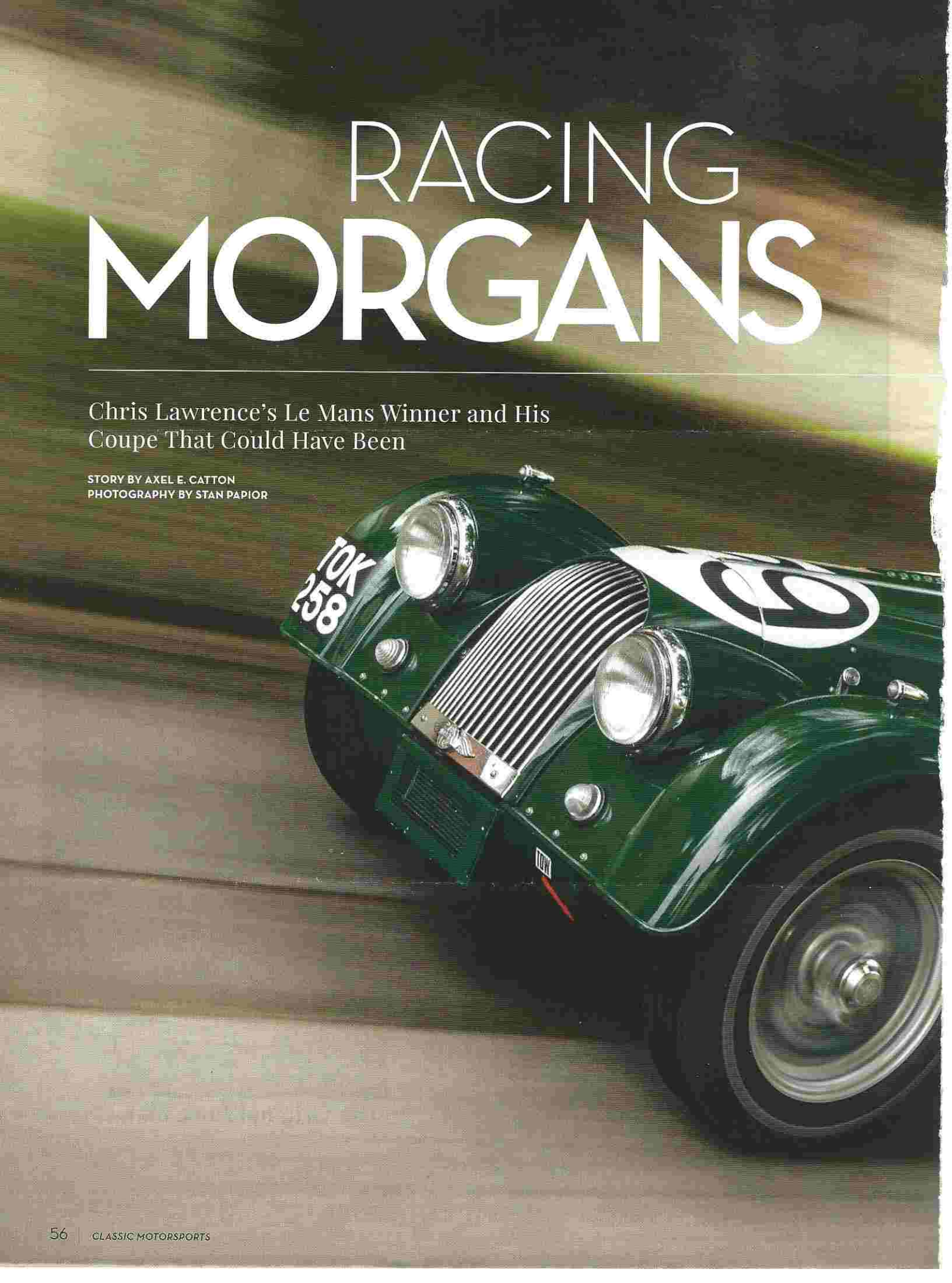
Anyone who wants to reply to Ted's article about your favorite rubber/vinyl cleaner products can send a reply to secretarytexmog@att.net.

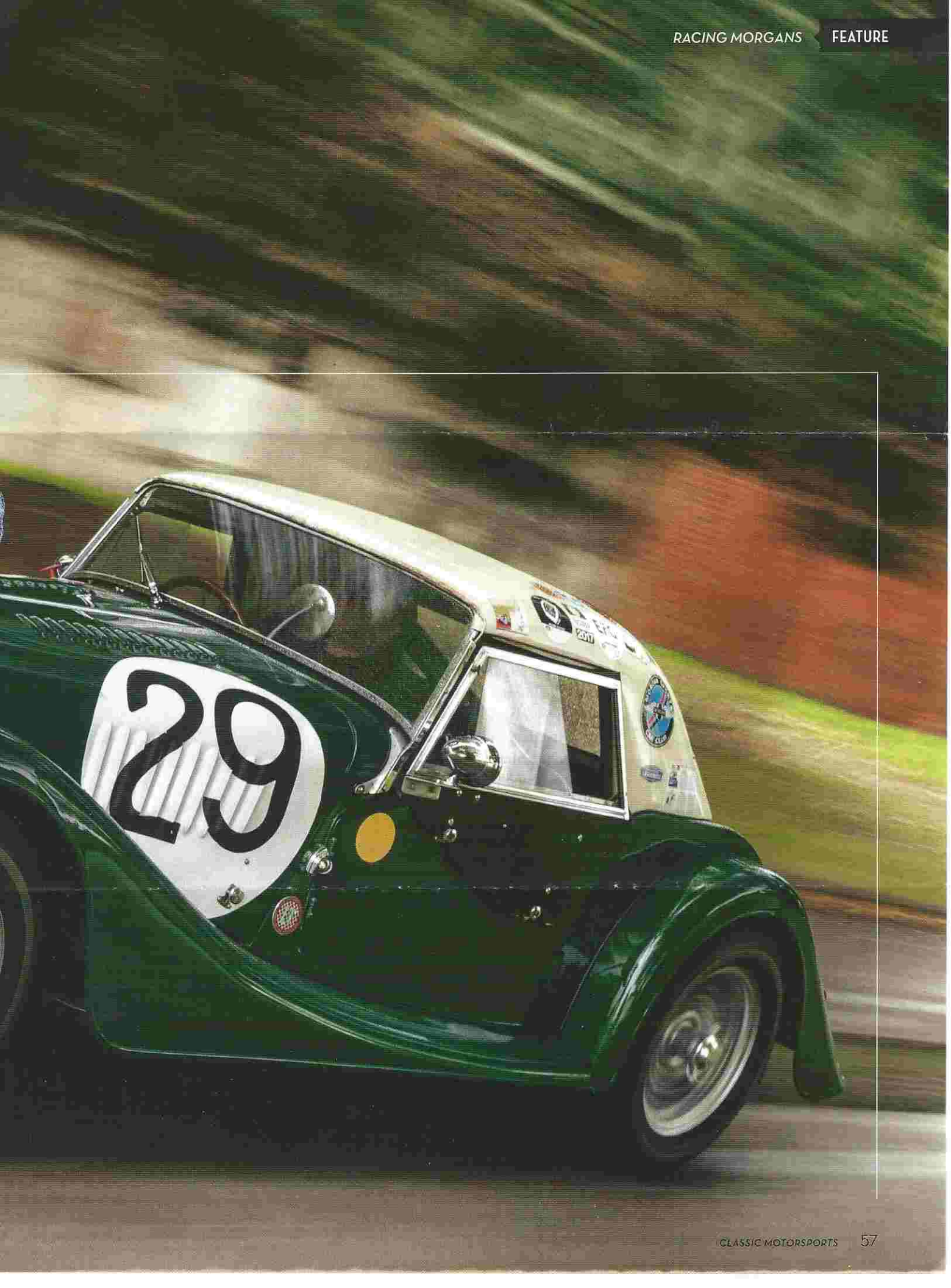
and it will be forwarded to Ted. Let's get some input.

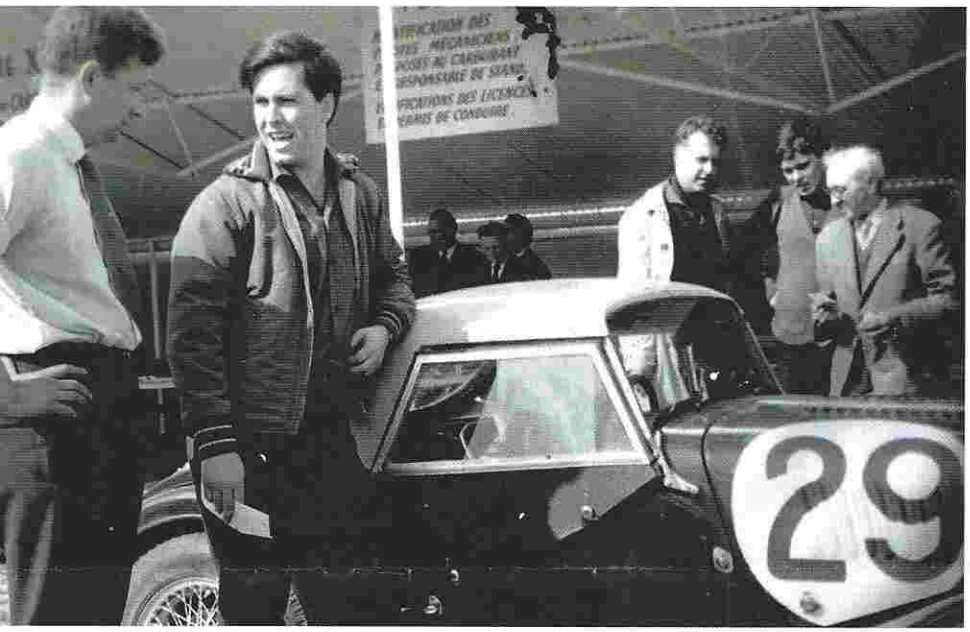
RACING MORGANS

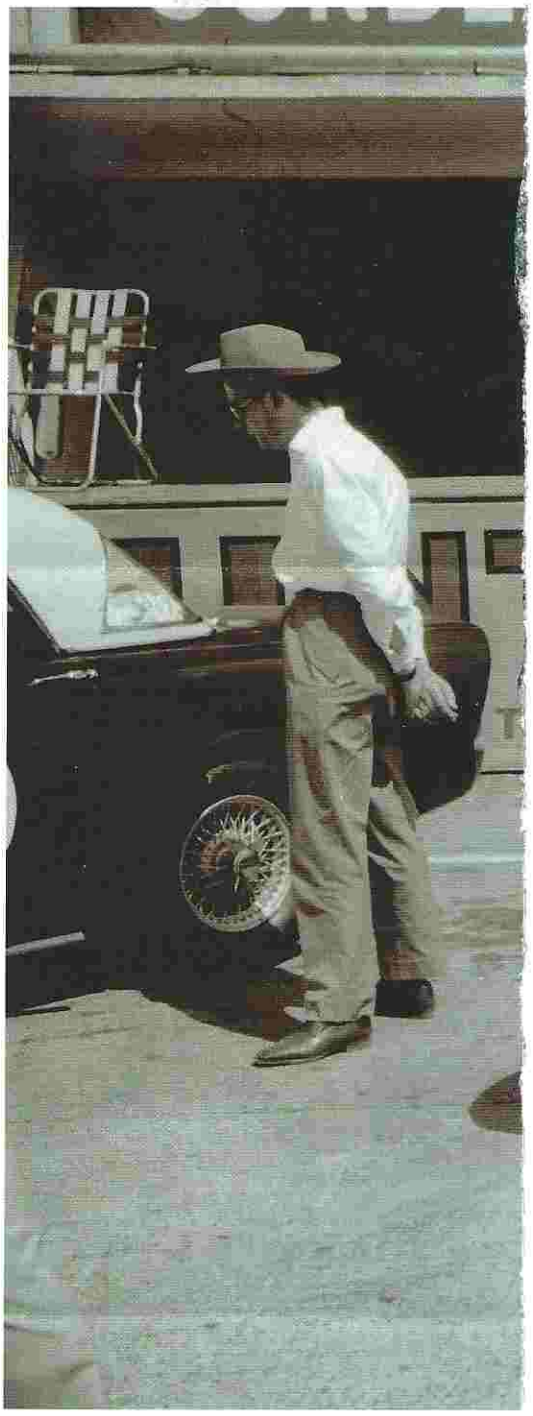
Chris Lawrence's Le Mans Winner and His Coupe That Could Have Been

STORY BY AXEL E. CATTON
PHOTOGRAPHY BY STAN PAPIOR




29





PHOTOGRAPHY CREDIT: MACHIEL KALF COLLECTION (B/W PICTURES)

The racing history of the Morgan brand is inextricably interwoven with one name: Chris Lawrence. Despite the manufacturer securing a class win at the French Grand Prix with a three-wheeler as early as 1913, it wasn't until the 1950s that Morgan racing was brought back into the news by Chris Lawrence, a young, ambitious engineer.

In the early 1950s, Lawrence had driven a number of national races in a selection of cars, from MGs to Bugattis. At the end of 1958–shortly after Lawrence had gotten married–the Englishman decided to go about fulfilling his lifelong dream of racing at the 24 Hours of Le Mans with a competitive car. At the cost of 650 pounds, he purchased a used 1956 Morgan Plus 4 equipped with a 2-liter Triumph TR2 engine carrying registration No. TOK 258.

At the time, Lawrence was running what today would be called a tuning company, Lawrence Tune Engines Ltd. His aim: to raise the 2-liter, four-cylinder's output from the standard 92 horsepower using a new cam and cylinder head as well as Weber carburetors supplied by Keith Duckworth, later of Cosworth fame.

The result was 138 horsepower in a car that weighed less than a ton. But at 900 pounds sterling, the engine work ended up costing Lawrence more than the entire car.

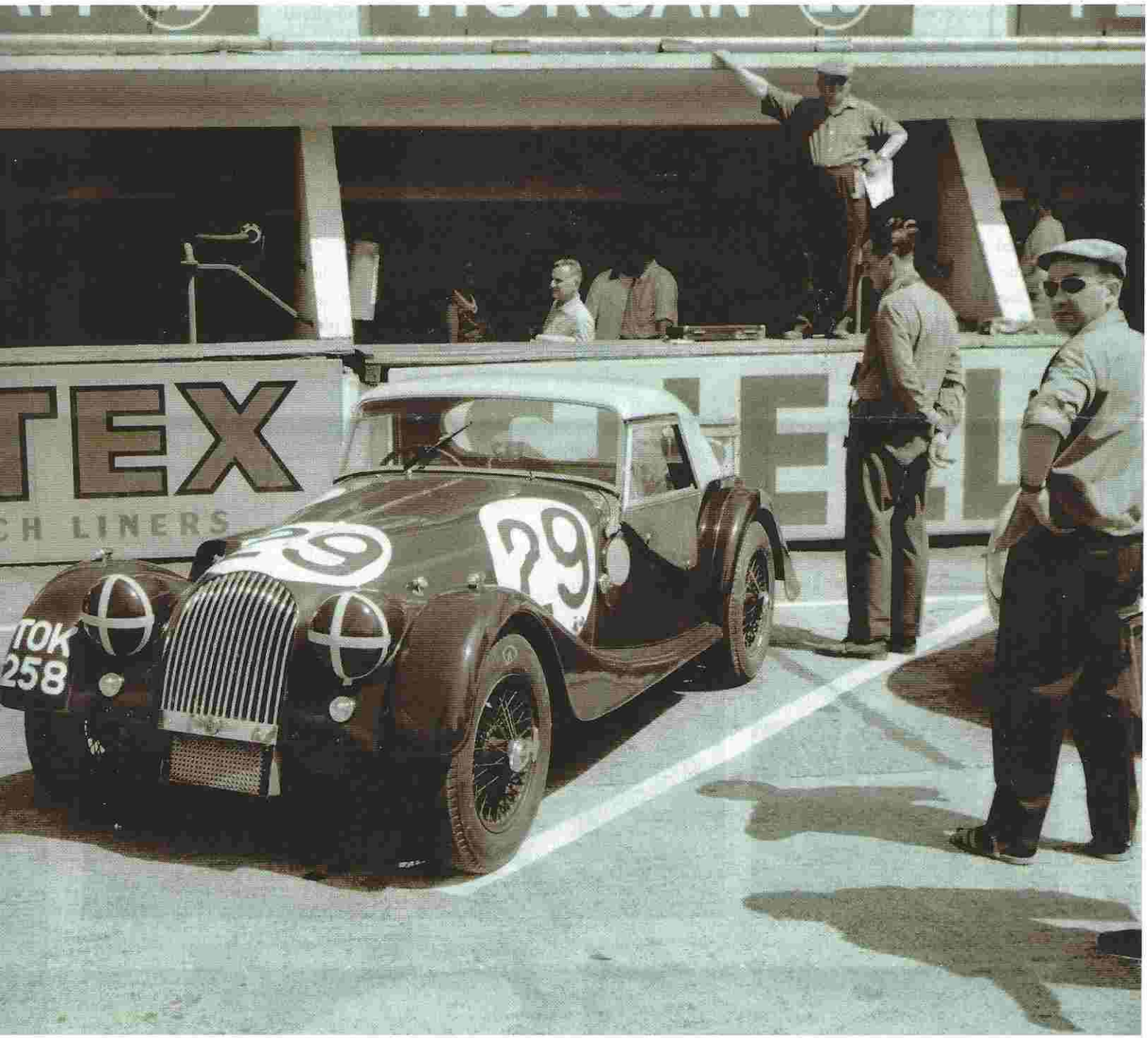
To reduce drag, Lawrence decided to use a lower Morgan 4/4 body. Another clear departure from the standard car was the aluminium hardtop, built by Lawrence himself and the only Morgan hardtop ever made out of metal. It improved drag and moved the center of gravity farther back, which in turn improved handling.

In the early 1960s, Lawrence attended a number of national races with TOK and even broke a lap record in the 2-liter class at Silverstone. However, his ultimate goal of racing in Le Mans remained.

His first attempt there came in 1961, but not with TOK. Armed with the knowledge he'd gained on how to increase that engine's output, Lawrence had purchased a brand-new Plus 4–registered as XRX 1–with support from the Morgan factory. In 1961, he and XRX made it all the way through the arduous scrutineering process, which took two full days and required no fewer than 24 different tests.

But shortly after an Automobile Club de l'Ouest official placed his stamp

Much of Morgan's postwar motorsports success can be credited to Chris Lawrence, on the left in the top photo, who gave the brand a class win at Le Mans in 1962. Richard Shepherd-Barron, shown talking to Lawrence in the same photo, co-drove the famed Morgan.


TEX
CH LINERS
29
TOK
258


LUCAS
BP ENERGOL
29


29
TOK 258

on XRX's paperwork, the approval was taken away. Other officials presumed that Lawrence's Morgan was nothing more than a 1930s car technically prepped up with disc brakes and therefore not eligible. To this day, it isn't clear if the disqualification was indeed the result of a protest by Lawrence's competitors at Triumph, who were wary of being upstaged by a privateer.

Just a year later, however, everything had changed. Company boss Peter Morgan had become aware of Lawrence's successes and granted him factory support. Indeed, he was so impressed that he had Morgan produce a limited series of Plus 4 Super Sports with the 4/4 body and Lawrence Tune engines–just like TOK.

The race itself took place June 23-24, 1962, with TOK entering the GT2 class for cars up to 2 liters. The only other contender in this category was the No. 60 AC Ace Bristol piloted by Jean-Claude Magne and Maurice Martin.

At 4 p.m. on the final day of the race, co-driver Richard Shepherd-Barron drove TOK 258 across the finish line on its original set of tires. In 24 hours, the little race car had completed 270 laps and covered 2255 miles with an average speed of 94 mph.

As Lawrence recalled afterward, TOK performed without any major incidents, with both he and Shepherd-Barron driving 3-hour stints.

On the Mulsanne straight, which was free of chicanes in the 1960s, TOK got up to 135 mph. It even surpassed 140 mph "heading slightly downhill into Indianapolis," Shepherd-Barron writes in his little book, "Morgan–Winner at Le Mans."

He adds, "You don't win Le Mans on the track but by how little time you waste in the pits." A split in the exhaust manifold was TOK's lone mechanical issue, and the team's pit time totaled no more than 28 minutes in 24 hours.

Of the original field of 55 cars, only 18 survived the grueling ordeal; TOK came in 13th overall. The AC Ace did not finish, making TOK 258 the GT2 class winner at Le Mans.

The post-race victory lap? Morgan mechanic Willy Edwards simply drove TOK 258 back to England.

A Lawrence-tuned Triumph TR2 engine still powers TOK 258; the slightly lower 4/4 bodywork helps the car's aero profile.

"Of the original field of 55 cars, only 18 survived the grueling ordeal; TOK came in 13th overall."

WHAT'S ONE WORTH?

1961 Morgan Plus 4 Super Sports
$103,600 via Bonhams 2020 Scottsdale
A genuine, Chris Lawrence-tuned Plus Four fitted with the same "low-line" bodywork he took to Le Mans.

BEHIND THE WHEEL

Today, TOK 258, Chris Lawrence's Morgan Plus 4, has it easy. Current owner and collector Keith Ahlers delivered it to our test day at Bicester Heritage–the former RAF airfield in the south of England–in the back of an obscure Ford Transit van.

The whole car looks so familiar, repeated in the 101 factory Super Sport versions of the 1960s as well as in the memorial run of 80 cars in 2002. The dashboard is still a solid piece of wood, even in the race car, and displays just a small number of additional instruments. With the exception of four-point harnesses, the interior doesn't look particularly race car-like at all.

The cabin is tight, and the bucket seats are tighter than the street ones. They pinch more, so you certainly wouldn't do hours in them–especially not a whole day. Any closed Morgan cabin is somewhat claustrophobic, but we found the race car's bespoke hardtop to be worse than the stock ragtop in that regard.

Once seated, Keith's friend and mechanic Billy Bellinger turns a little knob on the outside of the side curtains. "Otherwise, the wind will pull it out," he says with a serious face. Unlikely to happen today, though. Keith gets into our lead car and disappears without another glance, as if to say, "You'll be fine."

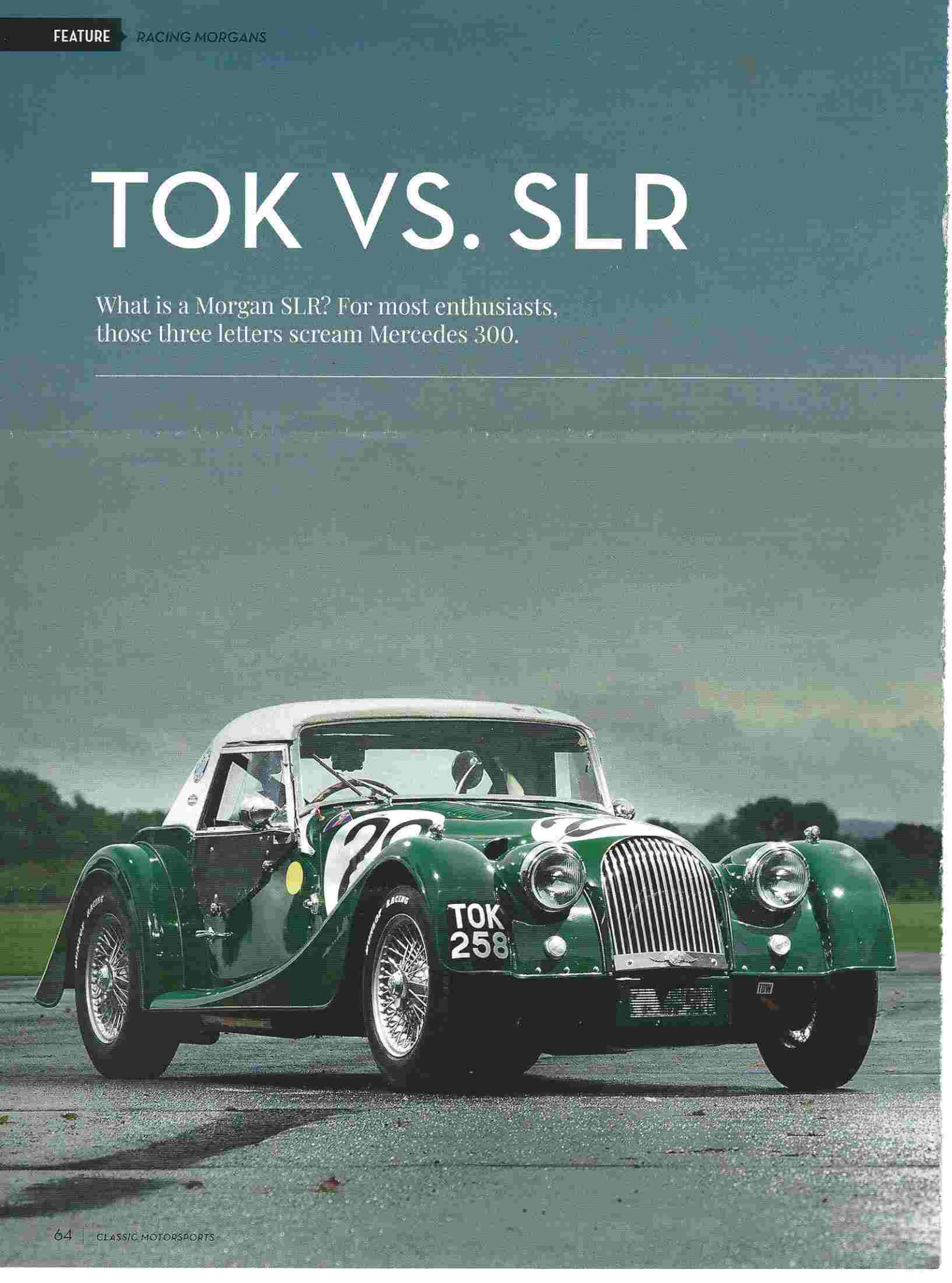
We expected a heavy clutch–difficult off the line, hard to steer, all that–and it couldn't have been more wrong. It was super-easy to drive, clutch and brake. The steering operation was almost docile and *lighter* than a street Morgan's–because stock tire pressure is 1.3 bar, close to 20 psi, and the race car runs 1.8 bar.

Because of that, the car was also much harder and louder–in the sense of being bangy and the suspension making more noise. Even so, the overall drive experience was surprisingly easy. And today TOK 258 doesn't have to go home on the road.

Despite the Le Mans pedigree, TOK 258 remains easy to drive, down to the light steering feel.

TOK VS. SLR

What is a Morgan SLR? For most enthusiasts, those three letters scream Mercedes 300.

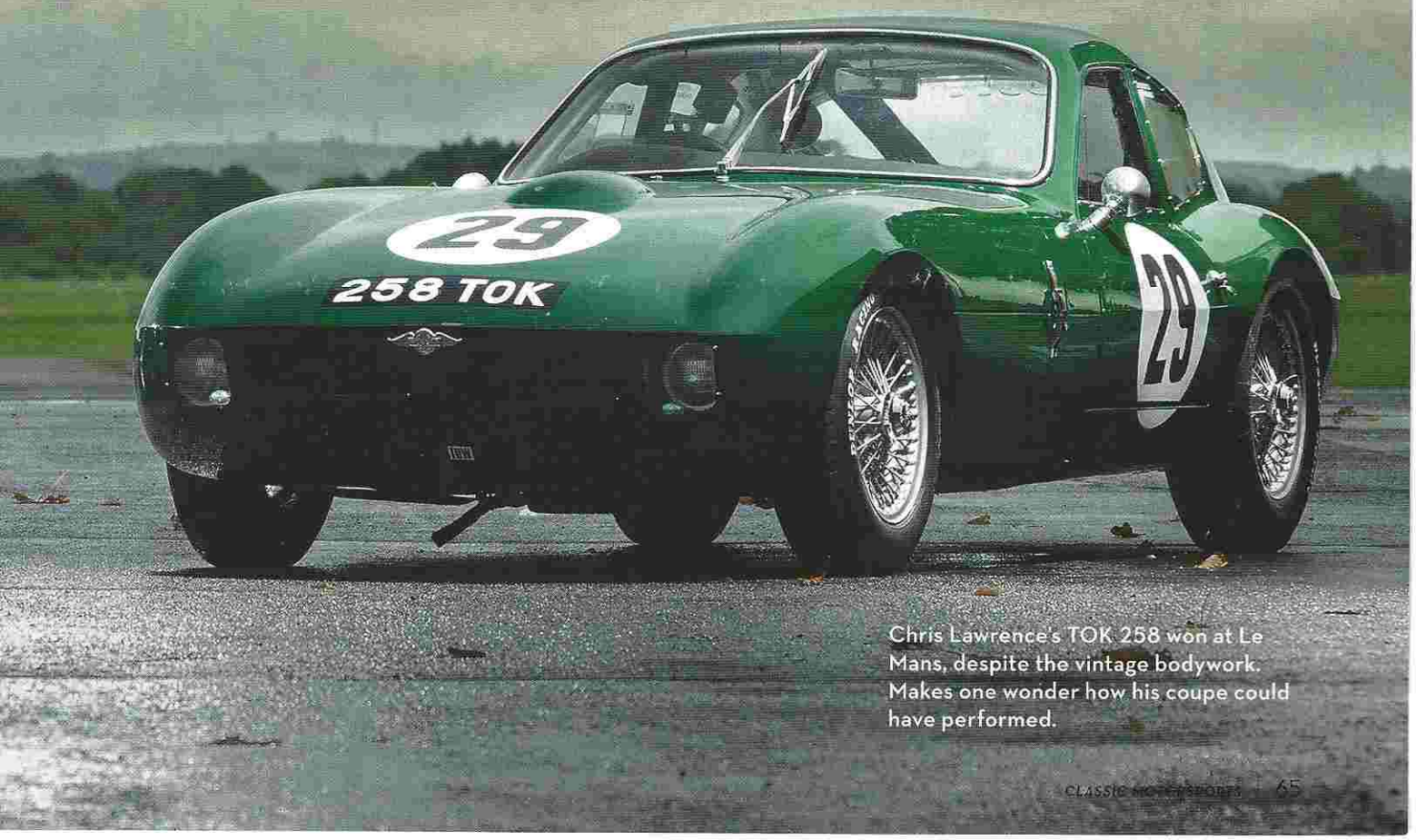


Keith Ahlers wouldn't be the biggest Morgan collector in the world if he didn't have another ultra-rare example: The SLR, which was the result of a collaboration between Chris Lawrence and John Sprinzel's Sprinzel Lawrence Tune Racing.

It was originally intended as a one-off body for a Triumph TR4, but Lawrence quickly saw the streamlined body as a means to make the Plus 4 more competitive. As luck would have it, the body fit onto the Morgan chassis with only minor adjustments. Lawrence ended up commissioning three vehicles, with Keith's car here being the last.

The green 1963 Morgan Plus 4 SLR carries registration No. 258 TOK, but that's just a later addition. "The plate came up for sale, and we thought we should have it for the SLR rather than anyone else," Billy Bellinger, the Morgan's mechanic, explains with a satisfied smile.

Even hardcore fans of the marque would have trouble recognizing the sleek and elegant-looking coupe as a Morgan. The attractively styled body, with its long hood and short deck, reflects the



Chris Lawrence's TOK 258 won at Le Mans, despite the vintage bodywork. Makes one wonder how his coupe could have performed.

1960s ideal of a sports car imprinted on us by the likes of the Jaguar E-type, split-window Corvette and Daytona Cobra.

At only 12.8 feet long, SLR takes up only a little more space than a standard Plus 4 but weighs considerably less at only 1675 pounds. The handmade body is formed in aluminium, and the lightweight windows are Plexiglas. "TOK 258 is incredibly close to a standard Morgan," explains its owner, "but the SLR in contrast is a real race car."

Bellinger, who has raced both cars in anger, explains the differences: "Driving either car is an enormously emotional experience for me every time. Technically, both cars are surprisingly similar, as they have the same engine, same brakes, discs at the front and drums at the rear, and the same suspension.

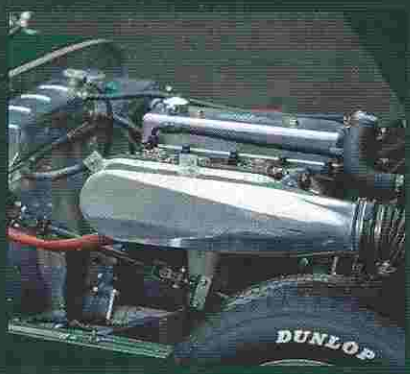
"But because of the SLR's enclosed body, it's like racing in a tin bin. It is significantly hotter than in the Le Mans car and it's noisier."

Since the power outputs are similar, the performance is comparable. The closed car's top speed is slightly higher on the straights because of its aerodynamic advantages.

Actually getting into the coupe is a challenge, too. Because of the sleek coachwork, the door aperture is even smaller and the sills are higher than TOK's. And then there are those tight seats.

Everything about this car exudes seriousness. TOK welcomes its driver with an almost light-hearted atmosphere, but the SLR leaves no doubt that speed is of the essence here. The 2-liter four-cylinder emits a deeper burble that sounds almost menacing. While TOK is a pussycat, the SLR is a lion.

The SLR's sleek shape–very contemporary for its 1963 build date–hides Morgan mechanicals. Where Morgan interiors typically feature wood, aluminum dominates this one.



High Zinc Castrol GTX 20-50W is BACK!

Your BACKROADs editors have received the following news..."Something you might want to share with everyone. Castrol has come out with 20/50 high zinc content for our cars - about half the price of Valvoline VR1 Racing Oil. The new brand is called Castrol GTX Classic, which comes in the 20/50w viscosity only. It is a high-performance formula for push-rod, flat tappet engines and performance cam applications. It is blended with high zinc and phosphorus content to help prevent premature aging, wear and metal fatigue on engines with high tension valve springs or performance modifications that create high contact pressure and extreme internal temps. NOTE - this oil is NOT for use in modern engines with catalytic converters or wet clutch applications."

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.