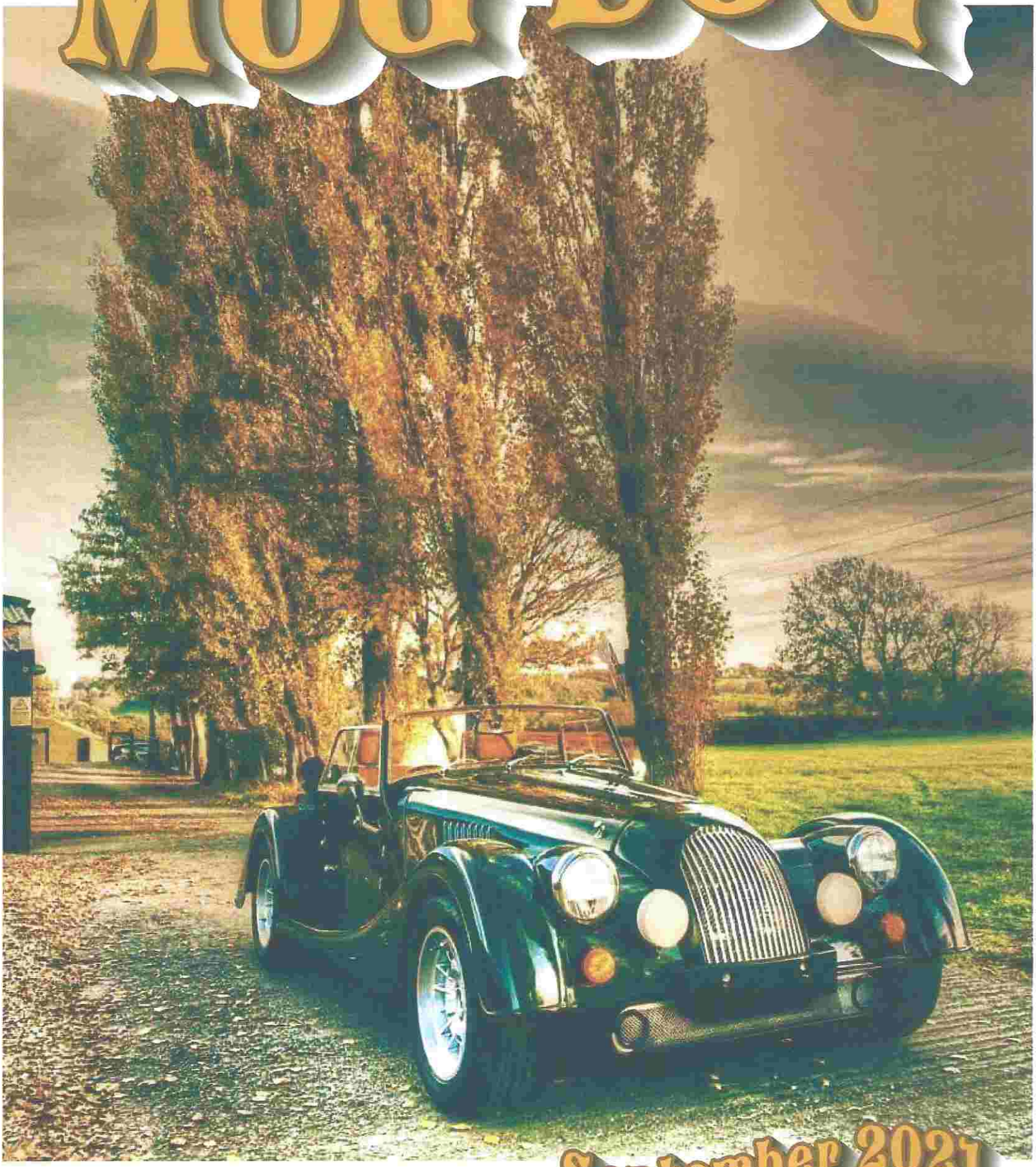
MOG LOG



September 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!

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

The hardest years in life are from ten to seventy.

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

Theres only way to avoid getting old, die young.

RUNNING On.....

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

I think our last 2 dinners were satisfactory and I hope we can still try keeping the club in touch in this way along with the newsletter. I realize the Covid Delta virus has grown fast over the last weeks, but last month we felt comfortable meeting again. Wearing masks and being careful is all those of us who are vaccinated can do. Bill and I are planning to have dinner at the Back Country BBQ Thursday, the 2nd and if you feel comfortable please join us, masks in place. See you at 6:30 or 7pm.

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

See you Thursday, September 2nd at Back Country BBQ.

Check the website, www.texmog.com

the Prez

MORGANS...ROAD CANDY!

BACK COUNTRY BAR-B-Q

19th ANNUAL

BRITS in the OZARKS

ALL BRITISH CAR & CYCLE SHOW

Benefiting the ALS ASSOCIATION

"Fighting Lou Gehrig's disease"

ALS Association
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Castrol

University of Arkansas Agripark
Fayetteville, Arkansas

October 7 – 9, 2021

Thursday, Oct 7	Friday, Oct 8	Saturday, Oct 9
Driving Tour	Driving Tour Parking Lot Party	Car Show Banquet

SPECIAL GUEST

John Nikas

Author

Car Display • People's Choice Judging • Concessions Available

Host Hotel

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

FOR REGISTRATION INFORMATION CONTACT

BILL WATKINS
479-636-2168
www.Britishironnwa.org

OR

DOUG SCHRANTZ
479-531-2783
dougschrantz@gmail.com

I missed this one for the calendar.

4th Annual Red River European Car and Motorcycle Show
The Red River Triumph Club is hosting the 4th Annual Red River European Car and Motorcycle Show on Saturday 02 October at the Tarrant County College (South Campus) in south Fort Worth. 100% of the registration goes directly to the scholarship fund the RRTC has sponsored with the TCC Automotive Program and is completely tax deductible. We are planning over 20 Classes with awards for the top three in each Class and for Best of Show. Registration will open at 9:30am, participant choice voting will start at 10 and close at 1pm with awards presentation at about 2pm. Sonic drive in restaurant will be open in the Student Center and DJ music is planned.
Come and enjoy the fine cars and bikes, beautiful campus, good food, and a 50/50 raffle.
Please pass this information on to your club, your friends and anyone who might be interested so we can get maximum participation.
Thank you,
David Pilcher
Events Coordinator, RRTC

Particulars:
TCC South Campus
5301 Campus Drive, Fort Worth, TX 76119
Registration at: http://rrtc.org/euro-show/

$25 per car registration

If above address does not work try: www.redrivertriumphclub.org

MMCC CALENDAR OF EVENTS

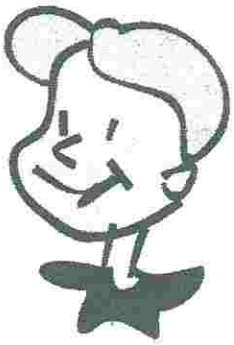
NOTE: New entries and revisions are in italic type
Entries in bold type are official MMCC events

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

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. For schedule and hotel info see website at https://www.specialtypartshop.com/txabcd/?page_id=24*
Oct. 7-9	*Brits in the Ozarks 2021 – Arkansas See flyer in newsletter*

ASK MS. JUDY



Dear Ms. Judy,
How many times can you drop a raw egg onto a concrete floor without cracking it?

I'm not real sure but a concrete floor is very hard to crack so it might take a while.

Dear Ms. Jusdy,
How can a man go eight days without sleep?

That's easy. All he needs to do is just sleep at night.

Dear Ms. Judy,
If you throw a blue stone into the red sea what will it become?

Wet

Dear Ms. Judy,
If you had three apples and four oranges in one hand and four apples and three oranges in the other hand, what would you have?

You would have very large hands!

Dear Ms. Judy,
Can an Ice Cream headache kill you?

An ice cream headache won't kill you but the sugar in the ice cream eventually will.

Dear Ms. Judy,
Do cold cucumber slices really relieve puffy eyes?

Sure, but I prefer them in a salad.

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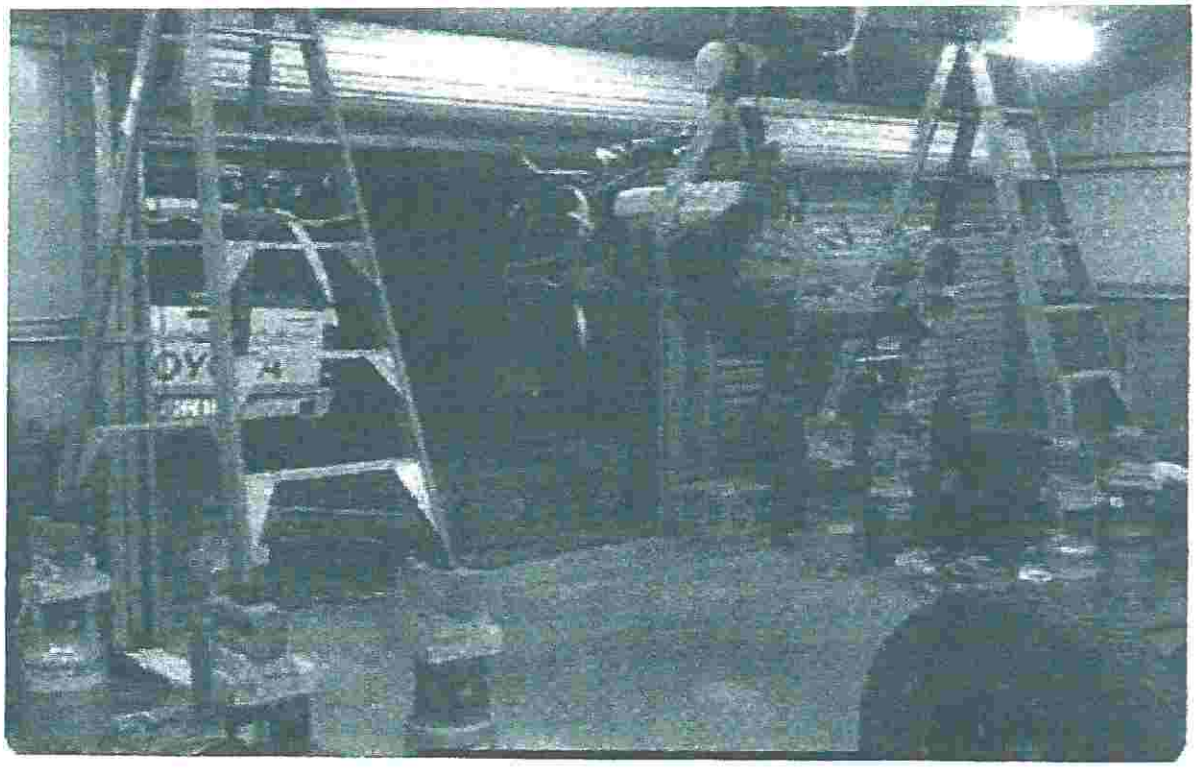


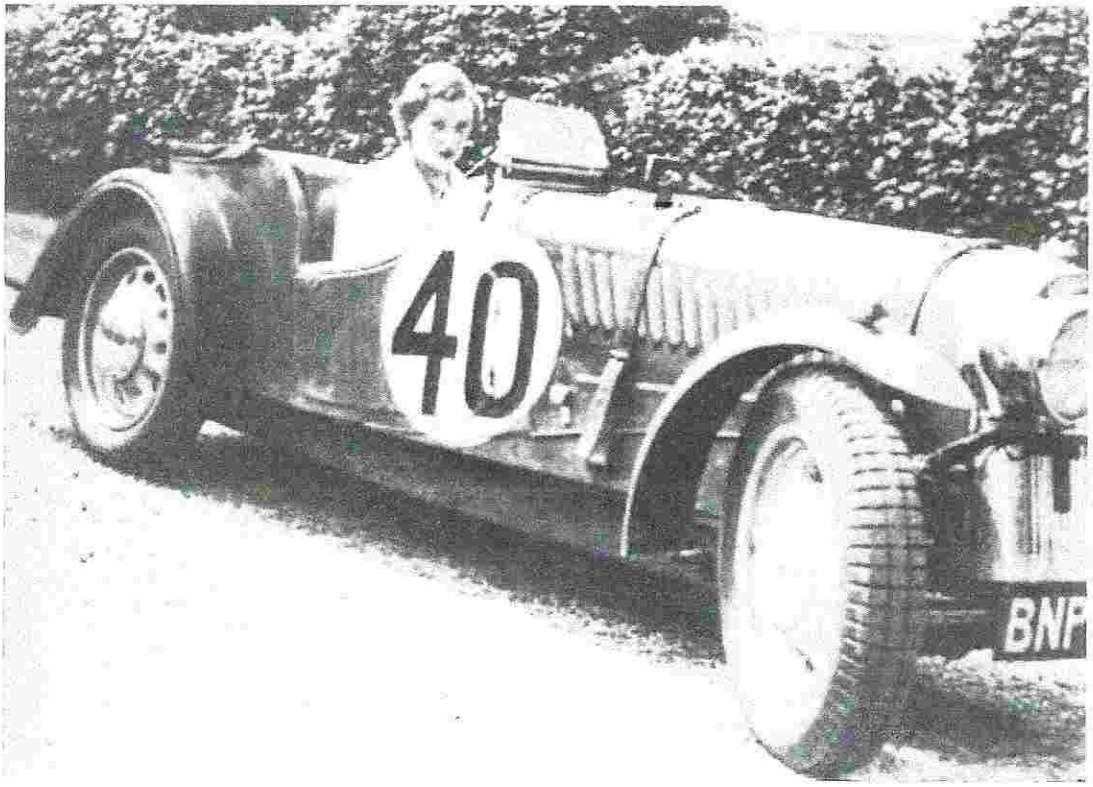
YOU DON'T NEED LOTS OF FANCY TOOLS TO WORK ON CARS.
YOU CAN DISCARD COMMON SENSE AND INNOVATE!

Prudence Fawcett

Prudence Fawcett was the daughter of a Sheffield solicitor. As a young girl, she became fascinated by sports cars and was encouraged by her Uncle Percy – a Bugatti owner and enthusiast.

She learnt to drive at the age of 17 and was a proud owner of a Wolseley Hornet. Prudence was not shy of mechanical work and was able to maintain her own cars to a high standard. As a true enthusiast, she was known to leather down her cars following a wet journey what ever the time of day or night.

As a young lady, Prudence swopped the industrial city of Sheffield for the more exotic location of Genoa, Italy where she experienced the thrill of the latest Alfa Romeos. Driving an Alfa Romeo 1750, she entered a minor event there and finished 2nd.



Prudence Fawcett in the 1938 Morgan 4-4 Le Mans car (Ref 12)

On her return to England, Prudence continued her association with Alfa Romeos. Together with her friends, Charlotte and Lance Prideaux-Brune, she imported Alfas into England for sale through their Winter Garden garage.

Like many young society ladies of the time, motor racing was a big draw and Brooklands a favourite venue. Caught up in the right crowd, Prudence was one of a party that went to Le Mans in 1937 in the Duke of Kent's private aeroplane. There she witnessed 'professionals' and amateurs, women and men, competing for 24 hours.

Back in England, Prudence decided that she wished to compete in the following years Le Mans race. Lance Prideaux-Brune had just secured the concession for Morgan at his Winter Garden garage having had his long association with Aston Martin terminated by the factory. Prudence became convinced that a Morgan would be the right car to do the job.

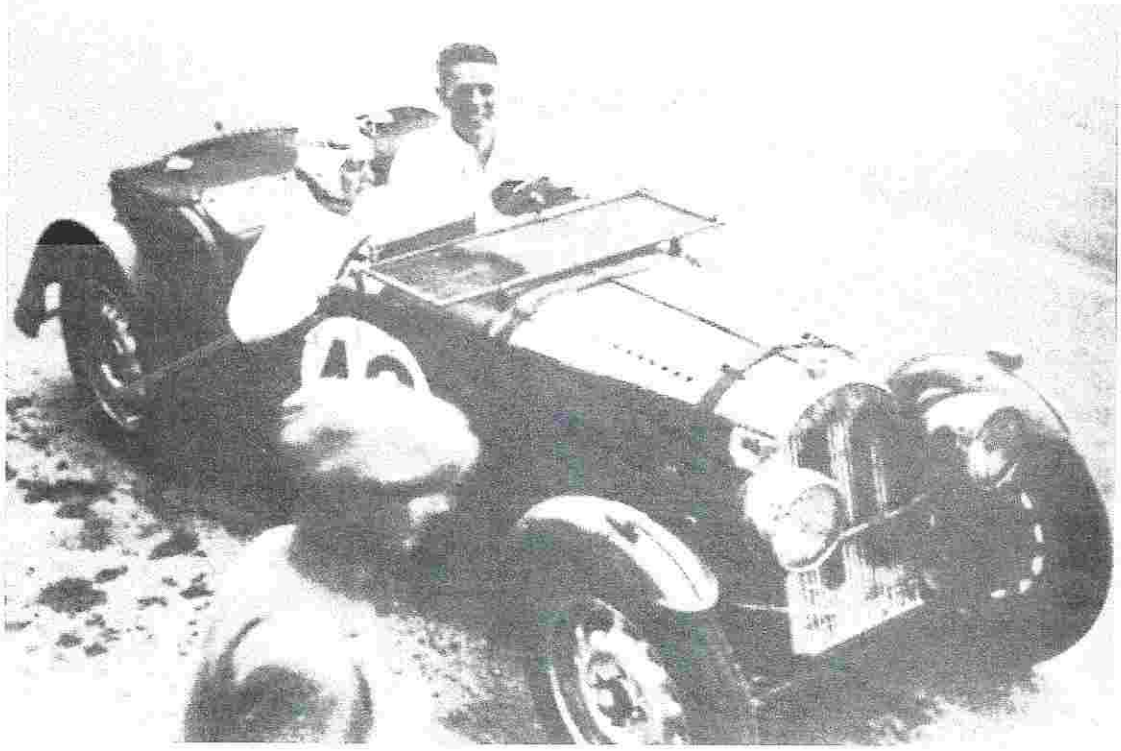
HFS Morgan was approached to supply a car. Although he agreed to Prudence's requests he was adamant that the Winter Garden garage run the whole operation.

Prudence then approached her friend Lord Wakefield of Castrol oils for sponsorship. She also persuaded Geoffrey White, the Winter Garden garage's Sales Manager to be her co-driver.

Once the Morgan, registered BNP 370, had been delivered to the Winter Garden garage, Dick Anthony gave the car a thorough going over applying his knowledge of the demands of 24 hour racing. The engine was prepared to 1098cc with a down draught carburettor, magneto ignition

and an 8:1 compression. The car was tested at Brooklands and found capable of speeds just less than 100mph.

The car was driven across France to the circuit with her girl friend and a base was established at the nearby Hotel Des Ifs. This was a popular hotel with Le Mans racers and had previously been used as a base for the Aston Martin works entries.



Prudence Fawcett and Geoffrey White at Le Mans in 1938 (Ref 11)

In the race, Prudence and Geoff changed drivers and filled up with petrol every 15 laps. A misfire caused by valve problems and water loss through a leaking radiator hose were their only problems late in the race. The Morgan finished a commendable 13th overall out of 42 starters and secured entry into the Biennial Cup. The Morgan had covered 1,373 miles at an average speed of 57.2mph. By comparison, the winning Delahaye averaged 82.4mph and the Alfa Romeo of Sommer was recorded as reaching nearly 150mph on the Mulsanne straight!

Post race, Dick Anthony fitted new valves to the tired engine and Prudence drove at great speed back to Sheffield. Her average to Calais was over 60mph!!

Racing was not Prudence's only love, she became engaged to a keen aviator. As a pact, Prudence agreed to give up motor racing if her husband gave up flying.

HFS Morgan and Prideaux-Brune were keen to exploit the opportunity to win the Rudge Whitworth Biennial Cup. They therefore agreed to enter a car at Le Mans in 1939 but this time to be driven by Dick Anthony and Geoffrey White. Prudence Fawcett agreed to enter the car.

As before, Morgan supplied a car to the Winter Garden garage for Dick Anthony to prepare for the race. An entourage from the Winter Garden garage together with Charlie Curtis from the Morgan factory drove down through France and set up base at the Hotel Des Ifs.

In the race the Morgan acquitted itself well finishing 15th overall and 2nd in class. Sadly, the Biennial Cup was won by a Simca-FIAT.

Prudence Fawcett's link with motor racing then disappeared although her love of sports cars remained with her to the end of her life.

▲ top of page

Information on this page has been gathered from historical journals and contemporary text books.
Please refer to the reference page.

© 2002 John Clarke

Balancing Wire Wheels and other Center Lock wheels: MOSS 12 october 2010

I don't know when you checked your wire wheels last, but I had occasion to get some new MWS tubeless chrome 60 spoke wire wheels from MOSS Motors and went through the process of mounting tires and balancing the lot. In the process I refreshed my memory on wire wheels, spoke integrity, spline condition, and the whole balancing process. Thoughts that are not regularly addressed.

Enclosed is an article written by MOSS Motors which was enclosed in the box for each wheel. It can also be read on the MOSS Motors website by referencing the heading of this short article.

I had the tires mounted and wheels balanced at a one-man shop Jeff Sloan uses for all of his customers wheels. The gentleman has been doing tires and wheels for twenty nine years, so he does have experience, however, it surprised me that he did use any type of wire wheel adaptor for his balancing machine. I had expected an adaptor of some sort--such as a Woodruff Adaptor--to be used, however, he used assorted cones that were littering the top surface of his balancing machine. I have not driven the car since I put on the new wheels, so I do not know how well these balanced out, and if lack of an adaptor compromised the final result.

One thing that did impress me though, was how true all four wheels were. These are MWS tubeless wire wheels sold by MOSS and manufactured in India. They have the chrome hubs and rims but stainless steel spokes and nipples with a metal valve stem. While they were being balanced I was observing the run-out with the intention of putting the best two wheels with the least amount of run-out on the front of the car and the other two wheels on the rear of the car. All four of the wheels ended up being so true that the decision was moot. At this point I used the wheels which needed the least amount of weight to balance out on the front and the wheels with the most weight needed on the rears, since run-out was not a factor. The front tires and wheels balanced out with 1.5 and .75 ounces and the two rear tires and wheels balanced out with 1.5 ounces on both.

Below is a sticker that was adhered to each wheel about wire wheel maintenance.

IMPORTANT: KEEP THE WHEEL CLEAN AND SPRAY WAXED. DO NOT USE ANY STRONG TYPE OF CLEANING SOLUTION , DETERGENT ETC. USE OF MWS WIRE WHEEL CLEANER IS RECOMMENDED.

wichtig: Das Rad sollte regelmaßig gereinigt und mit einem Wachsuberzug versehen werden. Keine aggressiven Reinigungsmittel etc verwenden. MWS - Speichenradreinigungsmittel wird empfohlen.

Supplemental Information & Instructions for
Balancing Center Lock Wire Wheels

A Little History

Back in the 1980s, we began receiving complaints about wire wheels that were "egg shaped" or so far out of round they could not be balanced. We wound up checking every wire wheel upon receipt using a jig mounted wire wheel hub and a pair of dial indicators. After 6 months, we knew beyond the shadow of a doubt that 99.99% of the wheels were within tolerances. Why then, were we getting so many complaints? It turned out to be the equipment used to balance the wheels. As the new computer controlled balancing machines came into use, our problems increased because the new equipment (and the new technicians) did not understand how the wire wheels had to be mounted in order to be balanced. We prepared these instructions and since then, they have been included with all our wire wheels. Complaints about wire wheels essentially stopped in a matter of weeks. Now, when we get a complaint about wire wheels, it almost invariably comes down to a shop that has ignored our instructions because they have total faith in their "universal" state-of-the-art equipment.

Before you take your wheels to be balanced...

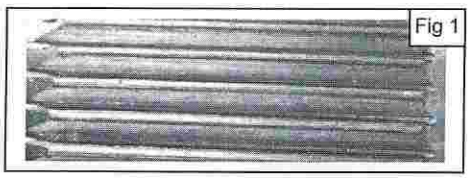


Fig 1

There are a couple of things than need to be done.

Check the splines

Jack up the car. Support it on jack stands.

Remove one wheel at a time, and thoroughly degrease and clean the splines on the wire wheel hub.

Inspect the splines carefully. Fig 1 shows new splines. Fig 2 gives you the traditional guide to worn splines. If the splines are worn, replace the hubs. Putting new wire wheels on hubs with worn or damaged splines will quickly damage the splines in the wheels.

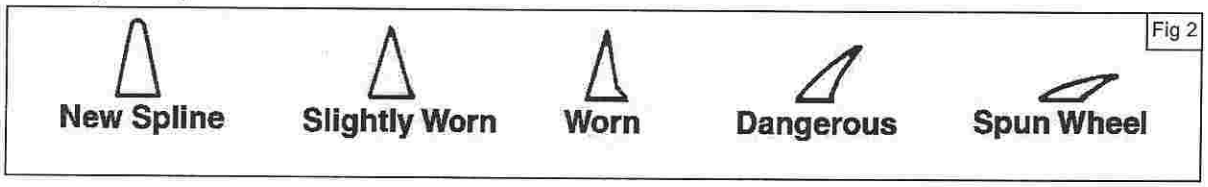


Fig 2

Check the wheels

If the splines are OK, pick a hub to use to check the new wire wheels. Thoroughly clean off the beveled surface on the hub where the wire wheel makes contact (3a). Use a tooth brush and solvent first, then a wire brush if necessary and take your time. Clean and degrease the wheel nut, particularly the bevel (which contacts the wheel) and the threads. Once the hub and wheel nut are clean and dry, mount a new wheel, and tighten the knockoff normally. Attach a sharpened pencil to something high enough to bring the pointer up level with the rim of the wheel. I tape a pencil to a jack stand, but a stack of wood will work fine. The point of the pencil should almost touch the wheel at the point shown (4a). Do not use the rim bead (4B) as a reference. Rotate the wheel, looking for the section of the wheel that comes closest to the point of the pencil. Move the pencil in until is just touches the rim. Now rotate the wheel until there is a gap between the pencil and the rim. Measure it and record the number. Repeat this with all of the new rims.

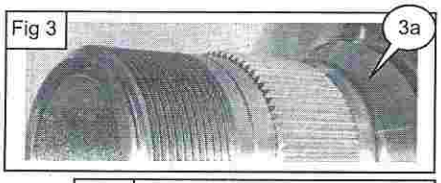


Fig 3

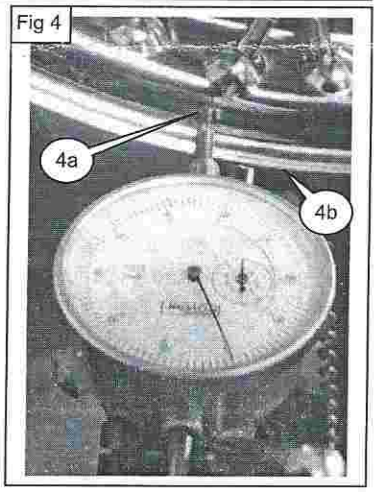


Fig 4

Original Specifications

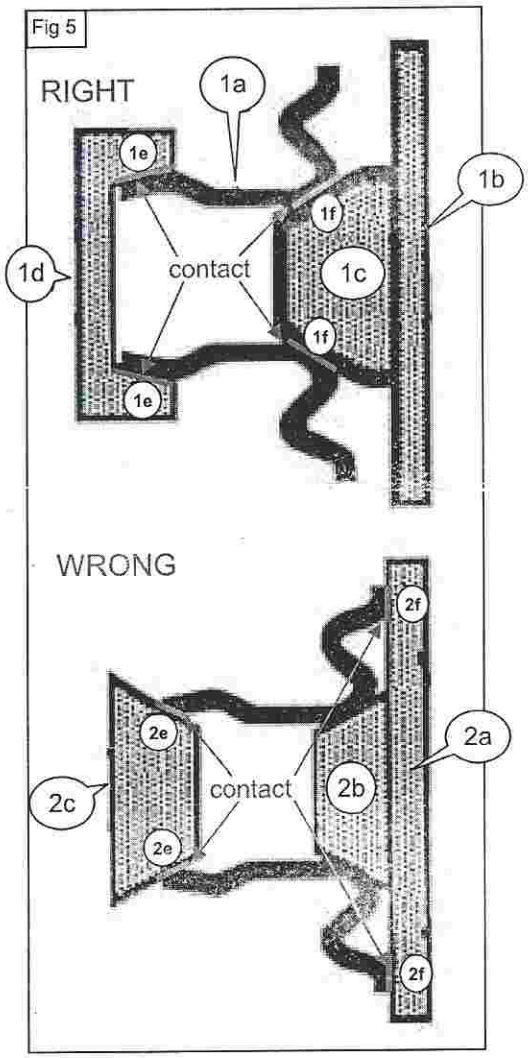
Triumph: maximum "wobble" of 0.094" (~ 3/32" or 2.4 mm).
MG was more particular, calling for 0.055". (~ 1/16" or 1.4 mm)

If your wheels check out OK, they can be balanced.

Please check the wheels before you have them mounted. The manufacturer will not accept any warranty returns if the wheels have been mounted, and regrettably, that means that Moss Motors cannot accept them either.

Balancing Center Lock Wire Wheels

The best way to have wheels balanced is on the car. That way you balance all the rotating mass, and it always produces the best results. However, many shops no longer have the proper equipment. Static balancing, also called bubble balancing is simple and very effective. Most shops will want to use the computer balancing machine because it is quick and very precise.
The illustration (Fig 5) shows the right way and one of the many wrong ways to mount a center lock wire wheel on a balancing machine.



RIGHT

The splined hub or center section of a wire wheel (1a) is mounted on a computerized wheel balancing machine, which consists of the base plate (1b), the sprung cone (1c), and the balancer lock nut (1d).
There are only two machined contact surfaces on the hub of the wheel. The outer surface (1e) is where the wheel nut makes contact. The inner surface (1f) is machined to match the sloped or angled surface machined into the wire wheel hub. *If the sprung cone (1c) and lock nut (1d) touch the hub of the wire wheel anywhere else, the wheel will appear to be "out of round", and if they balance the wheel, it will take an unusual amount of wheel weights to "balance the wheel". Once on the car, the wheels will vibrate terribly because they have not really been balanced.*

WRONG

Wire wheels are frequently mounted on computerized balancing equipment using two "universal cones". This causes several problems. If the sprung cone (2b) is too small, the outer edge of the wire wheel hub will contact the base plate at (2f). This area of the wire wheel hub is not a machined surface and it will cause the wheel to wobble on the machine, making it look like a defective wheel. If the outer cone (2c) goes inside the lip of the hub of the wire wheel, it is touching on two surfaces (2e) that are uneven, and this will also cause the wheel to wobble. There are a number of other problems which vary from machine to machine, but these are the main problems.

How Do I Get This Done Right?

Remember that they are your wheels and your car. Have them balanced on the car if possible. If that cannot be done, ask the members of your club who balances British wire wheels in town. Call the shops yourself- ask them if they have balanced center lock wire wheels. You want to talk to the technician that did it. If they tell you they wobbled a lot and took lots of weight, find another shop. If they say they have done it and they have the proper adapters, check it out. If they have the pieces to mount the wheel correctly (as shown above) see what happens with one wheel. If you checked the wheels before you had them balanced, you know that the technician telling you the wheels are out of round is mistaken, and you can share this document with them and see if they have the proper equipment. If they don't, take your wheels to another shop or have the wheels balanced statically (bubble balanced). Remember to grease the bevels, splines, and threads on the hubs with white lithium grease before you fit the wheels.

Please check the wheels before you have them mounted. The manufacturer will not accept any warranty returns if the wheels have been mounted, and regrettably, that means that Moss Motors cannot accept them either.

Moss Motors, Ltd.
440 Rutherford Street, Goleta, California 93117
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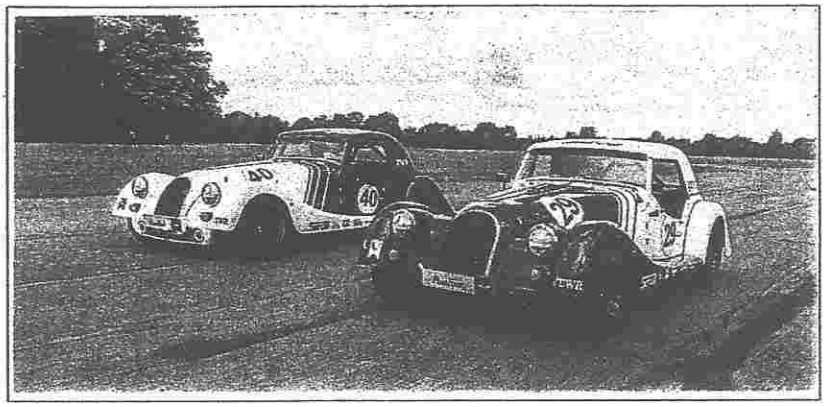
Hampton Farm Industrial Estate, Hampton Road West, Hanworth Middlesex, TW13 6DB
In the UK: 020-8867-2020 FAX:- 020-8867-2030

MORGAN PLUS FOUR RACE CARS HIT THE TRACK



Morgan launches motorsport variant of Plus Four, developed in partnership with the University of Wolverhampton

The motorsport variant proves the dynamic and durability capabilities of the Plus Four, including the CX-Generation platform on which it's underpinned

With a 'clubsport' ethos, the cars are closely based on the production vehicles and regain their road-going status

The project forms part of Morgan's CSR (corporate social responsibility) program, supporting education and training, and feeding into Morgan's apprenticeship scheme

Morgan works closely with the University racing team, helping to train motorsport and automotive engineers to fill the industry skills skills gap

Aileen Lekschat

project Images on:
https://morgan-motor.canto.global/b/SH134

The Morgan Motor Company, the University of Wolverhampton's School of Engineering, and the University's racing team (UWR) continue their long-standing technical partnership with the creation of a motorsport-focused variant of the Morgan Plus Four. In line with Morgan's programme of continuous product development – which recently saw the release of the Model Year '22 package of updates for the Plus Four and Plus Six models – the project aims to collect data and feedback from the extreme conditions of a race environment which will directly shape the research and development of current and future models.

It marks the first competition use of a Morgan based on the bonded-aluminium CX-Generation platform, and sets out to validate the Plus Four's performance and durability credentials. This encompasses the aforementioned platform – which weighs just 97kg yet offers twice the structural rigidity of Morgan's previous aluminium platform – as well as the model's bespoke double-wishbone suspension and BMW-sourced powertrain.

The two cars, which have been designed to compete in a host of club-level sprint and endurance championships, such as the Morgan Challenge, will race in the remainder of the 2021 season and beyond. Having completed the racing modifications to both cars, the UWR team will provide trackside and workshop engineering support to the cars and drivers, honing students' vital skills and preparing them for a career in motorsport or automotive engineering.

In 1962, Morgan won its class at the 24 hours of Le Mans and, just as impressively, the car was driven back to Morgan's home in Malvern, Worcestershire, after the race. Following in this 'clubsport' ethos, the motorsport variant of the Morgan Plus Four remains fully road legal, able to be driven to and from the circuit if desired. Fitted with both manual and automatic transmissions, the vehicles demonstrate the versatility of the Plus Four and its breadth of capability. They will primarily be driven by professional racing drivers, to ensure consistency as part of the development programme, but drives will also be available to guests for selected events.

The project forms an important part of Morgan's CSR (corporate social responsibility) programme. Morgan and the University of Wolverhampton have worked in partnership for five years, supporting education and training with direct recruitment opportunities for graduates. Previous students of the university working on the Morgan race team have gone on to secure full-time roles with the company. Further plans, in collaboration with Morgan's nominated charity partner, Mission Motorsport, will be announced in due course.

Steve Morris, Chairman and CEO of Morgan Motor Company, said: "We are delighted to announce the launch of the motorsport variant of the Morgan Plus Four, which continues our long tradition of motorsport. A century ago, Morgan's three wheelers became famous for their exploits in trials, hill climbing and endurance racing, and this competitive spirit is alive and well here at our Pickersleigh Road factory to this day. The programme brings tangible benefit in terms of ongoing product development, and we are delighted to continue our partnership with the University of Wolverhampton to inspire the next generation of automotive talent."

Professor David Proverbs, the Dean of Faculty of Science and Engineering, added: "The partnership between the University of Wolverhampton's racing team and the Morgan Motor Company provides an incredible opportunity for our students to work with such an iconic car manufacturer. Converting these two stunning cars for racing, and then supporting the cars and drivers at racing circuits around the country will give the UWR students unique experience of the motorsport industry, as well as helping their drivers to win some races.

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.