

# MOG LOG



OH TO BE  
ON THE ROAD AGAIN  
THIS YEAR

JANUARY 2022

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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**EDITOR**  
**TREASURER**  
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# MORGAN MOTOR CAR CLUB

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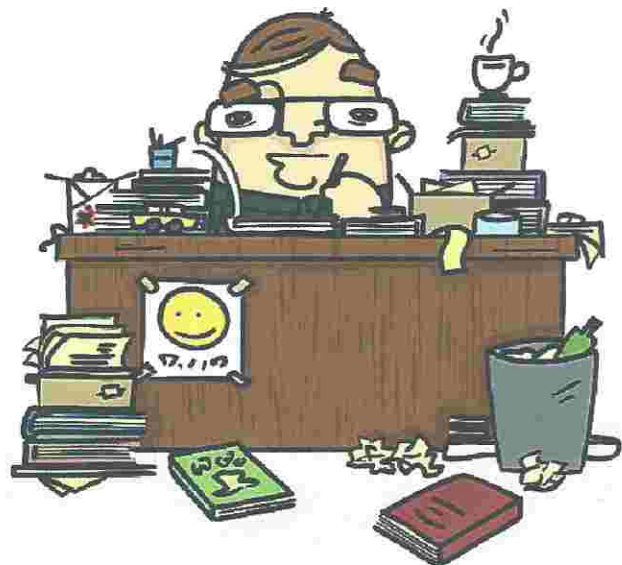
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To steal ideas from  
one person is  
plagiarism, to steal  
from many is  
research.

A professor is a person who talks  
in someone else's sleep.



Some desks are just  
wastebaskets with drawers.

## RUNNING On.....

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

2 20 22

Boxing Day is happening once again at the request of everyone who just wants to get back to normal in some way. We have been eating together at the Back Country BBQ for a while and followed the new protocol for going out in public. Masks on, skin dried to paper crisp with alcohol rub, and keeping distance, except for some quick hugs. Hopefully, the weather be less winterish and the outside patio can be used by people. If you don't want to come we will miss you but no problem. If you are coming, please R.S.V.P. and check the notice in the newsletter for details. THE EVENT WILL BE CANCELLED BY NOTIFICATION WITH INDIVIDUAL EMAILS TO LOCAL MEMBERS AND THOSE WHO HAVE R.S.V.P.'d if necessary.

We are ending this year with a dues request, just to keep us formal as a club, and to help me keep a list of who is still interested. 2022 has got to be the year we can get back to some sort of normal. As usual, if no payment by April no more of the wonderful MOG LOG, I can't keep teasing y'all along forever.

We drove all three Morgans on Christmas Day and filled them with petrol. Thanks to Mike and Sesha for driving the +4 and the +4+. They looked so fabulous in the open car. Co-pilot Archee and I took out the 4/4.

*See you Thursday, January 6th at Back Country BBQ.*

Check the website, [www.texmog.com](http://www.texmog.com)



*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**

2022 - Help to fill in the blanks, send info to: [secretarytexmog@att.net](mailto:secretarytexmog@att.net)

Jan. 6<sup>th</sup>      *Dinner meeting at Back Country BBQ*

Feb. 20<sup>th</sup>      *Boxing Day (see details in newsletter)*

Mar.

Apr.

May

June

July

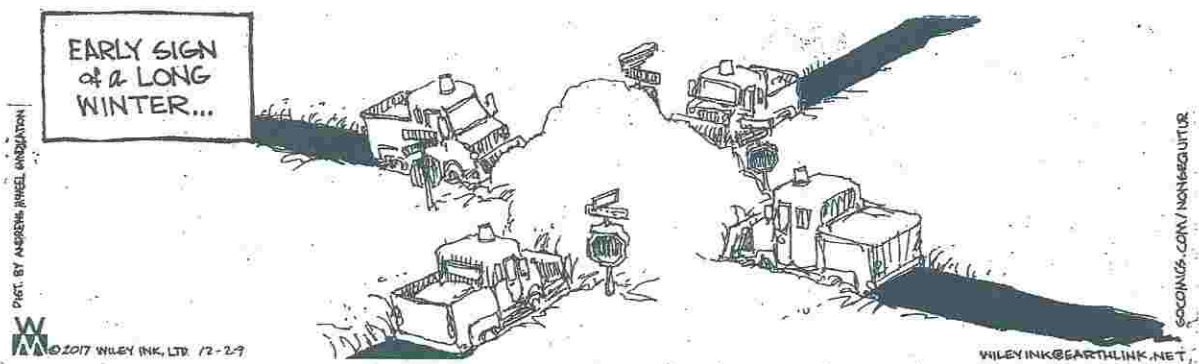
Aug.

Sept.

Oct.

Nov.

Dec.



## BOXING DAY – SUNDAY, FEB. 20 – 1:00 PM



It's party time again, so be prepared for the abnormal warmer weather MMCC usually has for the Boxing Day Party. Yvonne and Jeff Smith are once again our hosts having *volunteered* for this event. This is a site of many previous Boxing Day parties.

There will be the usual gift exchange for those who want to participate. Bring a gift of value less than \$30.00 for each participant. If you elect not to participate, come anyway, to enjoy the machinations of those who do participate in the sometimes crafty or cruel trading of certain gifts.

Since food and drink will be provided, it would be good taste to RSVP 214-505-0933 or email at: [jsmith6844@gmail.com](mailto:jsmith6844@gmail.com). The address is 2720 Wexford in Plano.

If you are unfamiliar with the area, call the above number, tell them where you are, and Jeff or Yvonne will lead you in.



Borrowed From CARROZZERIA #5  
with thanks!!

## From the Archives of Historian Bill Boyles

Now that you have decided that your car is worthy of a restoration, you must address the following three questions:

- 1) Do I need a total restoration? If so, what does that mean exactly?
- 2) Do I use the identical materials that were used when my car was originally manufactured, or do I use more modern and superior products.
- 3) When I restore the car, do I take the level of finish and fit on the bodywork, paint, chassis, upholstery, chromework, etc. to the same level as when it left the factory; or do I make it better? What about materials used in the engine? Old metals that were used to make valves, seats, and rings do not last long as newer, more durable materials.

These are very sensitive issues. I don't think that anyone will ever come up with only one correct answer. I suppose it's like many other things in life. You must decide what is "correct" for you.

### QUESTION ONE:

How extensive a restoration should I do? You must now ask yourself "How original do I want the car to be?" This has become the big issue at Ferrari Concours these days. The National Advisory Council for the Preservation of the Ferrari Automobile (NAC/PFA) stated that originality is the most important consideration. I agree that originality is very, very high up on the list. But, if originality is the most important aspect of the Concours then I say perhaps it shouldn't be called a Concours d'Elegance. Maybe it should be called an originality show. My point being: if you want to keep everything as original as possible, and if the car has never been restored, then don't

touch it. Don't do a restoration. Just clean it as best you can. When a great painting is restored, it is not repainted! It is taken down to the original layer that was applied when the artist painted it. So, again I would say that if originality is of the utmost concern then don't restore — just clean it.

Okay, so we have decided that we just can't stand to look at the old grand lady sitting there in her faded, cracking paint and her tattered interior with split seams and worn corners. So we embark on the journey. If you decide that you can't stand the paint but the interior looks pretty good, then just do the paint. If the engine compartment is rusty and its paint is chipped and hardware is rusty, then by all means do it. If it looks pretty good and very original, then leave it if originality is more important than aesthetic and cosmetic beauty. Again, it's what is correct for you that ultimately matters. It's always hard for me to give advice on this point of total originality vs. cosmetic appearances to someone who asks me, "What do I have to do to win?" It has been my experience that a totally redone car — one that is done to perfection — usually ends up beating everything else. Why is this? Well, after all it is a contest of elegance, is it not? I don't think that anyone would want to see a worn and tattered car, or one which has had a mediocre restoration done on it, win a first place or a best in show award if it is not elegant. So, again we are back to what is correct for you. You have to live with it. How do you envision your pride and joy?

Let's start with question number one. If originality is of utmost importance, then restore as little as possible. If you want it to look like new (or maybe better than new —

we will discuss this further), do a total restoration. Total means just what it says, total. In our shop we generally do total restorations, especially on older cars. We find that it is usually impossible to do only one area of the car to perfection and not the rest. The areas that do not get done usually end up looking terrible compared to the parts that have been done.

Total restoration means paint, engine, engine compartment, suspension, wheels, exhaust system, interior, trunk, transmission, rear axle, window mechanisms, lights, accessories, etc! Some items may need to be replaced (if available) while others may only need to be cleaned. Some may have to be fabricated from scratch. Be prepared!

### QUESTION TWO:

Should I use original materials? If your car was manufactured prior to 1980, it most likely has some materials that date back to the early 1900's. Especially the paint and primers. It is probable that the engine also has some antique materials used in the valve seats and piston rings.

The older paints and primers were usually nitrocellulose lacquer base, or synthetic enamels. Nothing looks better than lacquer, especially nitrocellulose, when properly block sanded and compounded to a high lustre. The brilliance is incomparable. Modern urethane enamels can come very close but they can never equal lacquer. That's because lacquer becomes a very hard, brittle surface when it dries. The microscopic image of its surface therefore can become very, very level with proper finishing and compounding. This is why it reflects more perfectly and will subsequently appear deeper, just like a real mirror. Urethane enamel is very soft com-





pared to lacquer. Thus, it does not produce a hard mirror-like surface. However, this is why urethane enamel is far more durable and less susceptible to cracking than the harder, more brittle lacquer. The original primer on your car is probably a nitrocellulose lacquer type. This means that it is brittle and that it probably has a lot of cracking in it. Lacquer also has to be re-compounded every six months or so because it is continually shrinking. This shrinking occurs because the drying process in lacquer lasts up to five years or more. It's a good bet that the same type of paint and primers that were used on the exterior of your car were also used in the engine compartment and interior. For a show car I prefer to use modern urethane enamel primers for the undercoats, and lacquer paint for the color topcoats because of its superior brilliance. What do you want, durability or originality?

The same question comes up for the materials used in the engine. For example, the original valve seats in your engine are either steel or bronze. They are relatively soft materials and will wear rapidly compared to a modern stellite valve seat. A valve seat made of stellite is hard, and valve adjustments will not need to be done as often. If it is a V-12 Ferrari engine that you are rebuilding, that could be an important point since a valve adjustment on a 12 cylinder engine can be a very time consuming affair! The same goes for valve guides. Old bronze ones wear out fast and start letting oil by, which results in your exhaust pipes billowing big clouds of blue smoke. It's original, but not very elegant.

#### QUESTION THREE:

I save this question for last since it is the most controversial

issue, at least in the Ferrari Club of America.

As the value and importance of older cars becomes greater and greater, the issue of over restoration comes more to the forefront. Judges are confronted with the car whose paint finish and panel fit is better than it ever was when it left the factory. I find it very difficult or even impossible to strip and repaint a car to the same poor standard to which it was originally done. Some of the original finishes on some cars are atrocious. How do you bring yourself to refinish a car's paint with orange peel or make panels purposely fit poorly when doing a thorough, high quality, expensive restoration; just to make it look as poorly as it originally did? I cannot convince myself or the owner that this is what should be done. Especially since on the scoring card of the Ferrari Club judging sheets points are taken off for poor panel fit or paint finish.

Points are taken off for "over restoration". A perfect finish and panel fit can be considered by the judges to be not original and therefore points must be taken off for "over restoration". There seems to be a contradiction here that must be addressed soon. I for one am in favor of performing a job to the highest level that I can. The only reason that the factory didn't do this is because they could not afford to, both in terms of dollars and time. I don't think that Enzo Ferrari or Ferdinand Porsche, given the opportunity to choose between mediocre paint and panel finish to superior fit and finish would choose the former. I am sure that, when conceived in the mind of the designer, the automobile was envisioned with a perfect mirror finish and precise panel fit. These are how the cars were presented by the manufacturer at the unveiling of

a new model at the auto shows. A model example — a show car.

I also believe that when we show these cars we are putting them up on a platform for admiration by the visitors and for critiques by the judges. After all, a judge's job is to criticize and point out the aspects of a car that are inferior. We want these cars to be admired because we feel that they are important and different and, therefore, we want them to be exceptional in appearance. This can mean, "better than when they left the factory". I feel that it is impossible to "restore" a car to how it originally was. It can never be the same as it once was. Do you put dirty undercoating and cosmoline overspray on the chassis and engine to make it "as it left the factory"? It is a very difficult point. Of course originality is very, very important. Yet, I feel that this need not be sacrificed in terms of original equipment, original color schemes, original types of plating and hardware, original type of leather, vinyl, carpet, etc.

As the owner of a car undergoing a restoration, you must ask yourself these questions.

We will be getting more specific in future issues. Stay tuned.

*Doug Pirrone attended the University of Michigan, and then worked as an engineer for Grumman Aerospace Corporation. He is now the President of Bertinetta Motorcars, Ltd. in New York and a Chief Team Judge for the Ferrari Club of America. His restorations have been recognized nationally and internationally, including a First in Class at the Pebble Beach Concours d'Elegance and Best in Show at the Ferrari Club of America Annual Meet.*



# MORGAN BITS & PIECES

Leno has another unlikely favorite in his collection: an ancient three-wheeled, two-cylinder, chain-driven Morgan.

"It's pretty loud," says Jay. "It goes, 'Pow-pow-pow.' I'm on Mulholland Drive and I come sliding around this corner and I see a cop with his radar gun and I think: 'I'm screwed!' Then I go by and he goes: 'Hi, Jay, how are you?' and I realize I'm only going 33 miles an hour. It's so frightening in this thing. It's the kind of car where you're scared to death, you're holding on for dear life and girls are passing you, applying lipstick in their Honda Civics."

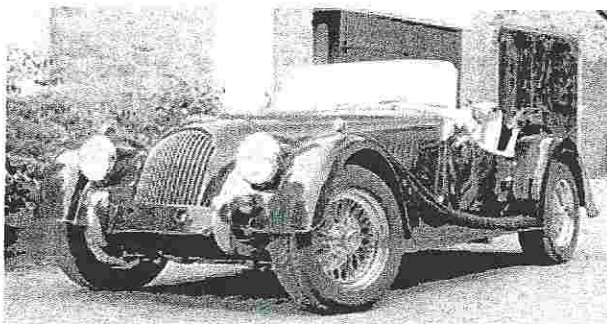
January 09, 2005

## Morgan Roadster

BY ANDREW FRANKEL OF THE SUNDAY TIMES

Never mind the faults

If you ever feel in need of a reminder of just how good modern sports cars are, I can think of nothing more likely to provide it than a couple of hours at the helm of a



Morgan Roadster. It may have a new name and engine, but the guts of the car — its steel chassis, wooden frame and live rear axle — have not changed significantly in half a century.

Compared with any Porsche, BMW, Lotus or TVR you might buy for similar money, the Roadster is almost comically incompetent. The brakes are poor — they have no antilock system and lock up far too easily in the wet — ride quality is best not talked about, and levels of grip are inconsistent. It is maddeningly uncomfortable, slightly frightening if you push it hard and, although no slouch, point to point it really is not that quick.

To make matters worse, this car exists to replace the Plus Eight, a machine beloved of thousands since it came to market in 1969 with a beautifully burbling 3.5 litre Rover V8 engine beneath its bonnet. The new engine is a 3 litre V6 Ford unit more usually found under the bonnet of the Mondeo ST220. Installed in the Morgan it sounds distinctly flatulent. Anyone looking for a true rival to any of the above-named marques would be an idiot even to look at one, let alone part with £35,231 for the dubious pleasure of its company.

Which is why I'm still wondering why I quite liked it. And my conclusion is that I love old cars, not for reasons of mawkish sentimentality, but simply because they give you something to do. A new Porsche 911 is an astonishingly capable car, but threading your trolley past the fruit and veg at Tesco on Saturday morning offers a greater test of your driving skills. By contrast, drive a 40-year-old 911 hard cross country and, unless your concentration is total from the start, there's a reasonable chance you won't even make it. And that's



what I call a challenge.

Most will see the current level of refinement as a good thing, and I'd not deny it. But until you have experienced the level of driver involvement required simply to keep an old creak on the road when you're in a hurry, you will remain a stranger to one very real form of driving pleasure.

It's born of the knowledge that you, the driver, really are making a difference. By driving smoothly, thinking ahead and understanding the many faults and idiosyncrasies of your car, you can go faster, stay safer and at journey's end experience a sense of pride you'll not find in any modern car that does it all for you.

The problem is that old cars are slow and prone to leaving you on first-name terms with the man from the AA. The Roadster's proposition is to package all the old-style thrills into a perfectly reliable, beautifully built and really rather quick car.

And it just about pulls it off. The V6 may sound less distinguished than the previous V8, but it has brought a new level of performance: 0-60mph in 4.9sec and a top speed of 135mph. In this it is a joy to drive, but in other respects, and by modern standards, it's tricky in the extreme.

The suspension feels as primitive as ever, but once you've plucked up the courage to find out what happens when you tread too hard on the throttle in a tight turn, you discover it reacts in a faithful and entertaining way — so long as you're not travelling too fast in the first place. This is a car for which the phrase "slow in, fast out" could have been coined.

Of course most Roadster owners wouldn't dream of driving their Morgan so energetically. What they're after is a magnificent down-the-bonnet view, body panels not mechanically pressed from steel but bashed from aluminium by a man with a hammer, a white coat and pencils behind his ears. They want a small steering wheel with three drilled alloy spokes and a bank of old-style instruments. And they want it from a company that has been building cars in the same place and in the same way for the thick end of a century.

And that's what makes Morgan unique. The Roadster is not a pastiche of an old car, nor even a lovingly re-created replica, for that would suggest not only a lack of continuity but also a behind-the-scenes modernity it simply does not possess. Like every other Morgan, it is built entirely by hand in a factory that first started producing Morgans in 1910.

Go there and it is like a time warp — a world of chisels, planes and lathes where cars are lovingly created by the hands of craftsmen, not expertly assembled by the mechanical arms of robots.

I came away from my morning in the Roadster slightly dazed — it had been a long time since I'd driven a car so startlingly easy to criticise.

But as I drove home in my modern tin box, I could not deny that I had enjoyed myself and now, a couple of weeks and lot of Christmas

cheer later, I still find myself smiling at the memory.

For all its faults, it made me feel good. It indulged and involved me in a way few modern cars could, and while the fun it provided was slightly perverse and mildly masochistic, fun it undoubtedly was. Put it this way: I don't want one even a tiny bit, but I understand entirely why someone might. Which is a more than I can say about a lot of the cars that I drive.

#### **Vital statistics**

**Model** Morgan Roadster

**Price** £35,231

**Engine type** Six-cylinder, 2967cc

**Power/torque** 223bhp @ 6150rpm, 206 lb ft @ 4900rpm

**Transmission** Five-speed manual

**Fuel/CO2** 28.mpg (combined) / 232g/km

**Performance** 0-60mph: 4.9sec / Top speed: 135mph

**Verdict** An effective, comprehensive update

**Rating** 3/5



Doni looking snappy in Tom Christ's DHC



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## TIGHTENING FASTENERS ACCURATELY

First, even with *your* legendary mechanical skills, you can't tighten anything accurately! Multiple tests over decades have shown that an average mechanic can only tighten a bolt or nut to within +/-35% of the torque he was trying for. And cheap click-release torque wrenches (Chinese Harbor Freight specials or something off a swap meet or E-Bay's bargain table) are only good to about +/- 25% accuracy. Torque wrenches *must* be calibrated. Frequently.

And since the calibration is actually a *curve*, not a straight line, calibrating your wrench at home to a single, usually low weight only guarantees it's accuracy at that single point, if in fact the wrench is even calibrate-able. Cheap click-release wrenches have no adjustment mechanism; that's one reason they're cheap. Cheap round beam torque wrenches are non-adjustable by design.

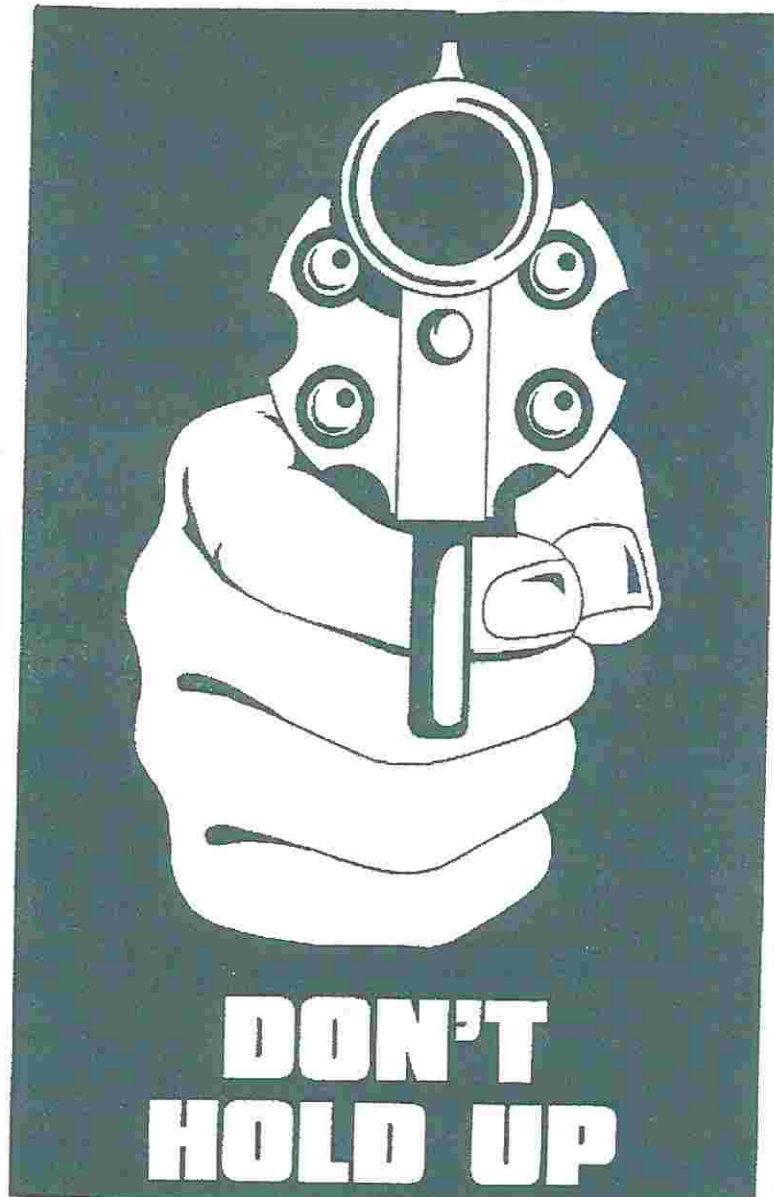
The fastest way to utterly wreck any torque wrench is to use it as a handy breaker-bar on a tight bolt or nut. You see these refugees at swap meets and garage sales, all innocently laying there with a \$10 price tag. They have all been used as breaker bars.

There are two parameters we're looking for: first, *accuracy* compared to some standard, and second, *repeatability*; being able to tighten a series of fasteners to within some reasonable standard. Your \$10 bargain wrench will likely never deliver either, and may be so internally mangled it cannot any longer be calibrated. If it ever could.

Here's a chart done by the 25th edition of the 'Machinery's Handbook', pg 1404 showing tested accuracy of different ways bolts nuts can be tightened, using proper thread lube & under the head.

Method	Accuracy
By feel	+/- 35%
Torque wrench	+/- 25%
Angle of nut/turn	+/- 15%
Preloadable washer sets	+/- 10%
Bolt elongation via micrometer	+/- 3%
Strain gauge	+/- 1%

For precision home torquing, a micrometer checking bolt stretch is about as good as we can get.



**YOUR 2022 DUES PAYMENT**



## 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.**