

MOC LOG

A white Mini MOC convertible is shown from a rear-quarter perspective, driving on a road covered in fallen autumn leaves. The car has a blue license plate that reads "LOUWMAN". The background consists of tall trees with vibrant orange and yellow foliage, creating a warm, autumnal atmosphere. The car's spare tire is mounted on the back, and several leaves are seen falling around it.

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

Auto Racing, Bull
Fighting, and Mountain
Climbing are all REAL
SPORTS, all others are
just GAMES... *E.F.*



RUNNING ON

TO FIND LIFE IN OUR MORGAN WORLD.....

And here I go again with Craiqig Ligon and his 3 wheeler, on the rode to Arlington and Arkansas for events. The Brits in the Oqarks will be reported later, but here is what Craig had to say about his event in Arlington on Saturday, September 18th:

“Went on the Ride for Kids today benefiting the Pediatric Brain Tumor Foundation. Good cause, raised a lot of money to support the kids and their families, had a lot of fun and had one of the kids ride with me. Luckily the Avengers caused no massive damage fighting alien bad guys so I didn’t have to dodge debris. The Morgan doesn’t corner that well.”



This event reminded of when the club used to visit with children in the CPS care and take them on fun rides out east to Lake Ray Hubbard. It was fun for the kids and for us too.

Hope to see some friends and members at the Red Truck on Saturday.

Check the website, www.texmog.com

Remember our next NOGGIN’ and NATTER is SATURDAY, October 8TH at THE RED TRUCK CAFÉ in PLANO. (SEE FLYER)



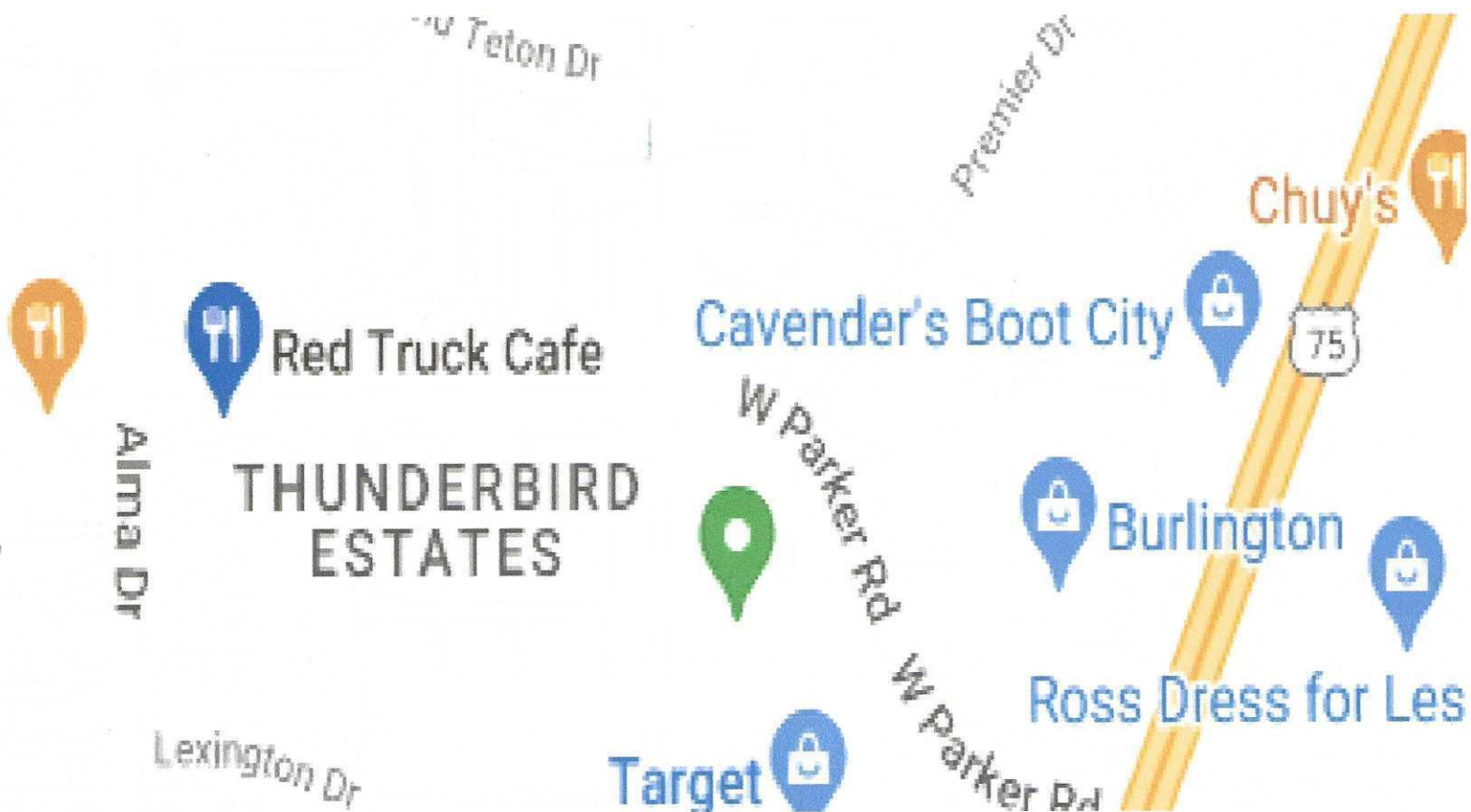
MORGANS...ROAD CANDY!

MMCC MEETING

Saturday Oct.. 8, 11am



Towne square, 910 W Parker Rd #101
Plano, TX 75075



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

Oct. 8 **Red Truck Café**
Sat. 11am **monthly meeting**

~~Oct. 1~~ *Fifth Annual Red River All European car and Bike Show*
~~Sat. 9-2~~ *TCC Campus, Fort Worth www.redtriumphclub.org/index.html*

Oct. 8 *Houston All British Car Show*
Sat. www.houstoncc.com/events

Nov.15 **Red Truck Café**
Sat. 11am **monthly meeting**

Have an idea for an event you would like to put on for MMCC, pick a date, a time, a place and send me an email at secretarytexmog@att.net.



NEXT NOGGIN'

HOUSTON

All British Car Show



Sponsored by the Houston MG Car Club

October 8, 2022

Butler House, Spring Texas

Morgan Motors

OF NEW ENGLAND



LARGEST MORGAN PARTS SUPPLIER IN THE U.S.



Our illustrated parts catalog
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Product Evaluation by Rod Barkley.

One of the negatives with our LBCs is the heat in the car on a hot summers day. One of the contributors to the heat is the exhaust pipe that runs right under the driver's seat. I have to credit Dave Densmore with discovering a way to reduce the heat generated by the exhaust pipe. He installed some heat shields from Summit Racing on the exhaust under the sat. He also wrapped the header with insulation from Summit.

Based on Dave's recommendation, I installed the heat shields on the exhaust on my '77 B. We both took our cars to national events and noticed a definite reduction in the heat in the cab. So, we would both give this product a thumbs-up.

They are manufactured by Thermo-Tec and are called "Clamp On Pipe Heat Shields". They are available from Summit Racing online at SummitRacing.Com. They come in 4" and 6" widths and 12", 24" and 36" lengths. They are simple to install. The clamps go through the flexible heat shields and are designed to hold the shields slightly away from the exhaust pipe. They work well...good investment.



Garage Strip Tease NO ONE Wants To See!

You know the moment that it happens. You are making the final turn of the wrench, installing the last steel manifold stud in the alloy head of your engine or aluminum transmission casing. Just one more little pull to make sure that it never comes loose. And then it happens! The socket spins easily along with the stud nuts as you enter into a state of denial.

“Oh No!”, or some such phrase (!) emanates from your mouth for all the neighborhood to hear, and for your family to once again ponder whether calling for the padded ambulance might not be the prudent action for your repeated mechanical torment. You know what you have done – you just don’t want to admit it. First you begin thinking, “Yeah, but all those other studs will hold it together. No one will notice.” But face it, every time that you drive down the road, you will be wondering if this will be the day that ‘it’ will fail and the whole thing drops to the pavement and catapults driver and car through the air. All because you would not take the time to do it right!

The ‘right’ way to fix the problem has been around for 75 years and is much simpler to affect than you might expect. HeliCoils are tightly wound stainless springs that create new threads to replace the stripped one you created by not following the manufacturers torque specifications. Once you have driven down to the parts store and obtained the correct size, it only takes a few minutes to install. Not just the HeliCoil brand, there are several varieties of “screw thread inserts” (AKA ‘STI), but most follow the same procedure. Drill out the stripped hole slightly oversize, tap to match the outside threads, and install the new threads.

First, it is essential to drill the hole straight and to the correct size which might require a fractional size drill bit that you do not keep in your tool box. Many HeliCoil kits include the correct size bit needed for the insert. When drilling the hole, coat the drill bit with grease to catch the waste metal. You can also use a magnet on a small diameter screwdriver or nail to reach down in the hole to capture the last bits if the metal is magnetic. Otherwise, try soft wax or adhesive to remove non-magnetic alloy shavings.

Next, tap the pilot hole with the correct size tap to create threads that match those of the insert. HeliCoil many include the correct tap in some kits.

And again, remove any metal shavings. Using the insertion tool included in the kit, screw the coil into the newly threaded hole. Remove the tool and insert as large as possible rod into the insert, rap hard to break off the installation wire at the bottom, and remove with a forceps or tweezers.

You are now ready to install your bolt or stud. Remember to use blue or red Loc-Tite or antisieze on the threads if needed. Now you can drive your LBC with confidence assured that you will arrive home with as many car parts as when you left home! By Bill Unger / *From our friends at ‘The Journal of Loose Nuts and Broken Spokes’.*

New partnership between Morgan Motor Co. and University of Wolverhampton

By Morgan Motor Company, 15 March, 2016

The Morgan Motor Company and University of Wolverhampton today (15/03/2016) announced a partnership between the two organisations that will enhance student experience and future product development through motorsport.

The collaboration will see the University and Morgan, the oldest privately owned motor manufacturer in the world, team up to provide engineering students with a range of activities and opportunities including educational programmes, research and development and motor racing. UWR (University of Wolverhampton Race Team) students will have the opportunity to work alongside Morgan craftsmen and women as they take part in the 2016 AR Motorsport Morgan Challenge Series. Running a University liveried Morgan Plus 4 Babydoll, the students will attend every race meeting as well as preparing and testing the car from their Telford Innovation campus in Priorslee.

Speaking at the launch of the two race cars, Professor Ian Oakes, Deputy Vice-Chancellor at the University of Wolverhampton, said "Enhancing the student experience by strengthening our links with world leading companies in the region like Morgan Cars is a priority for the University."

"This exciting new partnership with Morgan complements our Formula 3 race activities, allowing the students a glimpse into the world of car manufacturing which focuses on traditional craftsmanship coupled with modern design and engineering innovation. From an employability perspective, this partnership will provide an outstanding opportunity for students who are interested in pursuing a career in the automotive industry."

Both the ARV6 and Plus 4 liveries were launched at the Morgan factory On Tuesday (15/03/2016) morning to students and staff from both organisations. Sponsored by companies including The Balvenie, Superform, Business Solutions, Makita and PPG, the cars will race throughout the 2016 challenge series supported by a full team of Morgan engineers and UWR students.

Steve Morris, Morgan Managing Director, "Morgan has a racing pedigree spanning our 107 years in business. From grass roots motorsport through to victories at Le Mans, Morgan has a rich racing history. Our collaboration with the University of Wolverhampton will enhance our on track activities within the challenge series, as well as ensuring a multitude of benefits off the track for students and future product development."

The cars will be raced by Morgan family member Craig Hamilton-Smith, who is racing in his first season, and Tony Hirst, who competes in his third season. The Morgan Motor Company looks forward to sharing exciting news and updates throughout the season.



Taxi Driver

The passenger tapped the cab driver on the shoulder to ask him something.

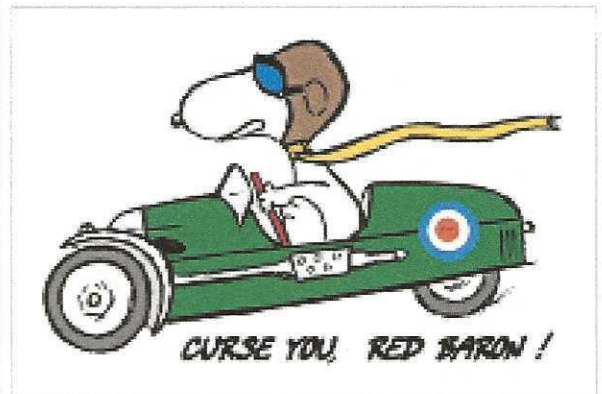
The driver screamed, lost control of the car, nearly hit a bus, went up on the sidewalk, and stopped inches from a shop window.

For a second everything went quiet in the cab, then the driver said, "Look mister, don't ever do that again. You scared the daylights out of me!"

The passenger apologized and said he didn't realize that a little tap could scare him so much.

The driver replied, "You're right. I'm sorry, it's not really your fault. Today is my first day as a cab driver.

I've been driving a hearse for the last 25 years".



Morgan 3 Wheeler makes appearance in 'Pee Wee's Big Holiday' flick and it has wings



Radiomobile

Created by two major British companies, the car radio maker thrived for several decades along with the rest of the British motor industry

BY TERRY SHEA
IMAGES COURTESY OF GRACE'S GUIDE U.K.

Unlike so many companies we've profiled in Supply Side, Radiomobile did not start in a garage, nor behind a pub, nor in the horseless carriage era. There was no "Eureka!" moment by an inventor that changed the world. Instead, its story reads like that of many modern companies. With an eye on market demand ready to explode following World War II, two big-name manufacturers in different fields got together to form Radiomobile.

Smiths Industries was no stranger to the automotive market, the industrial conglomerate making clocks and watches in England from 1851 (see *HS&EC* #82, June 2012) before becoming the primary British supplier of speedometers, odometers and related gauges. No stranger to consumer audio equipment, EMI (Electrical and Musical Industries, Ltd), was formed with the merger of The Gramophone Company and the Columbia Graphophone Company in the 1930s. The two companies, each investing £5,000, formed Radiomobile, Ltd. in 1945, and introduced their first car radios the following year. The corporate logo even featured both The Gramophone Company and Smiths Motor Accessories names on it.

At first manufactured by the Gramophone subsidiary of EMI, some of the radio sets carried the classic Gramophone logo featuring Nipper, the terrier, with his head leaning into the horn of a gramophone record player, listening intently. They also carried the accompanying famous "His Master's Voice" label, the trademarked moniker associated with Nipper that had been in use since the early 20th century. The HMV record label was known worldwide and, indeed, during the first few years, the products were marketed as HMV Radiomobile, His Master's Voice or simply Radiomobile. For the Americas, the company used the Emitron brand name.

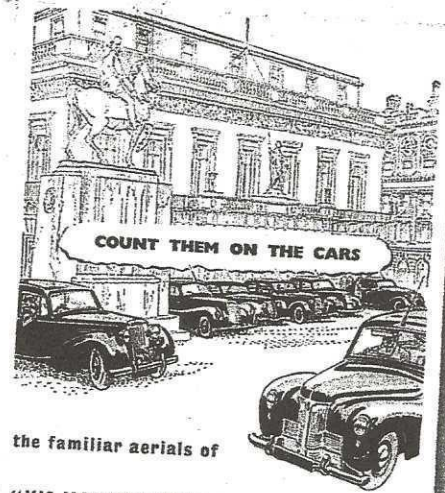
With their first model, the pre-transistor Radiomobile 100 released in 1946, a power supply generating as much as 200

volts and an amplifier had to be mounted separately in addition to the receiver and speaker itself. With the advent of transistorized electronics in the 1950s (the transistor having been invented at Bell Labs in the U.S. in 1947), car radios could be manufactured to operate on 12 volts directly, obviating the need for the separate power supply and making installation much more straightforward.

High-end marques like Bentley, Rolls-Royce and Bristol soon made Radiomobile receivers standard kit, and just about every other British car of note carried them as either standard or optional equipment, including Jaguar, Riley, MG, Rover, Wolseley, Standard, Sunbeam-Talbot and so on. A burgeoning aftermarket boosted Radiomobile's sales figures ever higher in the 1950s. The company manufactured special systems for limousines and even buses, a.k.a. motor coaches in the U.K. Those special sets included a microphone for the driver or a tour guide on the bus along with customized speakers and appropriate amplifier.

Like any modern industrial corporate story, mergers and acquisitions are a part of this one. In 1956, Smiths bought out EMI's share of the partnership and the HMV part of the name began to fade away. By this time, production had shifted to Smiths' factory at Goodwood Works, London, a facility previously used for clock making.

Not too far from this plant stood World Radio, a licensee producing Motorola-designed and -branded car radios for the U.K. Radiomobile management noted that World Radio was doing more with less and with better quality. Once again, the parent company took out their check-



the familiar aeriels of

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Smart cars everywhere today carry the distinctive Radiomobile aerial—the aerial of the car radio that is exclusively fitted and recommended by more than 20 famous British car manufacturers.

PRODUCT OF



LIMITED, CUCKLEWOOD WORKS, LONDON, N.W.2

Which family has taken the Test Match to the sea-side?

Of course, it is always with the greatest honor that the title of "H.M.V." car radio is awarded to the manufacturer who shows most appreciation for the motorist's pleasure in listening to the B.B.C. commentary. Whether it be a motor coach, motor car, or motor cycle, the motorist who has chosen the "H.M.V." car radio has chosen the most reliable and most enjoyable of all.

It is therefore, as well as a distinction, an honor to have the "H.M.V." car radio fitted to your motor car.

Let us know what you require, and we will advise you accordingly.

SMITHS Radiomobile

book and purchased World Radio outright. For a time, Radiomobile made sets with their own name and those with Motorola on them in the same factory, until the American company canceled the licensing agreement.

Despite an overwhelming market share in the U.K., Radiomobile did not sit idly by. Beyond developing transistorized

radios, the company manufactured stereo and, later, quadraphonic sets, followed by eight-track and cassette-tape systems. Despite these innovations, the onslaught of reasonably priced, high-quality and high-tech sound systems from Japan in the 1970s became simply too tough to compete against. Many European consumer electronics makers either folded or shifted production to Asian partners. Smiths closed the Radiomobile factory in 1982.

Today, Smiths Industries continues to thrive, though they have long since left the automotive field. EMI, too, is gone, its assets now part of Sony and Universal Music Group. But just as the Smiths gauges name survives with an independent company, so, too, does Radiomobile, today part of Armour Automotive, a company associated with other mobile electronics names. Fortunately, with so many sets made, vintage Radiomobile units remain available, with original electronics or modified to accommodate modern technologies.

Fantastic Voyage

How a journey from Europe to Asia led to a new brew

IN THE LATE 1700s, brewing was big business in England. As British colonists traveled throughout the world, breweries were charged with the task of providing the comforting flavors of hometown ales to countrymen thousands of miles away. The problem, of course, was that the road from brewery to consumer was a long and arduous one.

Certainly this was the case when supplying thirsty Englishmen in colonial India. With the hot climate and poor water supply, brewing in places like Calcutta was not an option. Instead the British relied on trade ships to transport large wooden casks of beer from country to country. But after weeks at sea, the dark, rich beers so commonplace in London would be received at Indian ports with a great deal of disappointment—the stuff was flat and downright funky. Beer is a living thing, after all, and prone to spoilage when stored in the hull of a warm ship.

A brewer named George Hodgson, however, solved this dilemma. He and other British brewers had been making pale ale, which showcased the refreshing bitterness and earthy aromatics of a staple beer ingredient: hops. Hops had always served as a flavoring and bittering

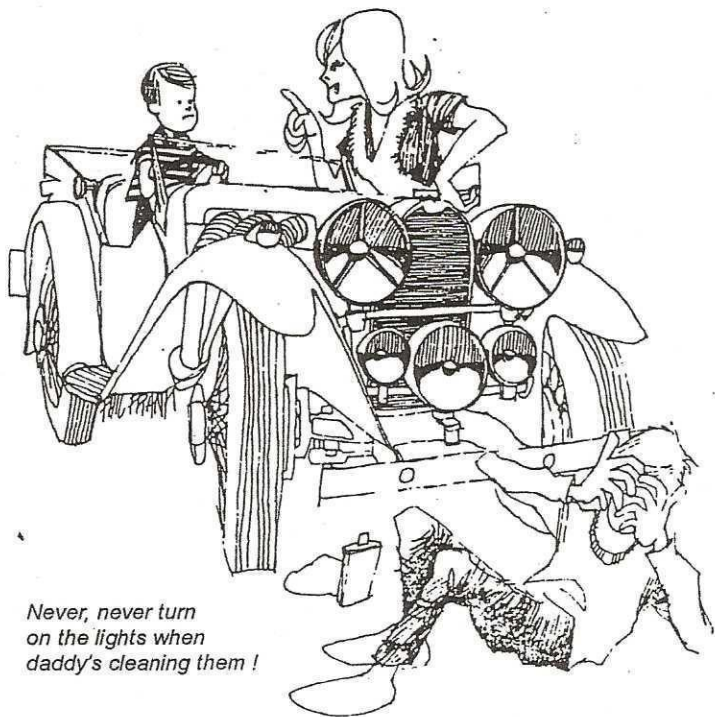
agent in beer, but its preservative quality allowed Hodgson to create beer that would tolerate long voyages.

Hodgson's India ale, as it was originally called, was brewed to a much higher level of alcohol—another preservative—and with a great deal more hops. By aging this ale prior to shipment, Hodgson also ensured that most living yeast in the beer died off, minimizing spoilage. The resulting beer showed quite well when it came off the ship in India—clear and boozy with an assertive floral aroma. As Hodgson's brew gained fans in the British colonies, its fame also spread throughout England and Continental Europe. Soon, breweries around the world, including the Americas, were making India Pale Ale, or, simply, IPA.

Characteristically, modern-day American craft brewers have taken the original English IPA and made it their

own, with an aggressive use of citrusy and piney West Coast-grown hops. But the true English IPA can be far more complex and exhibit a wonderful malt profile not commonly found in American counterparts. While American IPAs tend to exhibit a resinous hop bitterness that threatens to strip teeth of their enamel, English versions offer a more subtle bitterness, hoppy aroma, and often toasty, caramel-like sweetness. Not surprisingly, these old-world versions match well with British cheese. **c**

Andy Jenkins writes for culture and preaches the gospel of good beer for Two Brothers Brewing Company, one of the largest craft breweries in Illinois.



Never, never turn
on the lights when
daddy's cleaning them!

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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.