

MOG LOG



APRIL 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.

I wonder if clouds
ever look
down on
us and say:
"Hey look,
that one is
shaped
like an idiot."



RUNNING ON

NOGIN' SATURDAY MAY 7th 11AM, A NEW ADVENTURE FOR MMCC!

Take a trip across the pond without leaving Colleyville!
The Londoner offers a wide array of unique & imported
beer options to suit any individual's taste. We also have
an assortment of specialty cocktails, wines, scotches and
spirits. You can enjoy a Boddington's off the tap, an
authentic Old-Fashioned, or a "flight" around Scotland.
No matter what your taste, we have a drink for you!



The Londoner offers a cozy pub environment you will love. Step inside and enjoy a taste of England, carefully curated by our owner & ex-pat, Barry Tate. We offer darts, a spacious patio & bar area, a kids' sized outdoor soccer turf, cornhole boards, and a great atmosphere alongside our delicious food!



You saw a hint about this in last month's "RUNNING ON" and the café, pub, restaurant and diner scouts have been scouring the DFW area for suitable venues for our new meeting place(s). We have taken in mind that we are a widely spread membership in the Metroplex and wanted to adventure out to hopefully entice more attendance. So, if you can't get to the BBQ place on a Thursday evening for various reasons, like the traffic, a favorite PBS British mystery, or whatever, than fret no more and join

us for brunch at The Londoner Pub. Competitive CORNHOLE may become a club favorite. If we don't find the place a fit, we have several other suggestions to pursue.

Check out the Londoner Pub at: <https://thelondonercolleyville.com/>

Since the SCOUTING CREW only consisted of members in the are north and east of 635 and 75, and no other suggestions arrived at my inbox secretarytexmog@att.net we are working with what we got. Any input about this annoucement would be appreciated.

The meeting last night was very lively with suggestions and routes and even a googleish map of various members locations to help pinpoint areas we should look in. Those of you further north or west or south of 35W, 35E, I 20 and 635 please join in and present a location. The requirements are food, Breakfst or Brunch hours, good parking, an easy to get to location, tables that can be positioned together, well, you all know the drill of when we get together.

My personal thought was we meet on the 2nd SATURDAY of each month for our meeting. The timing would be between 9am and 11am. With the right conditions and someone taking the lead, this meeting could conclude with a short tour.

Check the website, www.texmog.com

Speaking of tours, remember APRIL 16, the tour to Nocona. Check the event announcement for a slight change of meeting place. Hope to see you there.

Remember our next dinner meeting is SATURDAY, MAY 7th, at THE LONDONER PUB



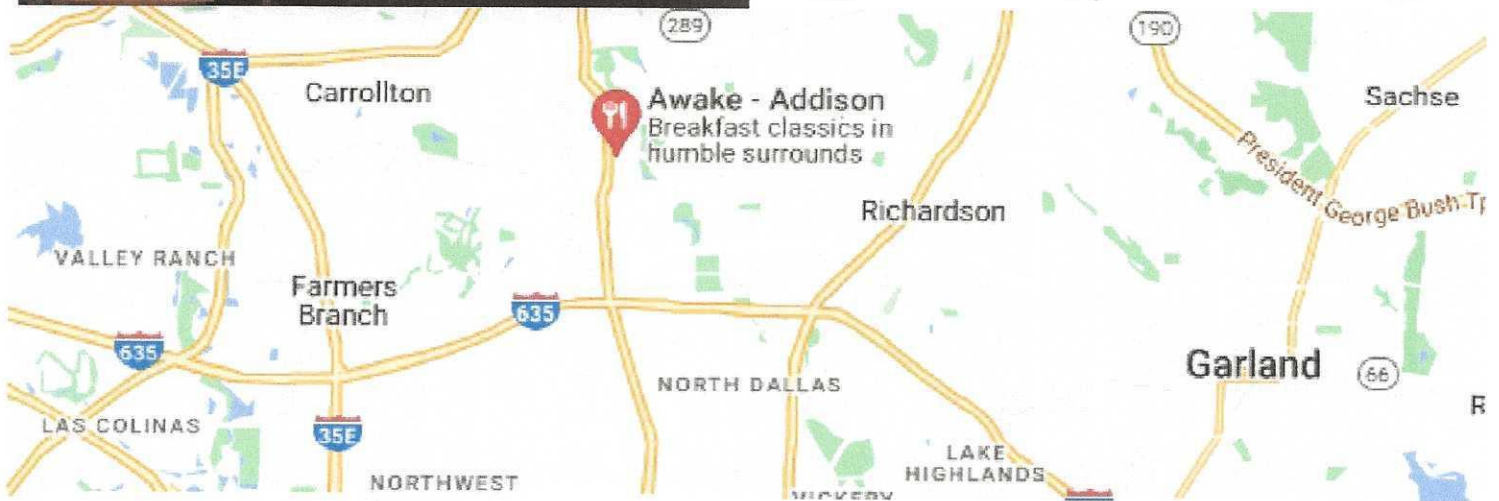
MORGANS...ROAD CANDY!



AWAKE - ADDISON

**15203 Knoll Trail Drive -
In Prestonwood Village
Addison, TX.**

**Modest options serving breakfast
staples such as pancakes, waffles,
eggs & skillet, plus sandwiches.**



RED TRUCK CAFE

**910 W Parker Rd #101,
In Towne square
Plano, TX 75075
Breakfast restaurant**



MMCC CALENDAR OF EVENTS

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

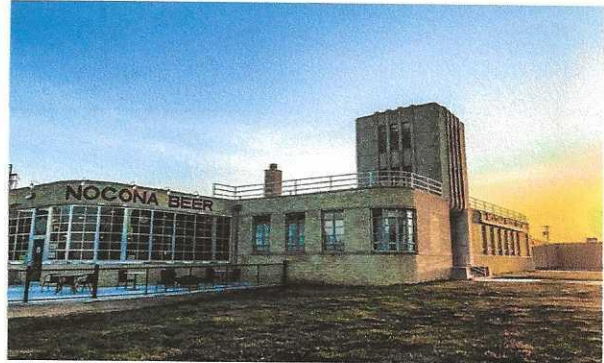
**Check the Calendar entries often for changes of dates, events
and other alterations or updates**

2022 - Help to fill in the blanks, send info to: secretarytexmog@att.net

- Apr. 16th* *******APRIL ROAD TRIP*******
Nocona, Texas (See details in Newsletter)
- Apr. 23rd* PRESERVATION PARK CITIES car show
10am-3pm Burleson Park, 3000 University Blvd.
Registration online, I will send you an email if you are interested.
- May 1st* **All British & European Car Day**
Sun. **Dreyfuss Club Point – White Rock Lake, Dallas, Texas**
*See info in newsletter. If you have not received an email allowing
you to register online I will send you the email.*
- May 7th* **NOGGIN' (or monthly meeting)**
Sat.11am. **THE LONDONER PUB, Colleyville, TX**
5120 TX-121, Colleyville, TX 76034
See more in RUNNING ON
- May 7th* 2022 WOOD WAVES & WHEELS Boat-Car & Bike Show
Sun.12 – 4pm See flyer in newsletter
- May 15th* British Emporium - British Car Show
12pm – 4pm 140 N Main St, Grapevine, TX
See flyer in newsletter
- June 11th* **NOGGIN'**
Sat.11am. **AWAKE – Addison, TX**
See info in newsletter
- July 9th* **NOGGIN'**
Sat.11am. **RED TRUCK CAFÉ, Plano, TX**
See info in newsletter
- Aug.?*
- Sept.>*

APRIL ROAD TRIP ~

SATURDAY, APRIL 16TH ~ NOCONA, TX

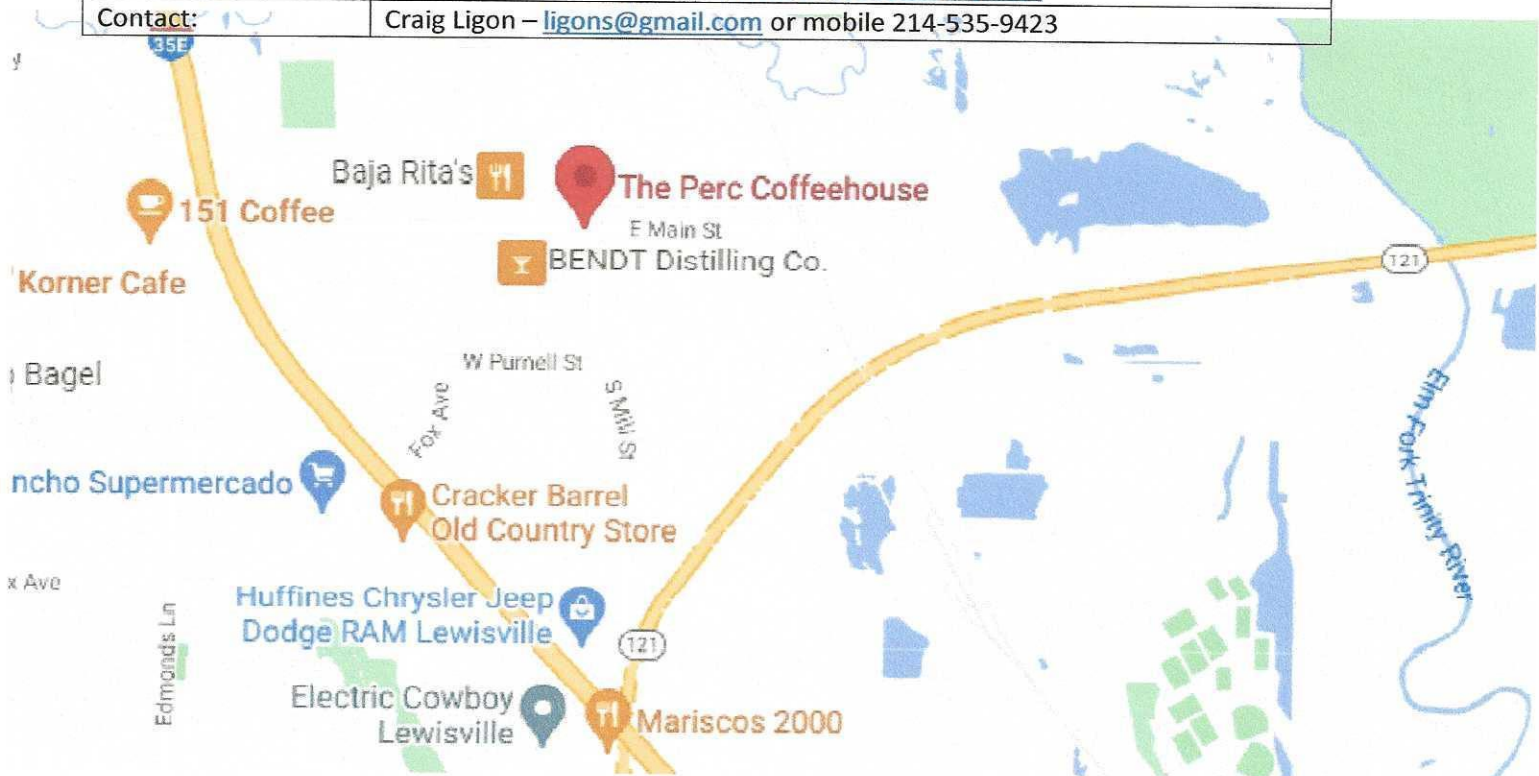


Need to get out for Spring? Need to escape the Tax man? Let's get out for a road trip! Bring your Morgan if you can, or another driver if you can't, but let's get some fresh air and see some sights.

We'll take some Texas back roads and get out of town. We can meet at **the PERC COFFEE HOUSE**. We'll leave at 9AM for a back road tour up to Nocona; about a 1 hour 40 minute drive. We can start with the tour of the Horton Classic Car Museum, and get our fill of all sorts of cars in the Horton's collection. Museum entry is \$10 (\$8 if we can get a group of 20). Afterwards we will head over to Nocona Beer and Brewery for a good lunch and maybe even a beer.

Between the pandemic lockdowns and the winter months, it is time to get out and drive. Come join us! so we can get an approximate headcount, and just to ensure we leave with everybody the day of the event. See you there!

When	Saturday, April 16 th
Starting Point:	9AM – The Perc Coffee House 115 W Main St, Lewisville, TX 75057
Destination:	Nocona, TX
Sights:	Horton Classic Car Museum – www.hortonclassiccarmuseum.com Nocona Beer and Brewery – www.noconabrewery.com
Contact:	Craig Ligon – ligons@gmail.com or mobile 214-535-9423



Relative Pleasures of Sports Cars

It would seem we now live in an age of renewed interest in the sports car. America's fascination with the sports car began in the late 1940s and, led by the MG TC and Jaguar XK120, blossomed into a full-blown love affair during the 1950s and '60s. In this country, the automotive black hole of the 1970s all but swallowed the sports car. While the rest of the world continued to produce stimulating cars, America had to wait until 1989 when Mazda resurrected the genre with its brilliant Miata. Its instant success did not go unnoticed by BMW and Porsche that soon answered with the Z3 and Boxster.

Since the rebirth of the sports car in the 1990s, American enthusiasts are once again presented with a variety of choice. It would be remiss not to mention the Corvette that has remained in production since its introduction in 1953. Catering to tastes running along the lines of huge, crude and powerful, the Corvette was available although it, too, suffered a substantial mid-life crisis during the automotive dark ages.

While most European sports car manufacturers were forced to abandon the lucrative American market, Porsche steadfastly modified its evergreen 911 to meet U.S. Federal regulations. And, at the upper levels of consumption, it was also possible to privately federalize Ferraris and other exotics. Those days are thankfully behind us—modern technology now satisfying both the sports car enthusiast and the government.

Time marches on, tastes change and the modern sports car is not the simple device it once was. Back in the days of the MG T-series, Austin-Healey 100-4 and Triumph TR2/3, part of The Experience was working on the cars, and in the case of British sports cars, an almost compulsory element of ownership. This wasn't a bad thing. Learning how to repair and tune a technically primitive

machine was not difficult and doing so successfully greatly enhanced the bond between car and driver. Today, confronted with an engine bay stuffed with a bewildering array of tubes, wires and black boxes, the average owner is forced to enlist the services of a computerized diagnostic technician whose solution to everything is replace rather than repair.

Then there is the driving environment. Back in the 1950s, a driver of an MG TC had little problem finding a less-traveled road on which to pursue enjoyment. While this still may be possible in the northern wilds of Maine or the open expanses of Montana, all the highways leading to those places are practically gridlocked.

apparently locked into a trend of escalating horsepower ratings, the end is nowhere in sight.

This brings up an interesting comparison. If sports cars are created for pleasure, what is the gratification of driving a 700hp, 220mph road rocket at 3/10s? Does the thrill of brief, blistering acceleration runs or capturing the premium parking space at the local country club justify the ownership of a car capable of so much more? Track days provide an opportunity to extend such a car, but sports cars were originally created to put zest in everyday driving. Flashback to the MG TC driver of the early 1950s when, except for squealing tires and a big smile, casual observers were not aware

the car was being driven at 9/10s. This was real enjoyment within the boundaries of social acceptance. Try that in an Enzo and you'll most likely end up in jail or a morgue.

But of course, comparing a Ferrari Enzo to a MG TC is ridiculous. Yet the degree of realistically attainable driving enjoyment of both is the actual point of



The sports car was created to provide a greater level of involvement for the driver. With its hallmarks of nimble handling and spirited performance, the sports car offered a much closer commune with nature. These qualities invited the driver to explore the upper levels of a car's performance envelope. Most early sport cars were a balanced equation of handling and power that the average enthusiast could easily manage, and eventually master.

In contrast, the modern iteration of the sports car is a giant leap forward in overall performance. Ironically, in light of ever-increasing regulations, massive congestion and energy concerns, the modern road-going sports car is capable of matching or even exceeding a race car's performance of the not too distant past. With the manufacturers of sports cars

comparison. When the performance of a sports car far exceeds its driver's ability and conditions found in the real world, the fun factor is greatly diminished. And that's where a car such as the Miata shines, a modern everyday sports car offering the same degree of driving pleasure found in the earlier MGs and Jaguars, minus the issues of reliability.

As time and technology relentlessly move on, the artifacts of a bygone era are evaluated from a fresh perspective. In the case of the sports car, the 1950s and '60s generated a windfall for grateful enthusiasts. We live in a time when the sports car has regained some of its former popularity and while that is a good thing, we must also realize all products are reflections of their contemporary environment, no matter how chaotic and illogical it may be.

Our Aging Car Clubs, and the Cars We Leave Behind (Cont'd)

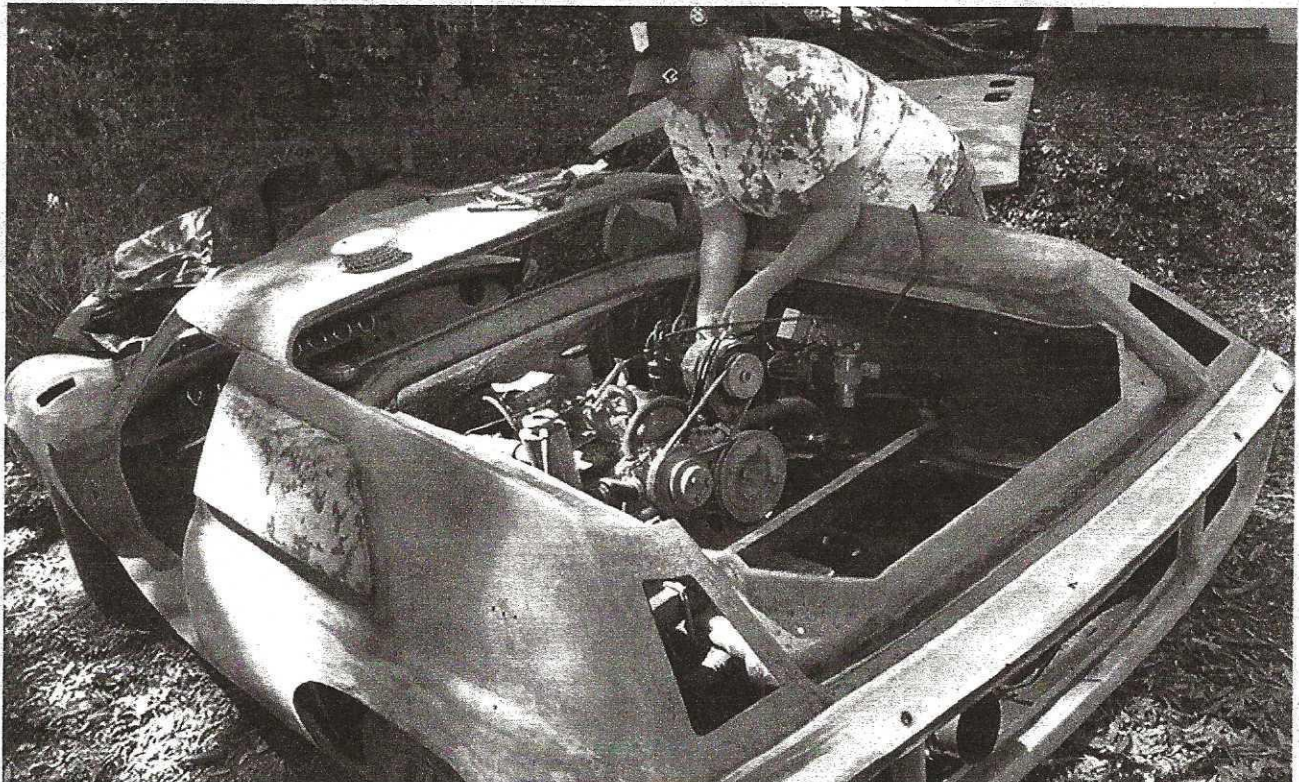
An Opinion by Jon Rosner

My seventeen year old daughter and I are restoring our 1970 Lotus Europa S2. We have made plans to bring it to Concorso Italiano in Fall 2018. My son wants our 1972 Series III Land Rover (quite roadworthy), he also wants our 355,000 mile 1972 Lotus Europa TC (in boxes, parts being acquired in preparation for restoration.)

None of our cars are ever going to be pristine. They might look good at two feet, or in the case of the Land Rover, 50 feet if you are willing to ignore the splotched paint and the roof dents left by wayward branches. Classic car prices have been rising in the last four years and younger people are being priced out. But there is a bigger issue. There are always have been, and always will be, deals to be had at a price that allows the less wealthy to join in the fun.

Most frequently these deals are to be had through car club connections. I have been semi-actively looking for a Morgan for ten years and pretty active in the last two. My issue - and the Morgan Club is far from the only place I have observed this problem - is that long term members of the car clubs, those predominantly in their late 60s and 70s are sweeping up the deals before anyone else hears about them.

These are folks who, more often than not, already have three or four cars, maybe one of which is running, and they are squirreling away the others, and are rather unlikely to get around to doing the needed work to put the new acquisition back on the road anytime soon. The longer the cars sit, the harder it is to bring them back to life; we all know this to be true. But this also means that fewer of our cherished cars are on the road, fewer opportunities for them to be seen, touched and inspire. And when we are gone, will anyone remember what it takes to bring our friends back to life?



My seventeen year old daughter and I are restoring our 1970 Lotus Europa S2

Morgazette



Park Cities Car Show

If you like cars (or just like getting outside), the Park Cities Car Show is the event for you! We are always impressed with the entries each year, and this party just continues to grow. We hope you will join us for this fun event.

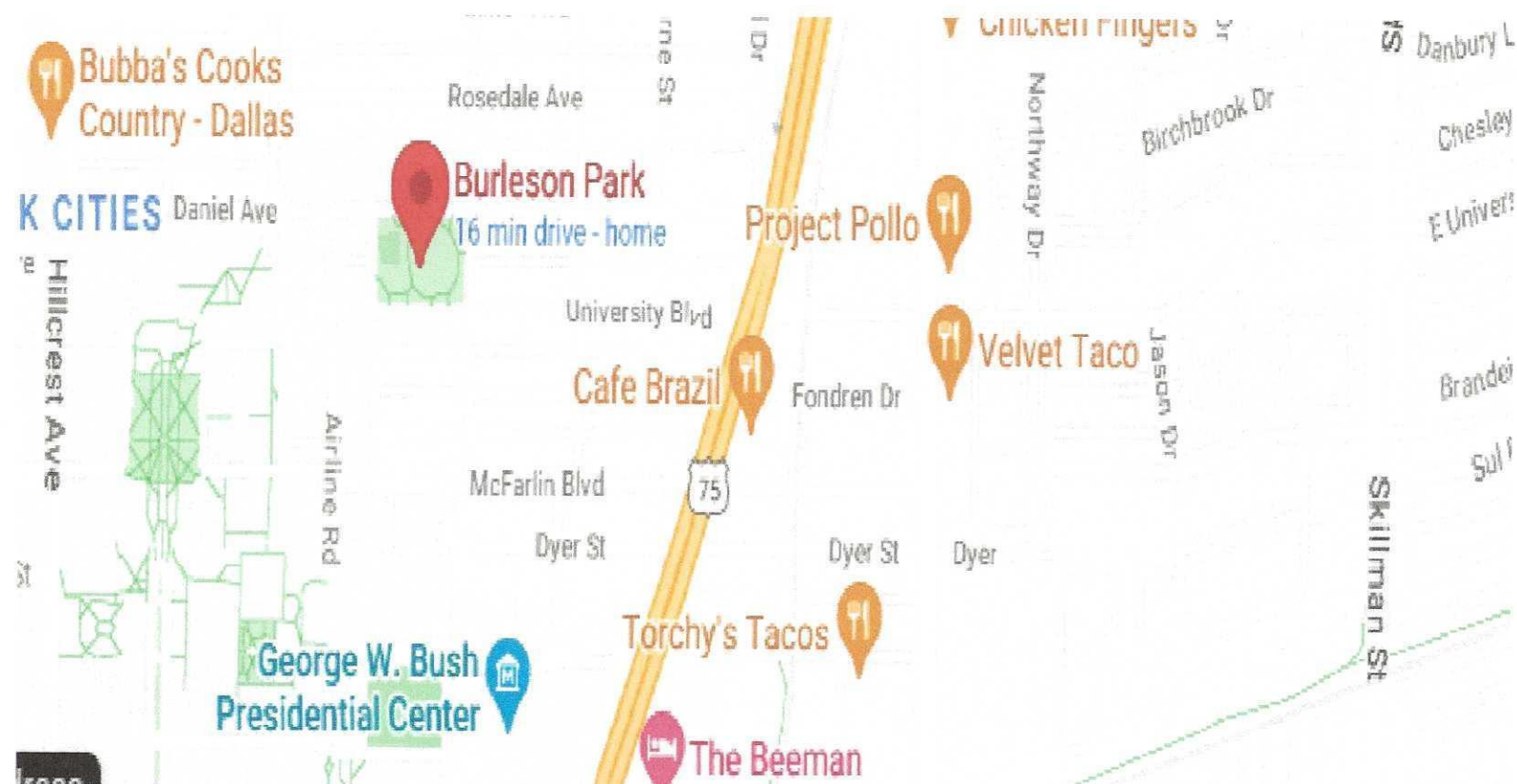
Saturday, April 23, 2022 // 10am - 3pm

Burleson Park (3000 University Blvd)

Admission is free and open to the public!

**SHOW CARS MUST
REGISTER ONLINE AT
WEBSITE**

<https://preservationparkcities.org/event-4411888>





ABCDE Online Registration is Open

We are thrilled that the City of Dallas Park and Recreation Department has approved our special event application for the 37th Annual Exhibition of fine British & European motoring for Sunday, May 1st, 2022 at White Rock Lake Park.

This year we are only offering [online registration](#) so our folks don't have to handle money at the gate and slow down the entry process. Just register, download your invoice to phone or print out and show the gate folks and off you go to park in your designated class at Dreyfuss Club Point.

Car placards, voting ballots and trivia questions are available to pick up at the on-site pre-registration table.

We do have COVID recommendations at our website www.AllBritishCarDay.com that we ask each of you to review.

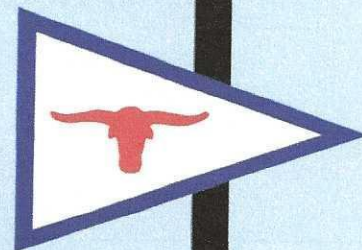
Let's honor **Queen Elizabeth's Platinum Jubilee** by decorating our cool cars and/or sporting your favorite frock & bonnet or morning coat making this *All British and European Car Day* fit for a Queen!

[Register Your Vehicle](#)

Sponsored by Kip Motor Company



BOAT, CAR & BIKE SHOW



2022 WOOD WAVES & WHEELS

SATURDAY, MAY 7TH

Fort Worth Boat Club

10000 Boat Club Road

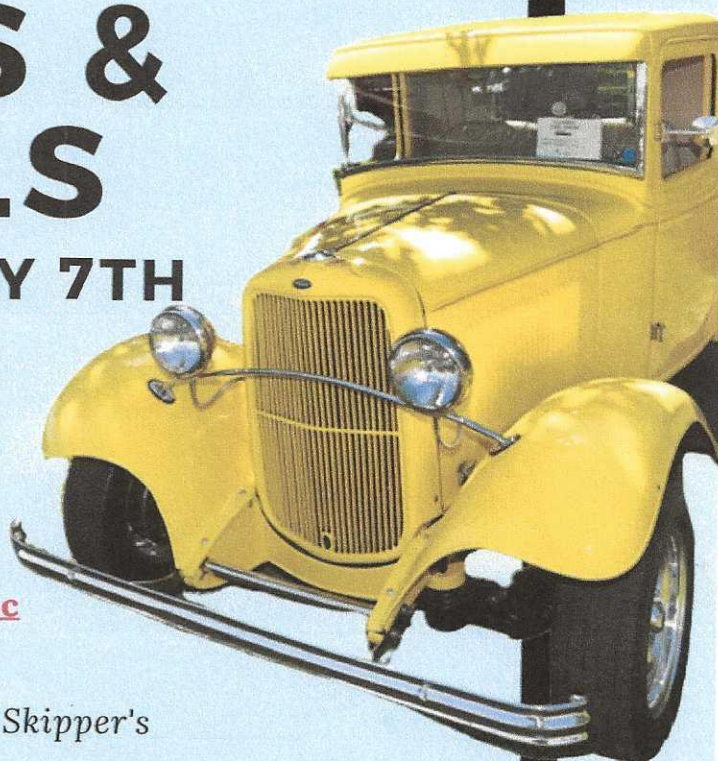
Fort Worth, TX 76179

12pm - 4pm

Free Entry & Open to the Public

Food & Drinks Onsite

*Awards include People's Choice, Skipper's
Choice & Best of Show*



Entry Information

Cars & Bikes: Contact Laura Grunewald at
(817) 271-8590 or admin@kennethjones.com

Boats: Contact Trey Bull at (817) 247-7980
or louisbull@charter.net

BRITISH EMPORIUM

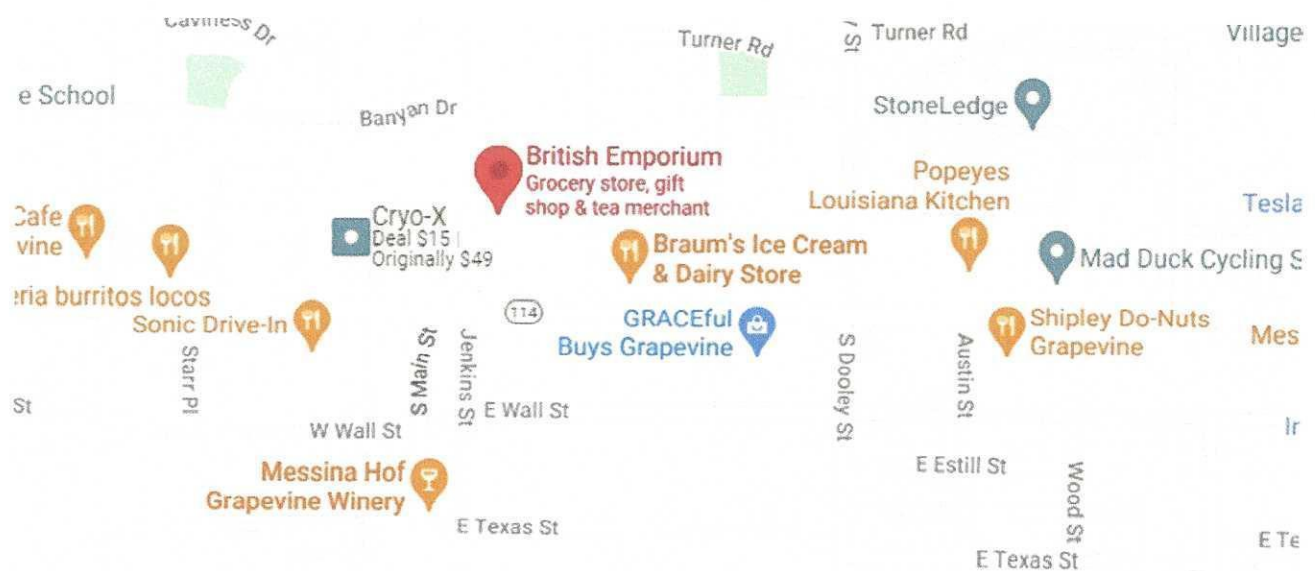
British Car Show



Sun May 15 2022 at 12:00 pm

140 N Main St, Grapevine, TX 76051-6231

The British Emporium is once again holding their Annual British Car Show. This will be from 12 to 4 PM, with judging at 3 PM. There will also be a Corgi event in honor of the Queen's Platinum Jubilee! Bring your Morgan or your other British car and enjoy the day!



What To Do When Your Car Stops Running...

To run, a car only needs fuel and spark – although that spark has to occur at roughly the right time. To repair most breakdowns, you just need some simple hand tools, a friend, and a 12-volt test light.

Most breakdowns are caused by an ignition problem.

Step 1: Try to park in a safe, dry place.

Step 2: Pull a spark plug and ground its threads on the block to see if you have spark. An assistant needs to crank the starter.

Step 3: If there is spark, move to the fuel system. If no spark, check whether you are getting spark from the coil to the distributor. Pull the coil wire from the distributor and hold it near a ground. Again, have your assistant crank the starter. Look for spark from the coil lead. Note: Coils are blamed for most ignition problems, but seldom are the culprit.

Step 4: If you have spark at the coil lead, you likely have a problem with your distributor rotor or cap. Carry replacements. In recent years, rotor problems have been much more common than car problems, so start with a rotor.

-If you don't have spark from the coil lead, then you'll need your test light. Attach the ground clip of the light to a good ground, then touch the point to the positive side of the coil while the ignition switch is turned on. (This is assuming a negative-ground car.) The light should glow. If not, trace this part of the ignition circuit to determine why the coil isn't getting power. *Note: For positive-ground cars, switch the polarity on this test procedure. The coil is marked with a + and - on either side where the wires attached.*

Step 5: Does the ignition switching mechanism work? Assuming you have power to the coil, hold the pointer of your light to the negative side of the coil while your assistant cranks the engine. Your light should flash on and off as the engine spins over, telling you that the switching mechanism in the distributor is working. (This is true whether the car has points or an electronic ignition.)

-If the light glows steady or not at all, it's time to get into the distributor. If working with a positive-ground car, don't forget to switch the polarity on this test procedure as well. To determine why your distributor isn't providing the switching for the coil, you'll need to get out the manual for your car (or your ignition system if it's aftermarket) to go through the testing procedure for your points or electronic switching mechanism.

IF IT'S NOT AN IGNITION PROBLEM, THEN IT'S LIKELY A FUEL DELIVERY ISSUE.

Step 1: Make sure that the throttle linkage hasn't become disconnected or fouled up.

Step 2: If you have an electric fuel pump, determine if it's working or not. Note: Mechanical fuel pumps seldom fail while en route. If the fuel pump is working, proceed to Step 4.

Step 3: If the fuel pump is not working then make sure its fuse is good and check that neither the positive nor negative wires have become disconnected, pinched or pulled off.

Step 4: Check that fuel is getting to the carburetor or fuel injection. Fuel is pressurized to 3-5 psi on a carbureted car and upward of 35-40 psi on a fuel-injected car. **DO NOT ALLOW FUEL TO SPRAY ON A HOT ENGINE OR ANY OTHER HOT COMPONENTS.** Carefully pull the fuel line off the carburetor or injection. Aim the line at a suitable catch can. Have an assistant crank the engine. If fuel comes out of the line, then you have a carb or fuel injection issue and should proceed to Step 6.

Step 5: Check your fuel filter. If you can blow through the filter, then you might have a clog elsewhere in the delivery system. Follow the fuel system back to a possible second filter and finally the tank. Sometimes the tank's pickup can get clogged and you can remove the blockage by either blowing back through the outlet tube or running a rod or piece of wire through the tube. Be prepared to reattach the line very quickly, and remember that fuel and its vapors are very flammable. Do not work with fuel around hot engines, hot exhaust systems, or other hot components.

Step 6: Some carburetors, like Webers, pass the incoming fuel through a screen. These screens can get clogged but are easily cleaned.

Step 7: Car still not running? Now that you've ruled out all of the usual culprits, you have to delve deeper. On a carbureted engine, it could be a sunk float or a clogged jet. On an injected car, you might have a disconnected crank angle sensor, clogged fuel injectors or another failed or disconnected electrical component. *-end- Classic Motorsports*

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.