

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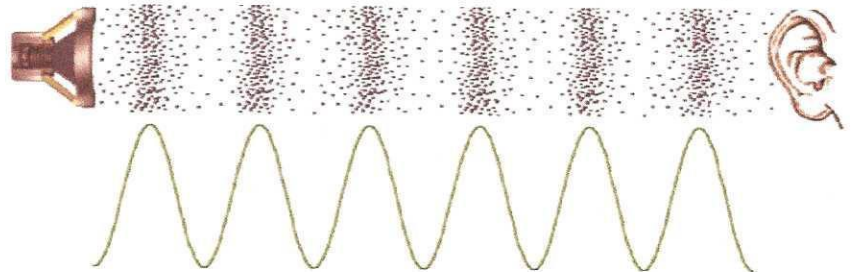
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To steal ideas from
one person is
plagiarism, to steal
from many is
research.

Since light travels faster than
sound, some people appear
bright until you hear them speak.



Knowledge is knnowing

a tomato is fruit.

Wisdom is not
putting it
into a
fruit salad!



RUNNING ON

OKAY, WE HAVE HAD OUR FIRST FORAY INTO GETTING A NEW NOGGIN' LOCATION

and the Londener was quite nice, the food good, the atmosphere dark and pub-like. I am sorry not many members made it to this venue. But thanks to the Smiths, Boyles, Craig Ligon, Jim Shukert, and Ed Arnold in his +8 for attending. Oh yeah, what did you'all think?



Our next culinary adventure (and only event for JUNE) will be to Addison and the Awake Café. See further information on a following page with the pictures and map. I sneaked a look at the menu and the breakfast/brunch offerings look good.

The Bacl Country BBQ on a Thursday evening has been put on hold.

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.

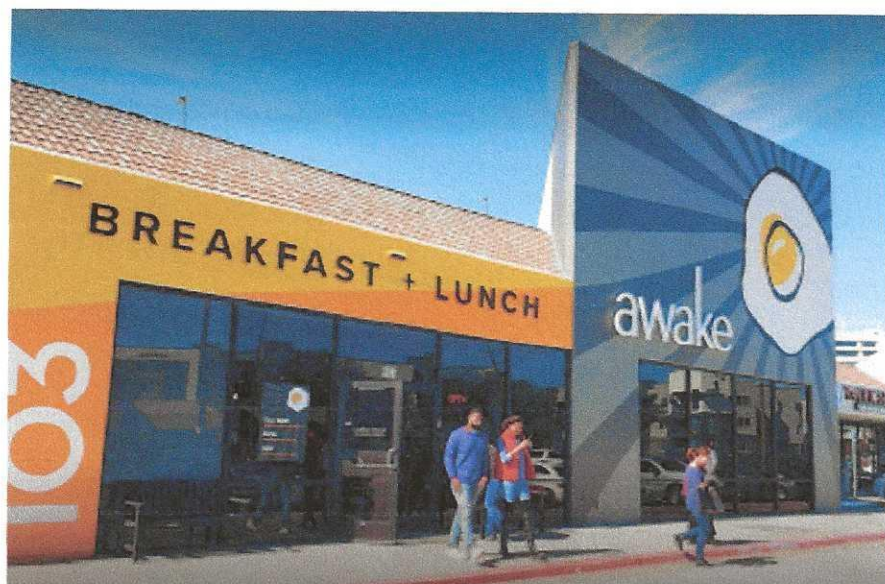
So much for dining preferences, how many went to the Britishh Emporium Car show? Alas, we did not make it, but some of our members exhibited their Morgans. Craig Ligon sent me the photos, lamenting he had not gotten a shot of the Contestants in the Corgi category. Check the next page for his welcome contribution.

Check the website, www.texmog.com

Remember our next dinner meeting is SATURDAY, JUNE 11TH at THE AWAKE CAFÉ.



MORGANS...ROAD CANDY!



WAKE UP!

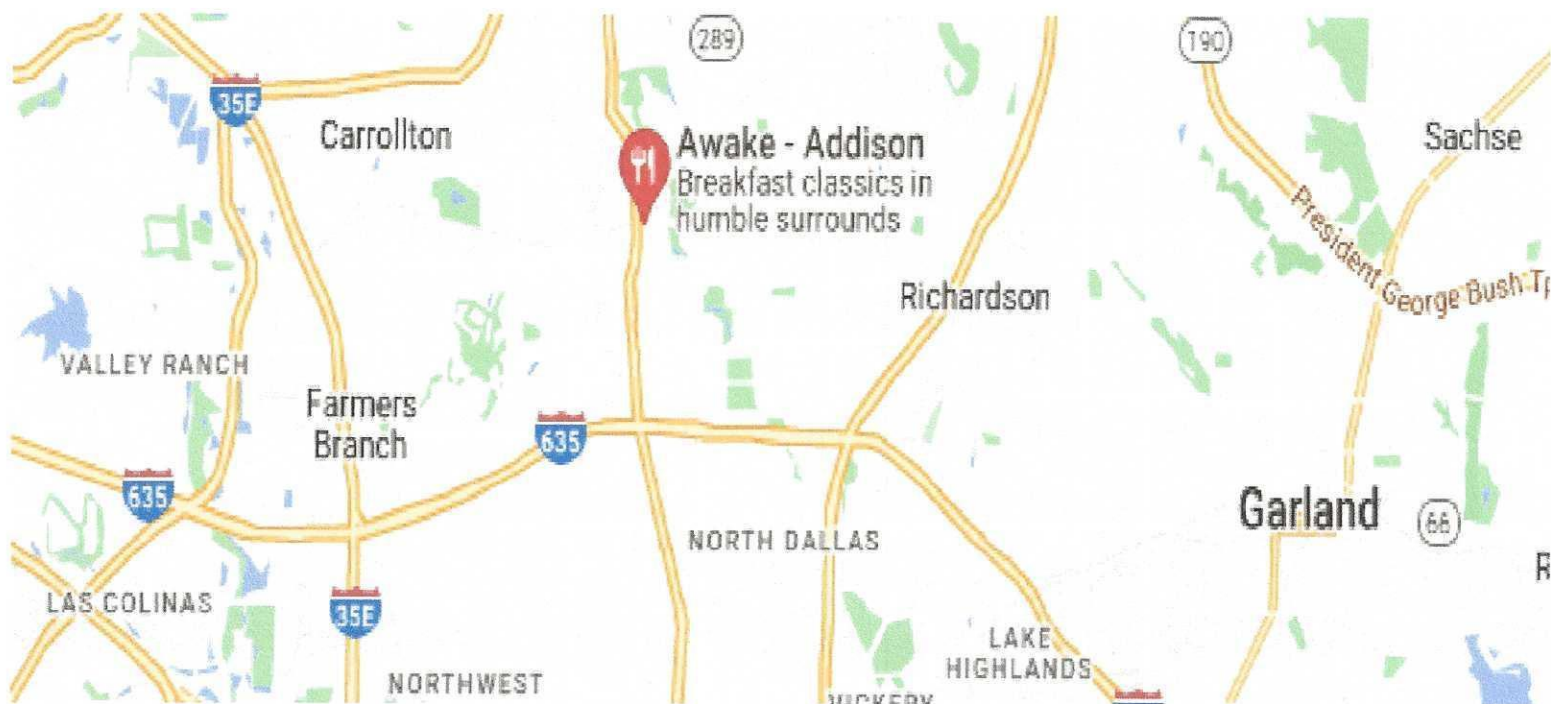
Join us JUNE 11th at
11am
for
our NOGGIN'



AWAKE - ADDISON

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

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



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

June 11th **NOGGIN'**
Sat.11am. **AWAKE – Addison, TX**
 SEE FULL PAGE INFORMATION IN NEWSLETER
 MAP INCLUDED!

July 9th **NOGGIN'**
Sat.11am. **RED TRUCK CAFÉ, Plano, TX**

Aug?

Sept?

Oct. ?

Nov.?

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. The mail box has plenty of space for your event . This Morgan needs something to do, especially for Fall when the weather is nice. But a shady car show venue would do. MMCC does decorate British.





TECH TIPS

Recent Use of 'SMART' Trickle Chargers by James Howland

The vintage car hobby comes also with vintage dead batteries – either at initial purchase or after long cold winter storage. The two brands of trickle chargers I own and have used for the past 10-15 years since the advent of smart chargers are CTEK and Optimate. The one trend given the on and off use trend of any secondary vehicle is limited performance due to nonuse past the 3-year age point of the battery. Sulfated battery plates typically are the culprit in older batteries making charging eventually impossible and the lack of reliability forces a trip to the auto store to drop \$120 down on a new battery.

I had two batteries – one six years old and the other eight years old. Using the repair mode of the Optimate charger, a full day (24 hours) fully repaired and charged the 6-year old battery back to trusted use and performance. The older battery was charged and partially repaired to a 91% performance level indicating some permanent plate area erosion. The two models I used were the Optimate 4PRO, a 1A two channel charger and a 4 channel Optimate Pro. Both are older models with the industry racing to bring out new models every two years. The three main competitors in this notch of the automotive market are CTEK, Optimate and NOCO. There are many other brand and generic larger chargers for shop and garage rapid charging of large automotive, truck and marine deep cycle batteries. These are handy for wheeling out to hot start a car with a totally dead battery or several hours of trouble shooting. Trickle chargers are a unique side of the charging market given most larger capacity chargers do not offer true battery repair and de-sulfidation. My use of these is wider than just British cars, where they have been life savers for garden tractors and extending the battery life of my regular cars. One general observation is that for a battery that has been depleted to the point of slow engine turn over but nonproductive starting, requires at least 24 hours if not 2 days on the repair smart chargers to bring it to useful performance. The chargers use a sequenced stepped voltage waveform that has been shown to not just put energy back into the battery but remove deposits on the battery plates from years of current draw. Many of these firms also offer a very small unit commonly used for motorcycles that can be secured to the fire wall and permanently wired to the battery leads. At 100-250mA they are low power chargers that can be left in place and in use for those long months when the road trips are few and far apart. Just remember to unplug before driving!

-end- Thanks to our friends at The Standard; Volume XXXIII, #10, October 2021

Pssst... we know this is a busy time of year, so a couple quick reminders:

- See page 5 and make your reservation for the Spring GOLF.**
- See page 7 and make your reservation for the DEC DRIVE.**

Now we return you to your hectic holiday season!



How To Measure Voltage Drop

To configure a multimeter to measure voltage drop, you set it up the same way as you would any other voltage measurement.

1. Put the black probe in the socket labeled "COM" for common, meaning it's common to all measurements. Once it's there, it'll never need to be moved.
2. Put the red probe in the socket with the V. It's almost certainly the one that's also labeled with the omega symbol for resistance.
3. Turn the big rotary dial to the setting for DC voltage, which is a V with solid lines over it. It's not the one with a wavy line over it – that's for AC voltage (house electrical current). If you don't have an autoranging meter, select the voltage range to measure a small voltage such as 2V.

Then, hold the probes across the connection where you're trying to measure the voltage drop, and energize the circuit.

So, what's different from a regular voltage measurement? What's different is that, instead of pulling the red probe lead on the + side of the circuit and the black probe lead on the negative (ground) side, you put the red and black probe leads at two different points on the same side of the circuit, between two positives or two negatives. That's the secret.

For example, if your starter is engaging slowly when you crank it, to measure voltage drop in the positive battery cable, hold the red probe lead on the positive battery post, hold the black probe lead on the post on the starter solenoid that the positive battery cable connects to, then have someone try to start the car while you watch the meter.

If there is no voltage drop in the cable, the voltage at the terminal on the starter solenoid will be same as it is at the positive battery terminal, and the meter will read zero. But if there is a measurable voltage drop, the meter will tell you what it is.

You then can use the meter to hone in on where the drop is (e.g. position the probes between the positive battery post and the positive battery terminal and the ring connector on the other end of the cable, then between the ring connector and the battery post.) If you don't find a drop on the positive side, you can conduct the same test on the negative side, checking

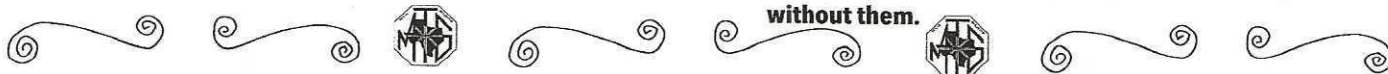
between the negative battery post and the case of the starter, then honing in on the individual connections.

If you need to do this by yourself, you can use clip leads to hold the

probes in place while you crank the starter and watch the meter. Better still, if your meter has a min/max function, you can capture a few seconds of data and then have the meter tell you what the maximum voltage was.

So, how much of a voltage drop is acceptable? It helps to develop a feel by measuring voltage drop across healthy well-performing connections. On my cars, I typically see less than a 300mV (0.3 volt) end-to-end drop between the positive battery post and the starter post (or the negative battery post and the case of the starter). You can find published tables that claim that, for a starter motor, an end-to-end drop of as much as 800mV (0.8 volts) is acceptable, but that for any individual connection (for example, between the positive battery post and the positive battery terminal), it shouldn't exceed 100mV. This last point is crucial. I can't tell you how many times I've turned the key on a vintage car and had it go RRRRRRrrrr or just click, cleaned the positive battery post, and had the car start right up. This happens so often that I usually forego the voltage drop measurement and head straight for the post cleaner, but if I were to measure, I'd see a big voltage drop between the positive battery post and the positive battery terminal. **There.** You now know how to perform a voltage drop measurement. You may now swagger forth among car people. Heck – send the Illuminati home. **Tell them you've gotten the lights working without them.**

SO, WHAT'S DIFFERENT FROM A
REGULAR VOLTAGE MEASUREMENT?
WHAT'S DIFFERENT IS THAT...



TEXMOG NOCONA ROAD TRIP - APRIL 16TH



By Craig Ligon

For our day trip up to Nocona, we met up in old town Lewisville, at Perc Coffeehouse. A great little coffeehouse with the original exposed brick of the vintage building, and lots of authentic automotive and motorcycle memorabilia on the walls. Neon, tea and a scone. Just the way to start a road trip!

We had Bill and Judy Boyles, Jeff and Yvonne Smith, Charles Harris and Barbara Simmons, Jackie and Dan Thornton, and my friend Steve, riding an Indian. Some looked at the distance and realized that not everyone can keep up with the lightning fast 115mph top speed of the Morgan 3 Wheeler (no, I've not had it anywhere close to "top speed"), so some chose to drive their daily drivers. Yes, we are a club of crazy Morgan owners, but some can be practical as well.

Let's face it, there is no fun way out of the metroplex, but at least going west down 1171 wasn't bad once we got past the city traffic lights and started out alongside more horse and cattle ranches. Just before we hit I-35W, we turned north, where Jeff Podmers had planned to meet us in his nicely restored little red Austin Healey.

We went up through the small towns of Dish, Ponder, Krum. During the drive up we got to see many small farms and ranches. Cattle, horses, a small donkey farm (my wife's favorite), and even a wild turkey walking through a field. No, not Wild Turkey whiskey, we were going to a brewery, not a distillery. But, a Kentucky tour might be a great destination for another trip in the future. Stay tuned for that one.

As we drove through the little town of Forestburg, I was thinking that I don't think I've ever driven through that little town without several people waving at me. Considering they have a population of less than 2,000, that is a considerable higher percentage of happy

friendly people than when I drive through Plano; the reported happiest city in Texas.

Just north of Montague, we crossed the anticipated cold front. I was expecting it to drop a couple of degrees, but as the Metroplex was forecasted to get to 80+ degrees, I wasn't too concerned. I simply wore a t-shirt and shorts. However, the temperature kept dropping. In an open-topped 3 wheeler, I was very aware of the fact that air kept getting colder and colder. I sped up as



we were almost there.

When we finally arrived in Nocona and the Horton car museum, we all filed into the Horton Classic Car Museum parking lot. It was 58 degrees. Luckily Dan Thornton had an extra jacket in the back of his Morgan Plus 8. That helped me warm up as we headed into the museum.

When we got to the car museum, we were met by Ken and Katy Lindsey, who drove down from Oklahoma. If you haven't been to the Horton Classic Car Museum, it is definitely worth the trip. A lot of nice cars. It is obvious that Pete Horton love's cars, since there is no way the \$10/person entrance fee comes close to supporting the museum's costs. I've never been there when it is full and we always have the run of the place.

For lunch we went over to the Nocona Beer and Brewery, located in the former



Jackie gets a selfie with the group

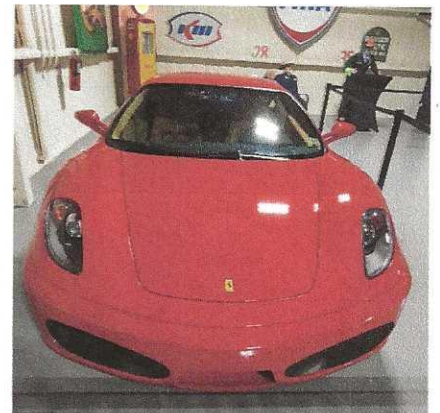
Nocona boot factory. We had made reservations, but were worried that we might not be seated as we had arrived earlier than expected. Not to worry, the place was dead. They easily seated the group, we ordered some drinks and settled in for some good conversation and a spot of lunch. Luckily we weren't in a big rush since everything was as speedy as a Morgan stuck in first gear. We chalked it up to post-pandemic employment shortages. At least the food was good as it trickled in.



As the group broke up, some decided to take their reliably faster cars home by more expedient paths; but where is the fun in that? Jeff Podmers and his Austin Healey, were looking for some Ethanol-free petrol (everyone knows you don't put Nebraska corn gasoline into a British car). We searched "a couple of miles down the road" and eventually our quest led us to the great little town of St. Jo. A friend had told me that St. Jo has an Armament museum, but that is the content for another trip...

Thanks for everyone who came! We look forward to more trips and TEXMOG adventures.

Morgan



We gather at Perc, then at Hortons Museum



BRITISH EMPORIUM

EST 1990

British Car Show



Some familiar
Morgans



an other British
beauties,

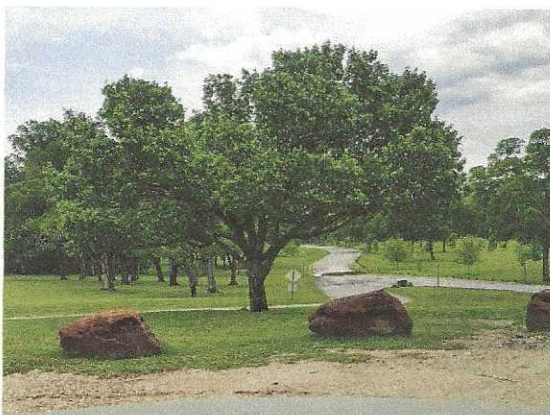


BUT NO CORGIS!

MMCC at ABC



Booted out of our place on the hill under the shade tree by a bunch of boulders, probably dropped by a passing meteorite, the Morgan Motor Car Club was offered 3 places to establish ourselves. The "place across the road in the shade" sounded good to me and boy was I right. We had shade trees to shelter us, to hang our flags and banners, and parking along the edge of the road at the entrance to the show. As a few members arrived we started to decorate with our British regalia.



Gradually a contingent of 15 members, 3 Corgis, 10 Morgans, 1 Isetta, and a snazzy Red Rover joined the group. Another member came just to look, having left his Morgan at home suffering some minor mechanical issue. One member entered his daily driver Audi in the show so he wouldn't have to trudge all the way from the parking to the show area. But we let him sit with us and share the chairs and shade. Various scouts were selling drinks and the usual food trucks were available. Those who brought snacks passed them around.



The afternoon passed in a leisurely manner until nearing the 3pm hour when cars had begun to slip away. not many were left to collect thir awards. Bernard Seial got a 1st for his 1953 Morgan, Bob Noguiera got 2nd for both his Morgan and his Isetta,, Dick Hawkins got a 2nd for his snazzy Red Rover, and Boyles got 3rd for the Morgan 4 seater. The Hawkins Corigis and Jay Rolls lovely one wern't entered in the contest, but got firsts in our hearts.





Morgan Reinvents the Three Wheeler as the “Super 3”

by *Charles Neal*

Morgan Motor Co finally launched the new three wheeler on 24th February. This was after we went to press but the Factory kindly provided all the info on the new car in advance for this month's *Miscellany*. Next month we will report on the launch and look into the new car in more depth.

The Super 3 is almost completely new, carrying over hardly anything from the previous generation. The really obvious change is the engine, a 118bhp 1500cc three-cylinder non-turbo Ford. I don't think this is used in a Ford product in the UK, although the Ecoboost turbo version is fitted in the Fiesta ST, and is very popular. It also meets the latest emissions regulations. This is bolted directly onto a Mazda 5-speed gearbox, removing the V-twin's troublesome compensator. At the back there is a bevel box and belt drive, but these have been reworked from the previous generation.

The chassis is a complete departure from before, replacing the steel tubes with a bonded aluminium “monocoque” structure which also forms the exterior surfaces and

cockpit sides. This takes a step on from Morgan's previous aluminium chassis by incorporating Superform panels (rather than just folded flat sheet as before) and also large aluminium castings integrated into the structure. The visible front end of the chassis is made from large castings, supporting the front suspension and engine mounting. There is no reference to ash

wood in the press material which suggests there isn't any!

The front suspension is completely redesigned, with a forward-mounted steering rack (and clearly no bump-steer issues) and pull-rod operated spring/damper units – this is unusual on a road car but borrows from single-seater racers. The front wheels are unique-to-Morgan

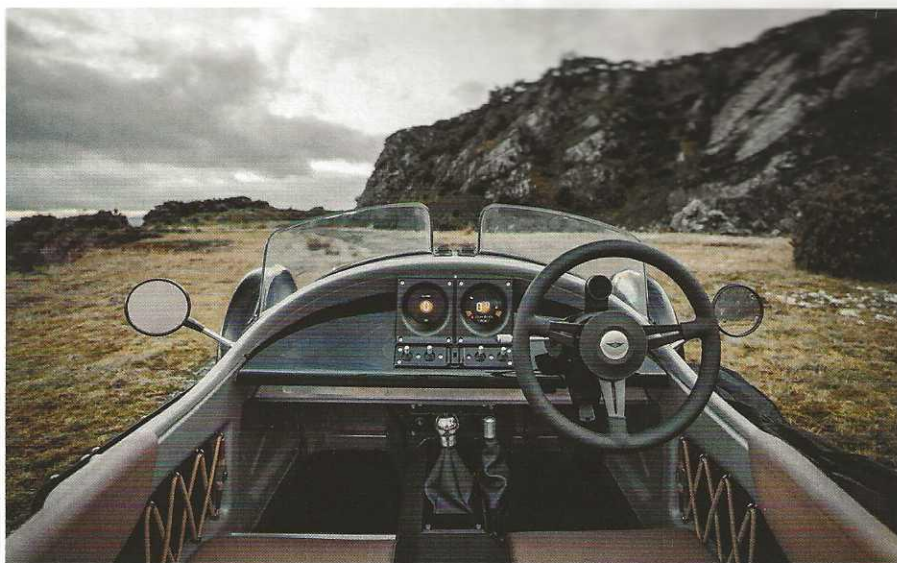


20" four-stud alloys; there is no mention of wire wheels being an option, although bolt-on wire wheels are possible and arguably more practical than the splined hub type. The front tyres are a specially designed Avon, the rear is an Avon all-season which has been found to give the best grip on the often-slippery centre of the carriageway. The pull-rod system frees up the suspension area for another new feature which leads in to the styling: the radiator is in two parts, one each side of the engine.

Overall, the style is familiar as a Morgan, but it moves things forward with a 1950s sci-fi/jet age aesthetic. The rear half of the car is quite familiar, with a "beetleback" opening rear panel similar to before. The lower panel tucks under to fit closer to the rear tyre, inspired by "belly tank" racers of the 50s built from WW2 aircraft drop tanks. This lower panel is actually part of the chassis, terminated with another aluminium casting which the number plates and lights mount to. The cockpit is a broadly similar shape to before, but the sides include large rectangular panels, which Morgan call "diffuser plates", hung off the side. The forward end of these form the radiator ducts. They also offer optional mountings for panniers on the side of the car.

From the front, with the engine now tucked under the bonnet – but as far forward as possible – the car looks quite different. The chassis castings are the main visual component, with a large open space below the cowl. On one of the show cars there's a pair of spot lights, which may be the required headlight location for the US-market cars. The inside of the cycle wings are faired in and they extend to chassis-level to reduce spray. There is hardly anything forward of the front wheel centreline, which is a conscious styling decision to ape the "belly-tank racer" look.

Inside the cockpit, the Superformed moulded chassis panels form the sides – with bungee cords across the indentations, to secure coats etc – and a larger transmission tunnel runs continuously front to back. There is a traditional Morgan handbrake alongside the gear lever. The dashboard now slopes forward, with a pair of fully-digital gauges mounted vertically. There are four familiar-looking toggle switches and indicator stalk. A new lower switch panel has the heated seat controls, USB port and – new for the three wheeler – a heater for the footwell! The seats are



more contoured than before, and the side padding is now part of the seat. They can be trimmed in leather, vinyl or a waterproof "technical" fabric for a more modern look.

The pedals are "quick-release" adjustable and the steering column has reach and rake adjustment.

Another area which has received a lot of attention is customisation, with lots of options designed-in. A modern-style luggage rack can be fitted to the tail, pivoting from the same point as the "boot-lid" for ease of use, and side panniers can also be fitted for extra luggage capacity while touring. Hard-shell panniers can also be supplied trimmed or painted to match. Also, various points on the show cars are fitted with Morgan's own design of "accessory rail", a slide latch which allows easy fitment of extras, and includes a thread for GoPro camera mounts. Inside

the cockpit, cup holders, Quad Lock phone mount and a Beeline motorcycle navigation system can all be neatly added. The aero screens are vacuum formed in a more 3D, aerodynamic shape and can be switched for taller versions for more comfort.

Toby Blythe, Morgan's Head of Marketing, explained, "Options, accessories and customisation are fundamental to the ethos of Super 3. We identified several key themes among owners of the previous Morgan 3 Wheeler and looked to expand on them. Working with a hand-picked selection of project partners in the premium lifestyle, outdoor and technology industries, we have been able to offer Super 3 owners an almost endless choice of vehicle options that can be specified at order point or at a later date.

"The concept of premium utility is something that features heavily in Super 3's options: the idea that you can equip items that are luxurious and quality yet still ruggedised and functional. This concept is celebrated in products such as the Malle London x Morgan soft panniers, and we are delighted to have worked with such like-minded companies.

"We are confident that Super 3 will build on Morgan's incredible heritage of three-wheeled vehicles by offering something to our existing customers as well as appealing to those who are new to the brand. We can't wait to watch as Super 3 owners embark on incredible adventures all over the world."

The Super 3 marks Morgan's most comprehensive vehicle development programme yet. The company has employed a new level of competence in CAE (computer-aided engineering) and structural durability simulations. Its engineering practices are in line with many OEM whole-vehicle programmes and far exceed motorcycle standards.

In testing, Super 3 has outperformed its targets. Several validation prototype vehicles have been operational at numerous proving grounds, undergoing continual durability programmes comprising Belgian pavé, torsional ramps and continuous full-bore acceleration and braking tests.

Further test vehicles have undergone 'real-world' mileage accumulation in all conditions, exceeding the parameters of any testing programme operated by the company to date and allowing for extensive insight into the life of the vehicle.

Particular focus has been paid to Super 3's cooling package. Using a temperature-, pressure- and load-controlled environment,

simulations have included the running of the car fully laden in some of the harshest and most challenging environments in the world, all of which were achieved with high levels of cooling redundancy.

Chris Arthur, Morgan's Chief Engineer, said: "The Morgan Super 3 represents a new level of engineering integrity for Morgan. Superform techniques have allowed us to achieve something that is typically out of reach for niche manufacturers."

The monocoque platform is light, stiff, strong and resilient and looks good. Throughout the vehicle, the quality of finish is comparable to that of much larger manufacturers, and we feel we have engineered a car that delivers a lot more value to Morgan customers.

"Super 3 remains true to Morgan's roots because it's a non-standard construction and every element has purpose. We have employed techniques that are appropriate and improve the quality for the customer. It is a modern take on utilising

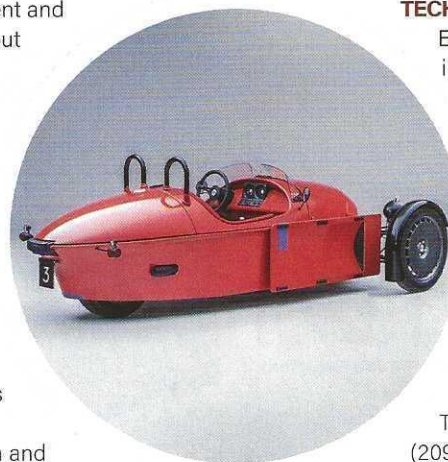
your own production methods to remain unique.

"I am particularly proud to be a part of the team tasked with delivering Super 3. While we have grown in recent years, we remain a small yet hugely resourceful and talented group. Super 3 is a testament to their skill, knowledge and hard work."

Super 3 is available to order from Morgan dealerships in the UK, Europe, the USA and select Rest Of World markets now. Customers in the UK and Europe will receive their vehicles first, with USA deliveries following later in 2022. Japan, Australia and select other ROW markets will follow thereafter. The price for Super 3 starts at £34,958.33 excluding local market taxes. In the UK, the Super 3 is £41,995 plus on-the-road costs. A new configurator is live now, allowing customers to fully tailor their new Super 3.

TECHNICAL SPECIFICATION

Engine: Ford 1.5-litre, inline three-cylinder
 Gearbox: Five-speed manual
 Maximum power: 118 bhp (87 kW) at 6500 rpm
 Maximum torque: 110 lb ft (150 Nm) at 4500 rpm
 Acceleration 0-62 (0-100kph): 7 seconds (pending final certification)
 Top speed: 130 mph (209 kph)
 Fuel economy (combined): 40 mpg (pending final certification)
 CO2 emissions: 130g/km
 Dry weight: 635kg
 Length: 3581mm
 Width: 1850mm
 Height: 1132mm



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 wheel, 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.