

MOG LOG



MAY 2023

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!

PRESIDENT
EDITOR
TREASURER
MEMBERSHIP CHRMN.

Judi Boyles
8422 Garland Road
Dallas, TX. 75218-4333
214/321-1648

secretarytexmog@att.net

WEB ADDRESS:

www.TEXMOG.COM

MORGAN
MOTOR
CAR
CLUB

REGALIA
Jeff Smith
2720 Wexford
Plano, TX. 75093
jsmith6844@gmail.com

HISTORIAN
Bill Boyles
8422 Garland Road
Dallas, TX. 75218-4333
214/321-1648

wmj3@att.net



**The world is not driven by greed,
it is driven by envy.**

**I went to a fight the other night,
and a hockey game broke out.!**

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

RUNNING ON

TO FIND LIFE IN OUR MORGAN WORLD and

WOW, our May NOGGIN was an unexpectedly good gathering of 9 members, and on the Saturday before Mother's Day.

This months cover is from the 2023 ABCD ON May 2, 2023.

Thanks to Craig Ligon for rustling up 3 events, well 4 counting the British Emporium Crowns , Corgis, Cycles and Cars Show. He has been doing a "beyond the call of duty" job for a new member. His enthusisiam is so monstrous it is catching as our other new members who are local enough have been participating. Everyone of us loves a grand tour in the Morgan and his have been brilliant.

I don't know how the Park ities Car Show did , but we had some Morgans at the ABCDE at the new venue using the Bath House parking area..

Hope to see some friends and members at the Red Truck next time we meet.

Check the website, www.texmog.com

Remember our next NOGGIN' and NATTER is SATURDAY, JUNE 8TH at THE RED TRUCK CAFÉ in PLANO.



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**

2023- 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.

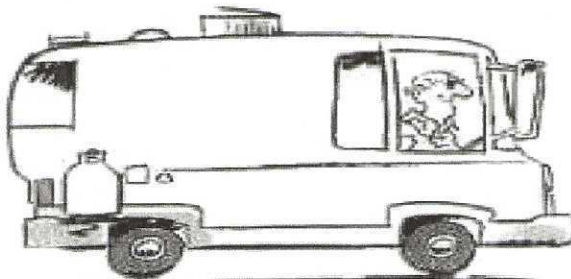
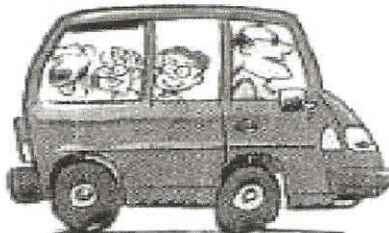
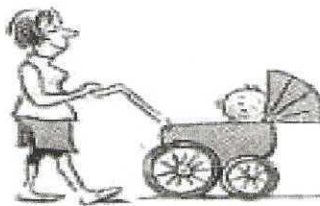
June 10th *Red Truck Café*
Sat. 10am *monthly meeting*

July 8th *Red Truck Café*
Sat. 10am *monthly meeting*

Aug. 12th *Red Truck Café*
Sat. 10am *monthly meeting*

Oct.5-7 BRITS IN THE OZARKS
Th – Sat. See info in Mog Log

The Wheels of Life



Greetings Fellow British Car Enthusiast and Previous Brits in the Ozarks Car Show Attendee.

ALL BRITISH CAR & CYCLE SHOW
Benefiting the ALS ASSOCIATION

This year's Brits in the Ozarks All British Car and Cycle Show benefiting The ALS Association is October 5-7, 2023.

The show itself is on Saturday, 10/7, at Agri Park in Fayetteville. The Host Hotel is The Holiday Inn Convention Center of Northwest Arkansas in Springdale, where we will have our party Friday evening.

Please see our show web page, recently updated,
<http://www.britshironnwa.org/show2023.html>

Registration information:
<http://www.britshironnwa.org/2023/registr.html>

Registration form:
http://www.britshironnwa.org/2023/Registration_form.pdf

Register before 9/15 for your FREE T-SHIRT.

Special guest: Kent Prather
SCCA National Champion MG Driver

We are having Driving Tours through beautiful Northwest Arkansas on Thursday and Friday. To better accommodate all vehicles and drivers, these tours will be divided into three groups:

Fast
Leisurely
Speed Challenged

The Leisurely group will have a more "tourist" style route and philosophy.

Everyone always has a good time, and to date we have raised well over \$300,000 for charity. We hope to see you here in October!

British Iron Tour Club of Northwest Arkansas

TEXMOG Road Trip – De Leon and Clifton Car Museums

April 22, 2023

By Craig Ligon

Our Morgan Club trip down to DeLeon and Clifton started early. We were leaving Benbrook about 8:30 in the morning, and I wanted to get there about 30 minutes early. Early on Saturdays, the highways are mostly clear, but if you are driving a Morgan, you may be taking the side streets. However, DFW is so large and so developed, taking the surface streets through the metroplex takes about an hour in just about any direction to get out. I had to leave no later than 7:00 a.m. to make my target arrival. The air was brisk, but I was very comfortable in a jacket, driving gloves, and helmet. Perfect Morning Morgan weather!

We met at Black Rifle Coffee Company. Ed Arnold met us there in his 2003 Morgan Plus 8, but as he had a conflict, he was just meeting us at the coffee house since we were on his side of the metroplex. Judi and Bill, as well as Jeff and Yvonne rolled in as well, driving their dailies. I went ahead and purchased a breakfast tea, which was a bad decision for two reasons: first, they recommended a four-minute brew time, and we had barely that reserved before our previously posted departure time. Secondly,



Ed Arnold arrives with his 2003 Plus 8 while Bill Boyles patrols.

this would be my second tea of the morning, and we were preparing for a road trip.

However, since we were waiting for everyone to arrive, I chose to go ahead and finish it off while talking and catching up. We were a little late getting out, but nothing major. As we were meeting Moose and Amy Stovall in De Leon, I texted them our departure time and ETA and we were off.

Our trip down to De Leon was a nice drive. Heading down Hwy 377, we went down through Granbury and Stephenville. It is about an hour and thirty minute drive down to De Leon. I was about thirty minutes in when I regretted not visiting the restroom one more time, but I told myself I could hold it. Just better to enjoy the plentiful fields and ranches, the cool wind on my face, and the rewarding views with many spring flowers.



miles to go. I could hold it.

Yvonne and Judi check out the 1901 Coffin.

By the time we arrived in De Leon and

pulled up to the museum I had

to be way past 550ml. Despite the discomfort, I jumped out, ran through the front door of the museum, past the museum attendee with words of "I'll be right back to pay..." and hurried to the restroom.

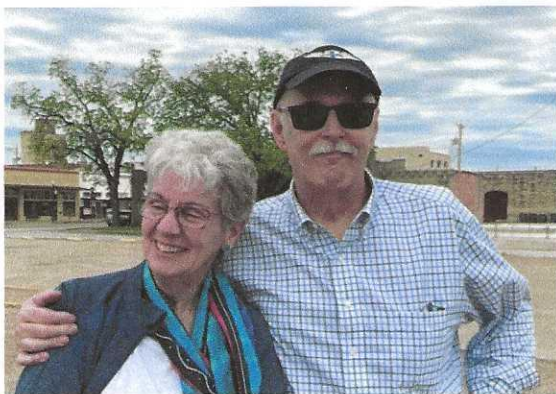
My arrival estimate message to Moose had worked, he and Amy had just arrived before us. We met Moose last year at the Brits of the Ozarks show in Arkansas. He had really liked the Morgans, so had purchased his first Morgan, a 1961 4/4, on a BringATrailer auction on our way back to Texas. He literally found a decent cell signal and pulled off to the side of the road to finish bidding and win the auction. Now smitten by Morgan fever, he had just recently purchased his second Morgan, a 1991 Plus 8. This wasn't just a Plus 8, but one of Bill Fink's eleven Corvette conversions, the Plus 8 Plus, or "MogVette". This has an LS2 engine, upgraded suspension etc. In classic Green over Tan, this is really a nice-looking performance car. He invited his friend Greg along so that Greg could drive the '61 4/4, and Moose and Amy brought the Plus 8 Plus.



The Terrill Antique Car Museum is one of those nice little privately owned museums, which is really all about one family's love of the automobile and a pure desire to share it. The museum houses about twenty cars from 1901 through the '30s, including a 1901 steam-powered Coffin carriage (the unfortunate last name of the inventor), a 1915 REO Speedwagon (cue the music), a 1909 Brush, a Packard, an early Pontiac, just to just list a few. This is a small museum, in what looks like a converted gas station in the middle of town. They had cars as well as other car related items. Jeff, Yvonne, and I discussed one cannister that was so old we couldn't decide if it was some sort of spare oil tank or a butter churn.

Our three Morgans parked out front quickly garnered the attention of the owner, Mr. Terrill, who just happened to be on his way to the store, so he pulled in to see if he could answer any other questions. He and Moose immediately hit it off and soon they were crawling all over a Model-T, his first purchase from high-school, while they discussed details.

When we had finished reviewing early automotive history, we prepared to head out to Clifton. Mr. Terrill led us out and down a local gravel road to some standalone pumps so Moose could get some ethanol-free gas for the '61. I probably should have gassed up as well, but it looked like this was some sort of co-op pump so I decided to look elsewhere later. Jeff asked me about my gas, but at last glance I was around 45% full, so I figured I'd fill up in Clifton. After we got out on Hwy 6, I realized I must have spied the gas gauge at a high point. The 3 Wheeler has a notoriously inaccurate gas gauge



(a shocking allegation indeed, and possibly the first report that you may have heard of an unreliable Morgan part, so I beg forbearance). The gas gauge is displayed as a percentage value, but it was bouncing around from the 20s, to the 30s then then teens. After a bit, I was in single digits, then up to the teens, then simply zero, all depending on where the gas was in the two tanks. In a short while, I was lucky if I could get it to read single digits. Clearly my liquid management on this trip left something to be desired. By this time, we were just a few miles from our destination, so I considered simply pulling into the next station I saw, but the restaurant appeared before I saw a gas station. The Morgan had made it.

We ate lunch at the Clifton Corner Drug Café in historic downtown. Located in the Corner Pharmacy building, it still has its soda fountain, Italian marble bar, bar stools and stained glass bar back. Everyone got some lunch, and a few even

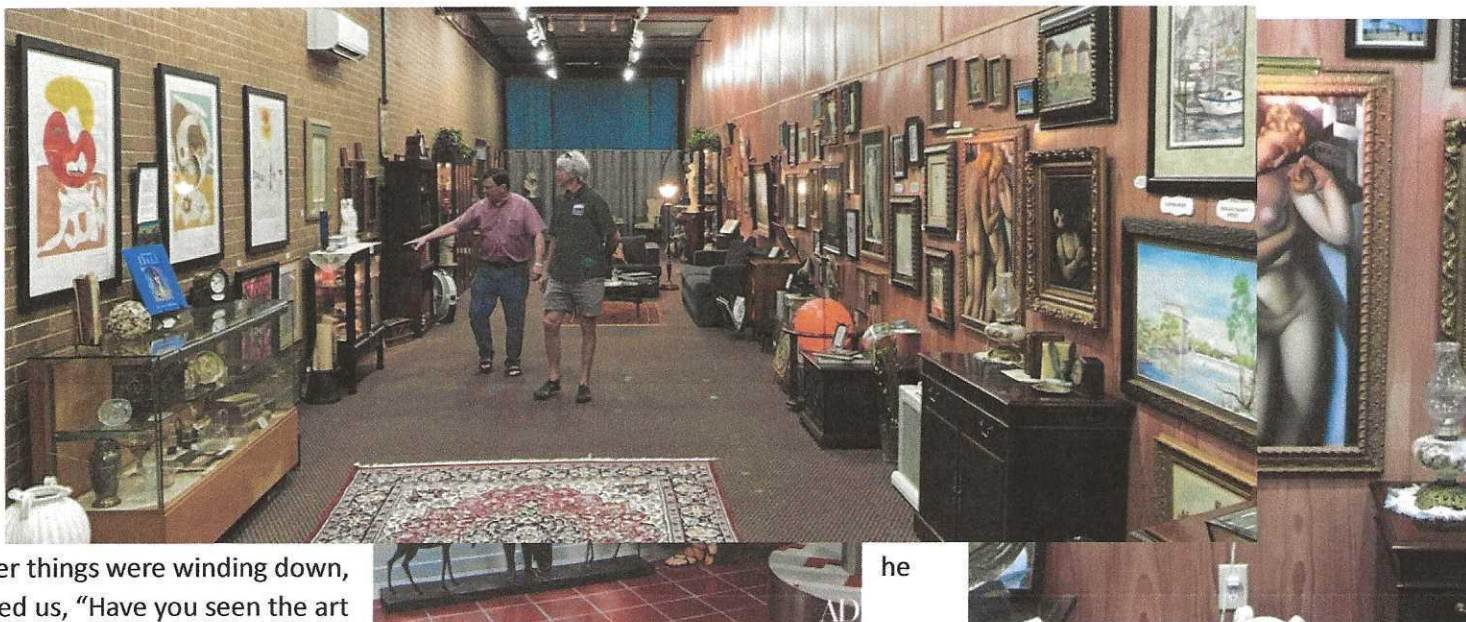
took advantage of the soda fountain. I was able to order a soda phosphate but had little idea what it was. Made with phosphoric acid, it apparently adds a bit of sour tang. Since they can still use it, I figured it was unlikely to kill me. The blood orange soda phosphate was very enjoyable and really hit the spot.

The Clifton Classic Chassis Museum was just half a block from the Café. The building had originally been a Brookshire Brother's grocery store. It had been converted to warehouse Doctor Terry Watson's car collection, or whatever else he decided to include. We were about an hour late from my original estimate. Terry seemed to be very concerned about when we would get there. I guess that he and a mechanic work there at the end of the week, and he liked to keep to schedules. He had the Morgans line up in front of the store so he could get some pictures. Then, we all went in, and he started to tell us about the collection. I tried to joke with him a little, and he turned to me and said, "Please don't interrupt the spiel." He



mentioned that all the cars in the museum were his, except for a Model-A truck that he was trying to sell on behalf of the family of a recently deceased friend. Moose was interested so he opened the door and climbed in to check it out. Terry, completely beside himself, turned to me and said, "Does he realize he can't do that?!?! We'll have to clean off all the fingerprints!" He did have "DO NOT TOUCH" signs on all the vehicles. A very nice guy, and wonderful for willing to share his collections, but he was just a tad tightly wound.

We wandered about the rest of the Museum. He had an entire collection to honor life in Clifton, since he and his family were from the town, he began collecting and was therefore given more memorabilia from around Clifton. The cars and other collectibles focused strongly on the '50s and '60s, and life growing up in a small town. He had Cadillacs, Thunderbirds, Skylarks, a GTO, an early Corvette, most in original condition. Some were cars you don't often see anymore. He also told us how he tracked down his first car and got it back for his collection. We wandered around, admiring the collection. The Cadillacs seemed to all have clear plastic seat covers that themselves were definitely an indication of a former age. Overall, a nice little time capsule.



After things were winding down, asked us, "Have you seen the art

he

Tamara de Lempicka's painting series "Adam and Eve". Barbara Streisand's copy (left) (from Architectural Digest, Dec 1993). Dr. Terry Watson's copy in the Clifton Classic Chassis Museum (right)

room?" No, we hadn't. It was then that he ushered us over to what looked like a converted loading bay lined with art and artifacts he had collected over the years. He showed us his collection of six signed Salvadore Dali paintings. He said his friend was selling them all for \$2,000 as he was reducing his collection. Terry didn't really like them that much and put them in a closet for years. Later, he took them out since he thought he should have them appraised. The art appraiser said that they were all from the same "Time and Space" series and worth about \$90-120K as a collection. He then showed a Tamara Lempicka painting he had bought when he had a house near the artist in New Mexico. Another from the same "Adam and Eve" series had been owned by Barbara Streisand and displayed in her Malibu home. Christie's sold her painting in 1994 for \$1.98 Million. In addition, he also had Mayan artifacts that he used to buy when he had a house in Mexico. Clearly the Doctor had picked up a bunch of items in his travels.

We wrapped up with the Museum. Terry was a nice guy and had an interesting collection. At this point the tour was over, and people began to split up to follow various paths home. I gassed up and started on my way home as well.

As I was taking back roads home, I decided to take Hwy 174 north back to DFW. I noticed that my route took me right through Morgan, Texas. The perfect opportunity to stop and get one or two more photos at the end of a great day.



Moose and Amy Stovall

Thanks to all those who came out to visit some truly unique little corners of Texas.



The First Windscreen Bugs Of The Year

By Darrel VanDyke

A text to another Morgan buddy, Bob Nogueira, was all it took. "What time do you want to meet?" was the reply. A few days later we started our two car convoy out of city traffic with the only stipulation was that we both wanted to avoid Interstate roads (AKA "autobahns"). Texas is blessed with wonderful Morgan roads – it just takes patience to get to them. Many stoplights later while sandwiched between large SUVs and big trucks, we finally broke free – and wonderful country roads fell one by one in front of us.

It was a beautiful Morgan driving day – clouds but no rain, and the temperature not too hot or not too cold, but rather just perfect. The roads were clear of almost all traffic, and like a good horse that loves to run when you give him his head, our cars sped down the roads with no problems when we urged on Bob's 1962 drop-head and my 1984 4/4. All of the curves and straightaways faded before us.

After an hour or so, we pulled into a petrol stop; we filled up and went inside to relax at a table when a little girl and her grandmother approached us. "Are those cars yours?" the grandmother asked. We said "yes", and then she asked, "Would you mind if my granddaughter could look at them?" And this is how people meet other people – just park a Morgan and wait. We got to meet 8 year old Amber, and she got to see our cars up close – we made a little girl very happy.



The following picture is of Bob in front of a magnificent 100 year old county courthouse.



After several hours of driving on North Texas roads, it was back into the city and call it a day. Now the bug cleaning begins, and each will back back a great memory of wide open roads, easy curves, and a smiling Amber. Happy motoring... what Morgans are all about.



Morgan Motors OF NEW ENGLAND



LARGEST MORGAN PARTS SUPPLIER IN THE U.S.

Our illustrated parts catalog
available free online



For Everything Morgan

- Factory Authorized Dealer
- Largest inventory of Morgan parts and accessories outside the UK
- Service, repairs and upgrades
- Award-winning restorations
- Complete mechanical rebuilding
- Specialists in cars 1950 to current
- Buy, sell or trade a Morgan
- The best technical service anywhere
- Visit our comprehensive website
- Family-owned and operated
- Worldwide shipping
- Exclusive on-line parts catalog



Gemmer style steering
column now available

morgan-spares.com • morganspares@fairpoint.net • Parts (888) 345-6647 • Tech (518) 329-3877



**Little Red
Needs
Some
tender
Loving
care!**

A MULTIPLE-TIME MACHINE

Calibrating the Time Machine

Reprinted with permission © Dennis Simanaitis

SimanaitisSays.com, 2022



TIME MACHINES TYPICALLY TAKE YOU to the future or to the past, but this one has a multiple-feature: R&T's February 1955 road test of the Morgan Plus Four describes the 1965 Plus Four that I owned and enjoyed forty years later. And I'm gleaning tidbits about it today, almost two decades on from my custodianship.

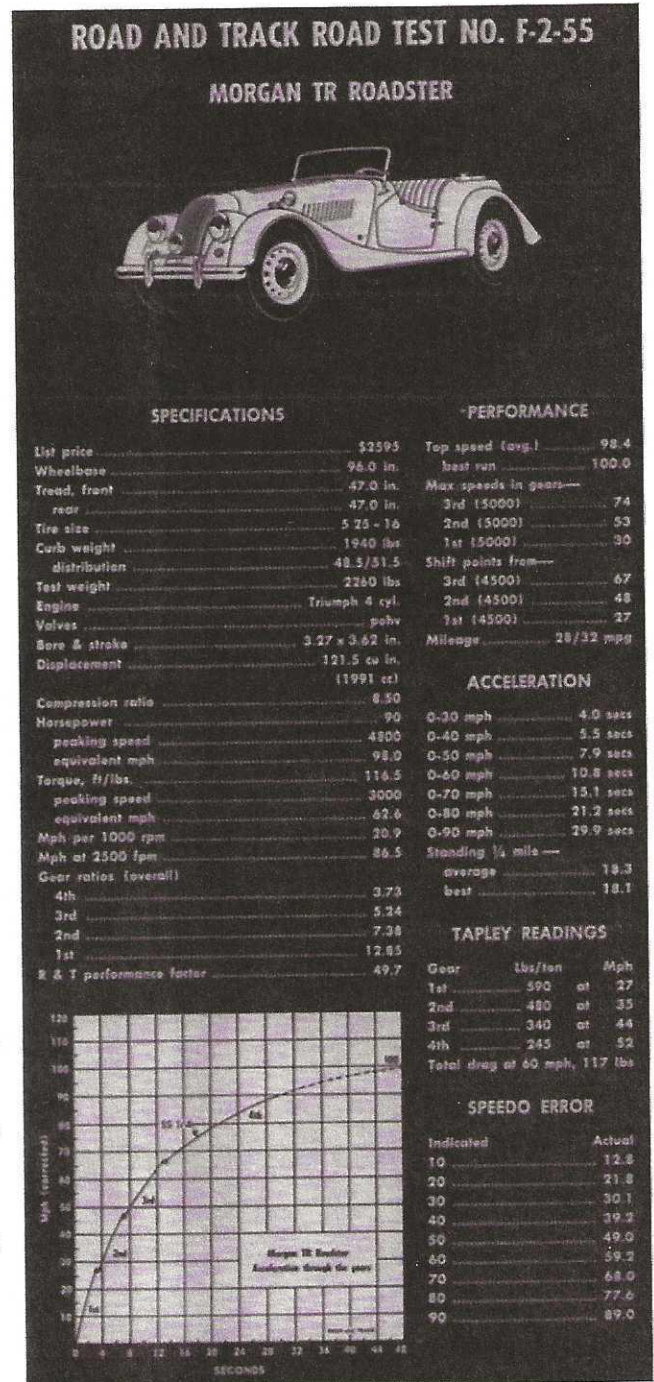
Calibrating the Time Machine. "There are no two ways about it," R&T wrote in February 1955. "The new Morgan with the 1991 cc triumph TR-2 engine is a true sports car in the 'grand tradition,' and not even the most fastidious purist will be disappointed in driving it."

It isn't often that the adjective "new" and noun "Morgan" appear in the same sentence. R&T observed, "The Morgan company has had a reputation for producing a sporting breed of 4-wheelers since 1936, but their quantity has always been meagre, not exceeding a few hundred cars a year."

The 1936 car was appropriately called the 4/4: four-cylinder engine/four-wheel chassis. Beginning in 1911, Morgans had three wheels and were propelled by various two-cylinder powerplants. A significant change (geez—*any* change) came in 1932 with the F-series trike's four-cylinder engine. These remained in production until 1952.

Reason for the "Plus." R&T wrote, "In 1951 the company began using the 2088 cc Vanguard engine in their car, yielding 68 bhp, but now, switching to the very reliable TR-2 engine, horsepower has been upped to 90 with no increase in weight, and the car becomes a very tempting package with its \$2595 price tag." Certainly a 32-percent boost in power is reason for celebration with any car. Figure the Morgan's \$2595 equivalent to \$28,795 in today's dollar. And, to put its price in perspective, note that a 1955 Chevrolet V-8 (with Powerpack and Overdrive) tested in the same R&T had a list price of \$2285, a Triumph T.R. 2 was \$2499, and a Jaguar XK-140 Roadster was \$3450.

"There is little change in the outside appearance of the new Morgan," R&T observed, "and its low,



This and the following images from R&T, February 1955.

rugged lines are retained along with the unique characteristic of two rear-mounted spare tires.”

No Longer a “Flat Rad.” R&T noted, “The grille has been altered (but not necessarily improved) by curving the top section back into the hood, and the hood itself is copiously louvered along its top and sides. The wheels are still the same disk type with small holes cut out, and their replacement with wire wheels, shortly to be offered as an optional extra, would definitely brighten up the car’s overall character.”

Heritage. “One of the first impressions that nearly everyone seems to gain about the car is that it is strongly reminiscent of the old MG TC—but with lots of muscle. The chassis is now extremely rigid, and the suspension (coil springs and sliding stub axles in front, semi-elliptics in rear) gives a ride which can only be described with kindness as ‘firm.’ However, as a result, the car handles with astounding precision and accuracy, and the driver is never without a feeling of complete control”

I’d beg to differ with the “extremely rigid” comment. In fact, a supple chassis and firm springs combine to give that astounding precision. This also explains how the doors can warp tightly shut if the car is parked on an uneven surface.

Creature Comforts. “On the inside,” R&T observed, “not many concessions have been made to comfort. The seating arrangements consist of nothing more than a straight-across back and two unattached cushions placed on wood; and since nothing is adjustable, *you* have to fit the car instead of the other way around.”

However, the Four-Passenger Family Tourer’s front seats were adjustable, with an upright driving position providing proper shoulder contribution to the Morgan’s cam-and-peg steering effort.

Driving Impressions. R&T reported, “The four-speed gearbox is free and easy to handle, and the speed of shifting is limited only by the driver’s technique.”

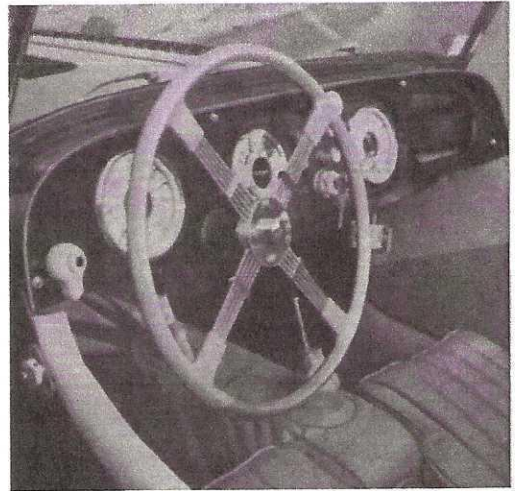
Shifting up, of course. The Moss gearbox’s fragility called for artful double-clutching coming down through the gears.



Reprinted with permission © Dennis Simanaitis
(Calibrating the Time Machine, continued)

“Strangely enough,” R&T wrote, “the tachometer is ‘redlined’ at 4500 rpm, but the engine’s peaking point is 4800. With the engine’s capabilities in mind, the suggestion might be ventured that the tach be ‘yellow-lined’ at 4500 and ‘red-lined’ at 5000 rpm.”

“Quietness,” said R&T, “is not one of the car’s virtues, but engine and exhaust noise does not reach an objectionable degree, and the most noticeable sound at speed is a carburetor whistle that makes the car resemble a barreling tea-kettle.”



How very British. ds



A modern Morgan with new features, but it continues to exemplify the classic Morgan lines.
Photograph by Wayne Torres-Rivera, used with permission

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.