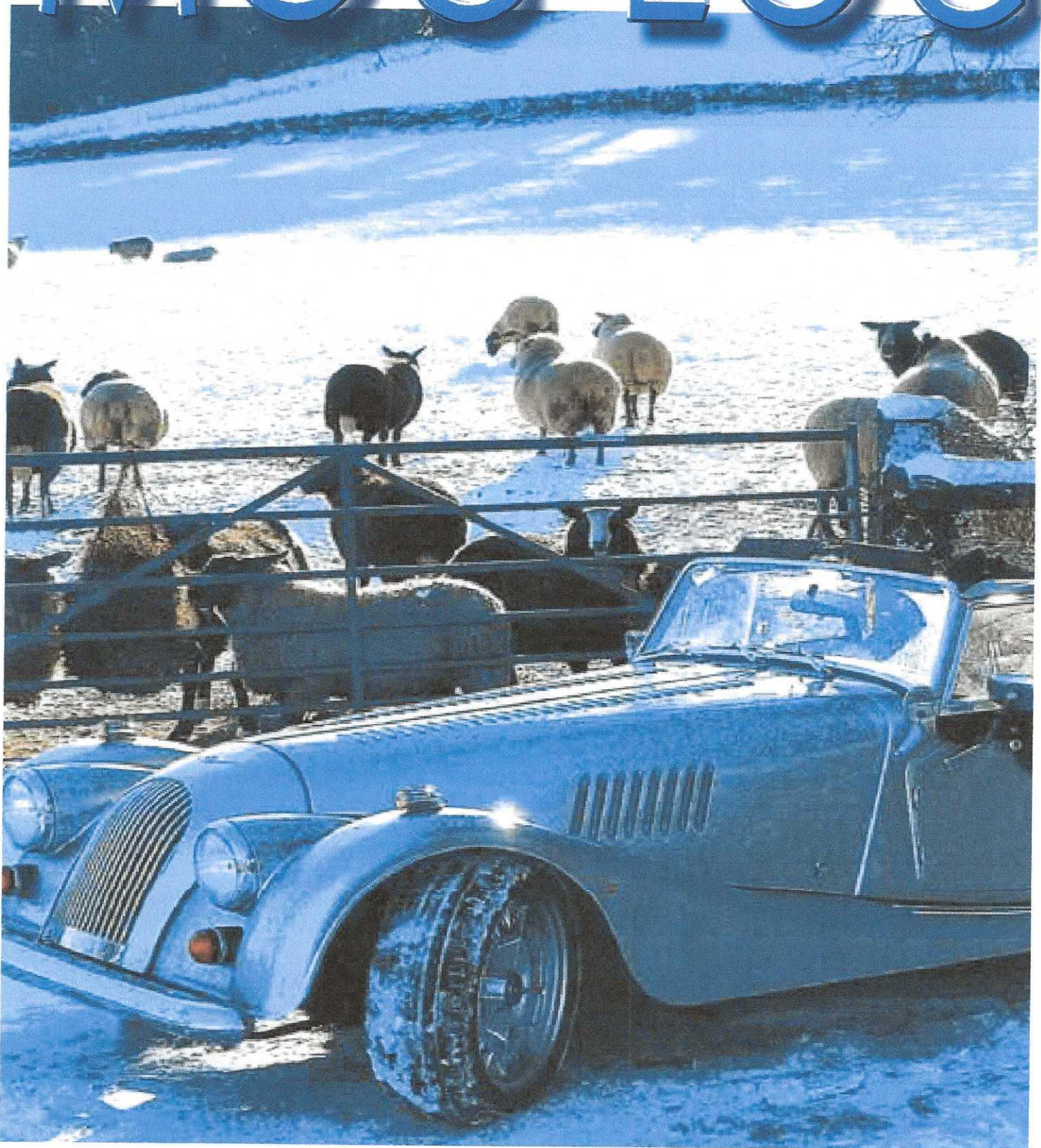


MOGG LOG



DECEMBER - JANUARY 2024 - 2025

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.**

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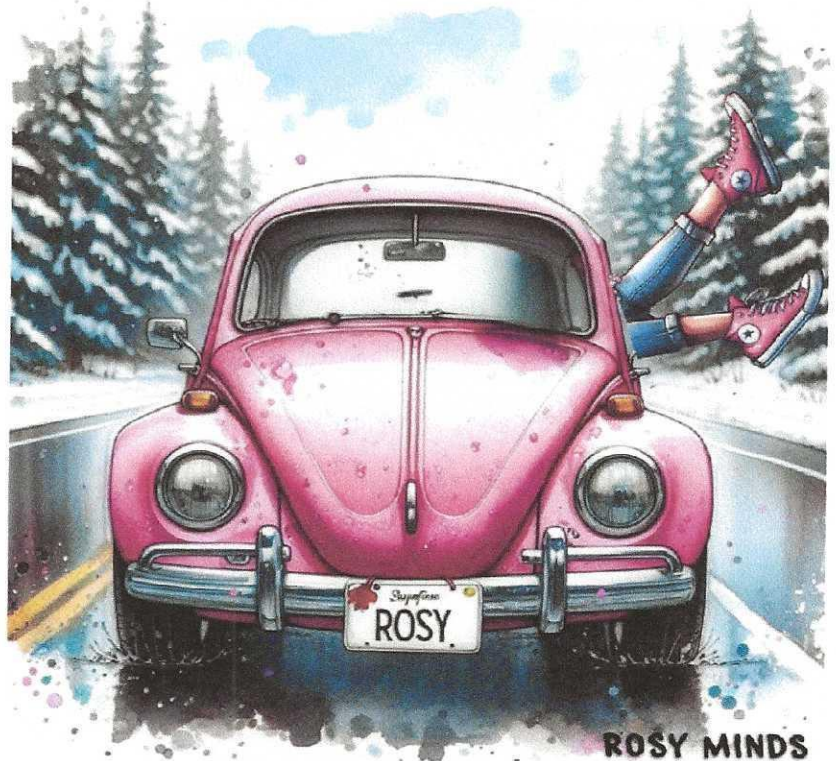
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To steal ideas from
one person is
plagiarism, to steal
from many is
research.

**LIFE IS LIKE A ROAD TRIP.
ENJOY EACH DAY AND DON'T
CARRY TOO MUCH BAGGAGE.**



RUNNING ON

TO CATCH UP WITH THE AUSTIN HEALEY CLUB AND THE TRIMPH CLUB....

Just take a look at the calendar and you will see what I am talking about. I think all the clubs are fighting to keep going The marquees that have national affiliations seem to do better.. I receive a couple Morgan club newsletters by email now and too many are abbreviated versions of what they used to be, or quarterly instead of monthly. There are exceptions of course, and the home country club letter is 30+pages long. They have more events and more members. There is an advantage to being able to go to the factory for assistance.

I hope to see you at breakfast next Saturday,

Check the website, www.texmog.com and if you haven't, send a picture of your Morgan to add to the collection; the email address is bill_beecher@flash.net

Remember our next NOGGIN' and NATTER is SATURDAY, FEBRUARY 8TH 4TH at THERED TRUCK CAFÉ in PLANO.



Morgans.....Road Candy



Being hit by a oickup which is runnung a red light is not a good way to end a donut and coffee run.

JUDI

Dear TEXMOG,

I am writing this letter to all the British Car Clubs that I belong to, so the members can be made aware of something which might not be known to them. The Morgan Motor Car Company is again bringing into the US fully certified four-wheeled cars.

These cars look just like the traditional "old fashioned" Morgans, which everyone is accustomed to seeing, however, these new cars are powered by current BMW engines and BMW technology.

This means that we all have the opportunity to get a genuine British sports car again, just like in the "Good Old Days."

Think about driving a car that looks like vintage British iron, only now is waterproof, has Air Conditioning, modern Heated Seats and modern engines and electrics. This is a car that can be driven confidently and in comfort anytime and anywhere, without having to go through a check list concerning the weather conditions, which spare parts to include for the trip, and all the other gyrations we all are familiar with when we decide to get our British car out of the garage and prepare to have an adventure in it.

Morgan is only bringing 300 Morgan PLUSFOURs into the US, so if any members have ever wished to own a "new" British sports car that they can drive anywhere at anytime, this is the opportunity that you have been waiting for.

If this intrigues anyone and you are curious about the car, you can go to MorganUSA on the internet and log onto the website, where you can build and configure your own car to your hearts desire. 40,000 exterior colors. Who offers that anymore?

Also, if you have questions, you can contact Lori van Houten at Morgan Cars Mid-Atlantic, in Lewisberry, Pennsylvania.

Her email is: lvh@morgancarsmidatlantic.com

Or, if you would like to speak to me, you can email me at: edwardgloverdds@yahoo.com.

Ted Glover

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

2025- 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.

MEETINGS

Feb. 8th Red Truck Café
Sat. 10am monthly meeting

March 8th Red Truck Café
Sat. 10am monthly meeting

April 12th Red Truck Café
Sat, 10am monthly meeting

EVENTS

Feb. 15th Red River Triumph Club "Polar Bear" drive
Sat. See flyer this is an RSVP event

March 29th Red River Triumph Club "Spring Drive"
Sat/ See flyer this is an RSVP event

April 5th Eagles Canyon Speed Tour
See flyer

May 11th All British and European Car Show
White Rock Lake (details to follow)

Sept. 5-7 Brits in the Ozarks
Arkansas (details to follow}

Oct. 10 – 12th Texas All British Car Days
See flyer

Dec. 12th Austin Healey club inviting the MMCC to join them at their 2025 Xmas party on
December 12 at Ted and Bonnie Glovers. Information to follow at a later date.

Hi all - Here are the details for the February 15 Polar Bear Creek run. Please share with your club members. We'd love to have some other clubs join us on the drive and lunch.



- **February 15 (Saturday) 10a Polar Bear creek run**
- Rally with questions and also driving directions provided. Approx 18 miles/45 mins
- Top downs or windows down event – be a polar bear!
-
- Starting location in **Irving at DART Beltline Station** (orange line) just south of 114 off Belt line on Valley View Drive.
- 5800 Valley View Lane, Irving
- Parking area immediately upon entering the station.
- Meet 10a. Driver's meeting 1015a. Drive out 1030a.
-
- Ending location for lunch in **Grapevine – Chicken n Pickle** in "Be Amazing" room
- 4600 Merlot Ave, Grapevine, 76051
- 20% gratuity added to all bills automatically as they waived the facility fee and minimum food order for us in dedicated room
- If coming just for lunch, arrive 1130a
-
- Designated parking for Triumphs, Austin-Healeys, Morgans, Alfas, Jags and others

RSVP

<https://docs.google.com/forms/d/e/1FAIpQLSf3ep91aAwQ5hoIFTOp-GgI162oLVvFPk1F6OaJhaXyLKgNwA/viewform>

- **March 29** (Saturday) 10a Spring drive with lunch by Stephen Grow

Starting location: Home Depot – 2901 W Wheatland Rd, Dallas. Head out 10:15.

Ending location for lunch: 1130a arrival at Cotton Patch Cafe – 706 N I-45, Ennis

RSVP

<https://docs.google.com/forms/d/e/1FAIpQLSf6YCKEH0VOXZLBCuomk-askcFwgCKkbXGlpn2Eqcj5jt1OzA/viewform>

Hi - Here's a fun event to share with the clubs in case you didn't have the details on it. I'm hoping to get some Triumphs out there. Thanks, Samantha



Are you and your Car Club members looking for an exciting car show with touring laps on the track, plus two tickets to an action-packed racing event? We'd love for you to join us at the upcoming Eagles Canyon SpeedTour! We are excited to announce another thrilling **Hagerty Cars and Caffeine Car Show**, taking place on **Saturday, April 5, 2025**. We invite you and your friends to be part of this unforgettable experience! Please see the event details below, along with the registration link. Feel free to share this with friends, family, and fellow auto enthusiasts. We can't wait to see you there!

About the Event:

SpeedTour highlights both vintage and contemporary auto racing, as well as car culture as a whole. In partnership with SpeedTour, the **Hagerty Cars & Caffeine** car shows are the perfect addition to this weekend.

The car shows are open to all classic, vintage, exotic, muscle, modern and collector vehicles and vintage motorcycles. You and a guest are invited to showcase your vehicle at one of North America's most iconic racetracks and enjoy a **track touring lap** in your own show car! Your weekend pass includes ample opportunities to meet drivers and crews, watch thrilling races, and gain full access to the racecar paddocks along with the car show. Don't miss this unique opportunity to display your car, tour the track, and be part of the action at SpeedTour's world-class event!

Event Details:

Date: Saturday, April 5, 2025

This car show is open to all classic, vintage, exotic, muscle, modern and collectible cars, as well as vintage motorcycles. Car clubs are also welcome

Entry Fee: \$75.00 per registration, which includes:

- **(2) Weekend tickets** to the Vintage Races (Saturday & Sunday)
- **VIP Weekend Parking**
- **Touring laps** on the track
- **Full access** to the race car paddock

Join us for the second SpeedTour event at **Eagles Canyon Raceway**. Racers rave about the beautiful 2.7-mile, 15-turn road course. Each lap of the circuit offers a thrilling combination of high-speed straights, long sweeping turns, tight corners, blind crests, and over 200 feet of elevation change per lap. The wide 40-foot track ensures excellent sight lines for both racers and corner stations, with wide and flat runoff areas.

This is a fantastic chance to experience an action packed race weekend at a beautiful venue that is quickly becoming a favorite track among racers and motorsports enthusiasts. Whether you join us for the day or the full weekend, it's sure to be a memorable experience.

How to Register:

To sign up, simply fill out the online form with your vehicle details and personal information. **All participants must provide proof of vehicle insurance and a valid driver's license.** Registration is open to all motorsports enthusiasts.

Don't miss the chance to showcase your prized vehicle and connect with fellow car lovers. **Register today** to be part of the excitement at **Eagles Canyon Raceway!**

[Register here](#)

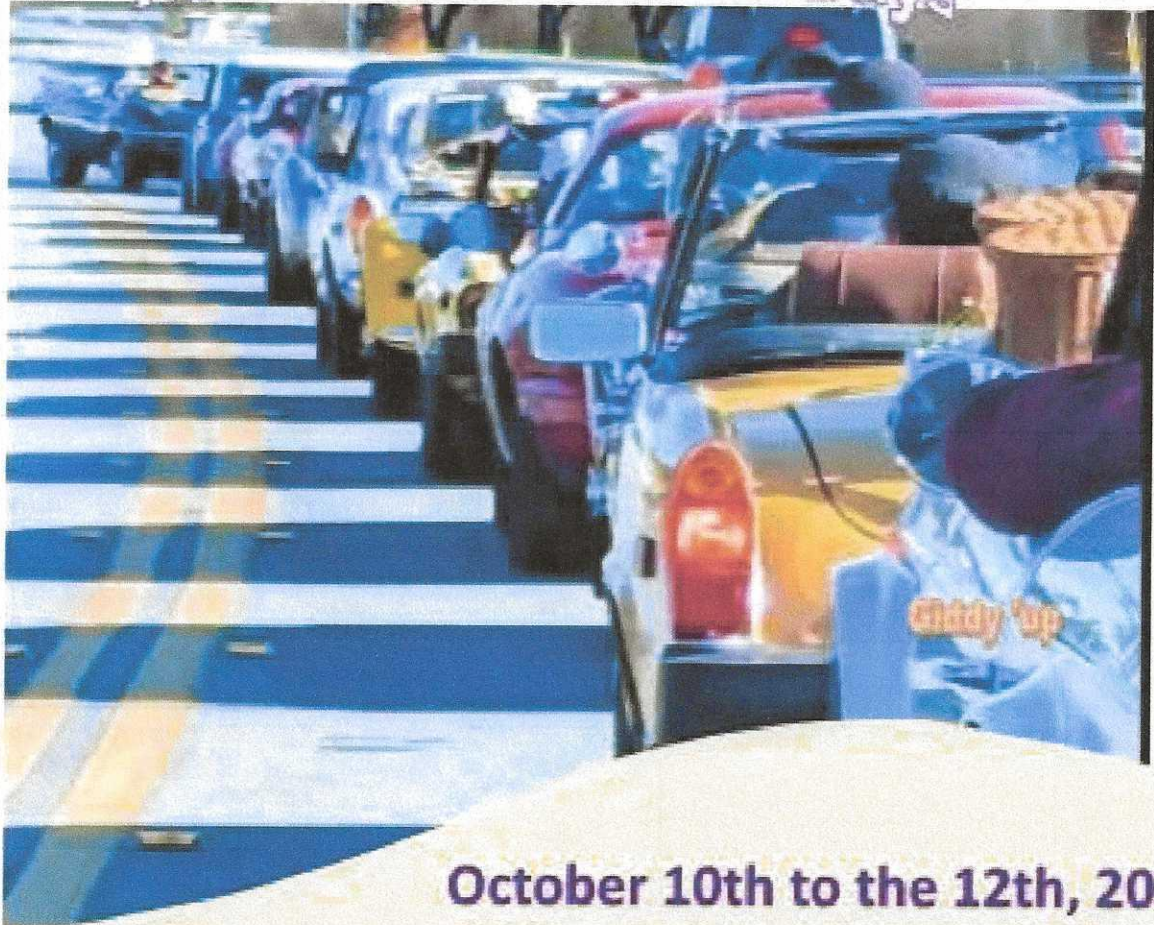
We're excited to see you there!

Samantha Wood

RRTC event coordinator



Come to the 34th Annual Texas All British Car Days



October 10th to the 12th, 2025

At the beautiful Dos Conchas Ranch, Marble Falls, TX
Supporting the Eddie Shell & Cloyce McLean Community Foundation

Register and information Online



Self-Guided Fun Drives
Car Show Awards Dinner
Happy Hour Friday
Food Trucks! Vendors

Sponsored By:



Texas Twisted Trails and Beautiful British Bumpers

The All Texas All British Car Days – Marble Falls, Oct 11-13



By Craig C. Ligon

I'm always up for a short road trip in the Morgan for a good show. This year's Texas All British Car Days was held in Marble Falls, a welcomed change to Round Rock, which really seems like it can't be discerned from any other part of the Austin googleplex. At least the DFW and Austin metroplexes haven't grown together yet. The TABCD show in Austin has been undergoing some transition in the past few years. I don't know a great deal of the history of the show, but the group who handled organizing the show in Round Rock for many years, hung up their car show staff t-shirts after my first show in 2021. That was a great show with a Friday night get-together, a Saturday rally drive and scavenger hunt, and the car show on Sunday. They then passed the planning baton, and let others step in to take over. The Hill Country Triumph Club has now taken back the reigns. As I understand, it was reportedly some HCTC members who started it several years ago.

This year's event started on Friday. They had a fun run scheduled for 1:30, which we didn't realize until the day before, so we decided to leave early. Ed Arnold and I were both going so we decided to meet up in Granbury again; just as we had last year. I left about 7:30 to give myself a couple of hours to make it out of the metroplex and down to Granbury. This is the worst part of the trip. Taking Hwy 26 out of Grapevine and down around Fort Worth is palatable in the chilly morning air, but traffic and stoplights become arduous. Once I make it south of Mansfield the journey is more enjoyable. We met in the Granbury town square. Signs indicated that we would miss the Classic Corvette show the next morning, which would also be fun to see some vintage American iron, but we were off to see some British oil stains. As we left, we took TX51. This is a great little road out of Granbury, sections of which twist and undulate through the rippled countryside and make you appreciative to have a British Sports Car. At 9AM the weather was perfectly cool and heightened the experience.



It was on this morning run that I discovered a new drawback to driving in an open topped car. Since the 3-Wheeler's windshield only comes up to about my chin, whenever I take a road trip like this, I always wear a $\frac{3}{4}$ helmet with a pull down face shield. This has both the practical effects of giving me access to my face if I should quickly need to pull up the visor, while it also protects my face and head from debris at speed. I've taken insects to

the face at high speeds, and I'm sure others can confirm that a grasshopper hitting your cheek at 60mph is like being shot by a pellet gun. Simply wearing goggles just doesn't cut it. On this trip I discovered a drawback of a full face shield. Texas seasonal allergies and a quick uncontrolled sneeze can quickly mess things up and limit forward visibility on your visor. A microfiber rag helps clean up some of the ooze, but a more thorough cleaning simply has to wait for a decent stop.

With events planned Marble Falls, the drive is a huge improvement as we could take Hwy 281 all the way down. After last year's Round Rock show I debated whether I would come back. That final hour trying to get through the heavy suburban traffic to make it into Round Rock, with the frequent stops and increasing heat of the day, is about as enjoyable as an afternoon with a dentist's drill. I was elated to hear of the venue change this year! The host hotel was the Hidden Falls Inn in Marble Falls. Located on Lake Marble Falls and the Colorado River, this made a nice base camp since many of the attendees were staying, so the parking lot was like a mini show unto itself.

As previously mentioned, the first planned run was Friday afternoon. Before we left, the organizers briefed us on the route; not that I listened that closely. I just follow the guy in front of me, right? We had about 20 cars lined up to head out of town, but the traffic on Hwy 281 going through town was still a bit thick. As often happens, the car immediately in front of me made a wrong turn and I simply followed. However, he quickly realized his mistake and made a U-turn around the traffic island and pulled out again. The same correction was made harder for me as the 3 Wheeler has the turning radius of the Titanic. This resulted in me having to manage a more time consuming three point turn. By the time I managed to turn around, both myself and the Lotus Elise behind me, were way behind the rest of the group. The preceding car was long gone and had disappeared into traffic and the British cars trailing us realized we were wrong and kept going with the main group. When we finally hit a break in traffic, myself and the Lotus Elise barreled up the hill until it was obvious I had missed the turn. The Lotus and I looped back around to make the correct turn but I had only a very loose idea of where I was going. I need a copilot. Despite the confident insistence of some theological bumper stickers, God wasn't filling that role for me.

The Lotus and I drove along until I finally pulled over to see if I could look up the route online. Luckily, the Lotus driver had his father in a classic Mini up with the main group. A quick call and he took over the lead and we quickly sped up to catch the main group. My hats off to those of you who used to run rally rides with nothing but printed instructions, a stop watch and your odometer, back before the advent of GPS and cell



phones. These days, I get lost after a couple of miles if my phone isn't telling me where to go, and I think I left my last spiral bound Thomas Guide map in the family truckster we sold twenty years ago.

Back with the group, we did enjoy the final leg with the drive down Park Road 4 with its winding road through Inks Lake State Park. This road is a real treat, full of satisfying curves and elevation changes as it rolls through hills and intermittently hugs the edges of Inks Lake. We had a couple of nice scenic lookouts out over the lake for pics and to talk with some other drivers. I could see why they chose this area for the new location.

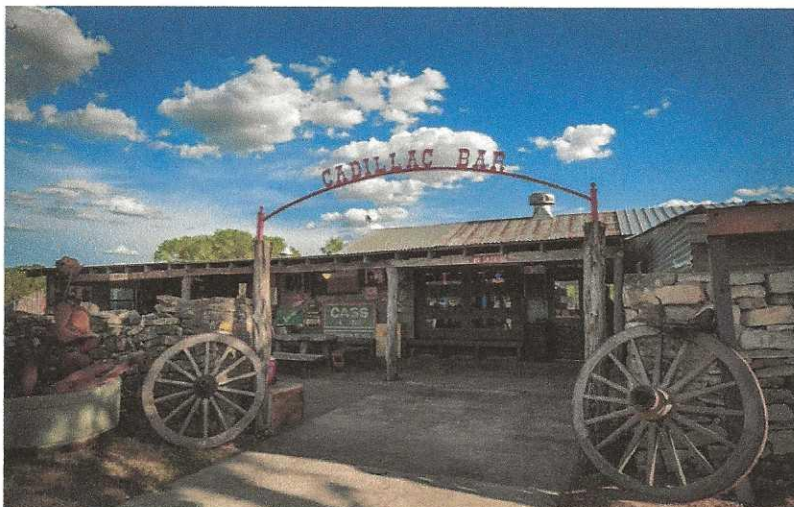
They moved the car show from Sunday to Saturday. This makes a lot more sense for those of us driving longer distances as you no longer have to make a mad dash home Sunday afternoon after awards in a vain attempt to get through the DFW metroplex before sundown. The show and event were set at the Cadillac Dance Hall at the Dos Conchas Ranch. This is essentially a throwback dance hall, but with a number of acres, it is a great venue for a car show.



They had vendors inside the dance hall, which allowed you to duck indoor, catch some lunch, check out the vendors, and bid on silent auction items. I did win two auctions: a nice British sweatshirt and a men's polo, only to recognize later that these were both men's mediums and wouldn't fit me 30 years ago. At least it was for a good cause, or that is what I told myself when I later gifted them to Goodwill.

Immediately after the show, they had planned another fun run. However, both Ed and I both opted to skip this as the day had already reached uncomfortably high temps. The Texas weather lottery had gifted us clear skies for the entire weekend, but above normal temperatures made the afternoon less appealing. The venue was great, but the show was in an open dry field, which just made it seem hotter. We decided to return to the hotel for a short break and a drink. I think Ed may have even snuck in a snooze.

One of the nice changes this year was that the show was also paired with an awards banquet Saturday evening. Most show attendees attended the banquet where they obviously announced the winners from the car show, but this also gives an additional opportunity to meet new people and socialize with other clubs. They announced all the class winners, but as they wrapped up, we noted that they had forgotten the Morgans. They must have realized this as they returned to their paperwork. They quickly retallied the popular vote, and



for the "Modern Morgan" class, Ed had won 1st place for his Plus 8 and I had won 2nd place. In addition, Dan Thorton and his Plus 8 had won third place. This was ironic considering he had registered but hadn't actually attended. But good on ya' Dan! May this give hopes to others of you thinking of attending next year's show but having some trepidation of actually making the trip!

As a side anecdote, the Americas Cup races also served as a bit of a conversational

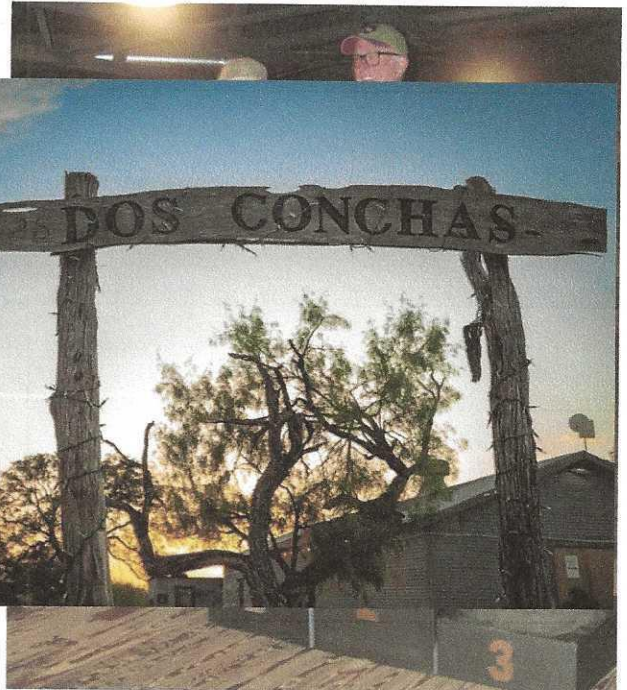
backdrop for the event. As you can imagine, with a British Car show, you wind up with a bunch of ex-pats from the UK and the Commonwealth. Of course, with Ed Arnold being from New Zealand, and his mother tongue reflecting that origin, this served as a basis for a bit of gentle ribbing between several other attendees as New Zealand challenged Britain for this year's cup. With other people, and their respective accents, from England, Scotland, Ireland, it made for some colorful (or should I say "colourful") conversation to say the very least. Ed had some fun as various people threw passing barbs, while I simply tried to ensure that no rioting ensued.

Sunday, the last scheduled event was a quick run through the local state park before everyone met for breakfast. We left from the Hotel, headed back down 281 Hwy through town before another run through Park Road 4. As we headed out of town, we had to go through several traffic lights.

Although there was less traffic, we invariably hit a red light which broke our string of cars in half as the driver just ahead of me had to stop at the light and we lost the first half of the group as they proceeded down the road.

Once the light turned green we started back up, but the driver was going very slowly and then finally pulled off into a parking lot. I pulled alongside to see if he was having car problems, he then admitted he couldn't see the preceding cars and had no idea where he was going. Since I knew where we were headed this time, I prepared to position myself to lead the group. I quickly popped my car into reverse and accelerated rearward before being met with a squeal, shattering plastic and an abrupt halt. I had backed my Morgan straight back into the TR6 that had pulled up behind me when we stopped. I jumped out to see what damage I had caused to both cars. My right rear turn signal cluster had taken the brunt of the impact and had shattered into pieces. My turn signal light hung sadly by its wires without its protective housing. However, as luck would have it I happened to crash into one of the only vintage British cars that could work in both our favors. This '74 TR6 came equipped with the large rubber "eraser" overrides mandated by US safety laws at the time, meaning that I had done no damage to his car, and the override stuck out far enough that I never contacted his bumper and thus had done no body damage to my Morgan. With little else I could do, I picked up most of my broken parts, and more cautiously this time, took lead of the group to catch up with the rest of the cars.

After the run and our breakfast, I walked back out to the M3W to reassess my damage. The dangling turn signal light was more of a liability at this point as I didn't



need it flopping about for the drive home. I asked if anyone had any duct tape, and this being a British event, was quickly offered rolls by two different drivers. I taped things up for the day's drive. We chatted for a bit with the other car owners and hit the road without any further issues.

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Overall this was a great event from the new team. I like the show and banquet being on Saturday, lots of fun runs, and plenty of familiar faces that we get to get caught up with as well as new faces. Plus, we even arrived home Sunday with a bit of extra time to clean up the car before dinner. So win/win all the way around. I'll be back for the show in the future.



As a follow up note, and to leave with a happy ending, after the event I was able to call Linda up at Morgan Spares and she had a replacement turn signal cluster out to me in less than two weeks. I fairly easily replaced the parts, gaining access to places I hadn't been to before, and the rubber skid mark easily buffed out. So this wound up costing me only a few dollars but gaining me some additional experience working on the Morgan. There is no longer evidence that the incident occurred so expect to see the M3W again, and at over 10K miles traveled thus far, I'll be up for plenty more road trips. Enjoy your Morgans!

Morgan

