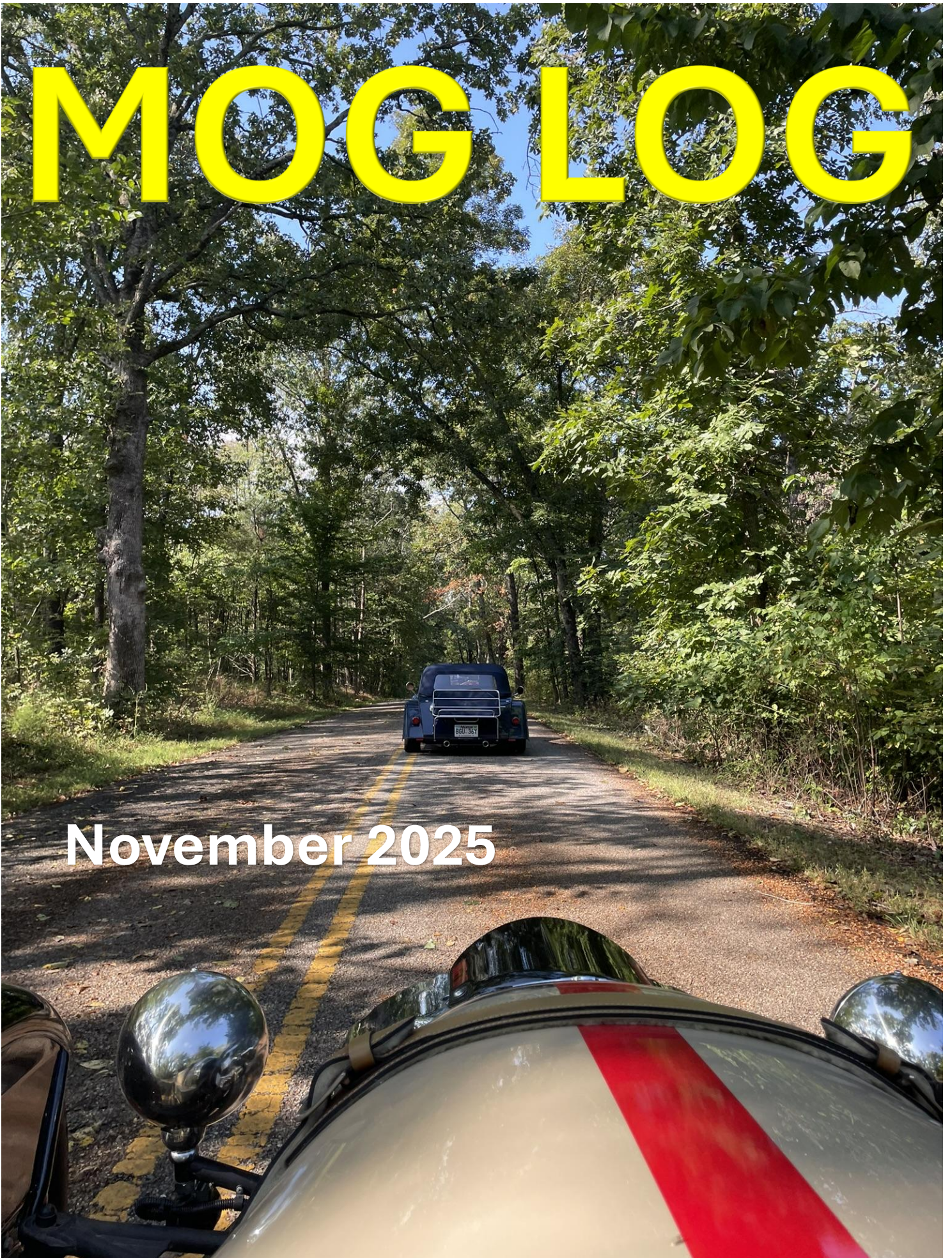


MOG LOG

November 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
TREASURER
MEMBERSHIP CHRMN.

Judi Boyles
8422 Garland Rd
Dallas, TX 75218-4333
secretarytexmog@att.net

NEWSLETTER EDITOR:
Craig Ligon
2720 Pinehurst Dr.
Grapevine, TX 76051
ligons@gmail.com

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
Wmj3@att.net

***Cover photo:** A drive through the Pea Ridge National Military Park in Arkansas enjoying the view of both the park and the brand new 2025 Plus Four owned by



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

Newsletter note:

I'm looking for more content. If you have ideas, would like to show off your car, or just tell a memorable Morgan story, please let me know! Coming soon:

- Texas All British Car Days, Marble Falls, Oct 10-11
- Member's car profile

Thank you!
Craig Ligon
ligons@gmail.com
M 214-535-9423

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 the MMCC, pick a date, a time, a place and send us an email at ligons@gmail.com

Meetings:

Nov 9th **Red Truck Café**
Sat 10am **monthly meeting**

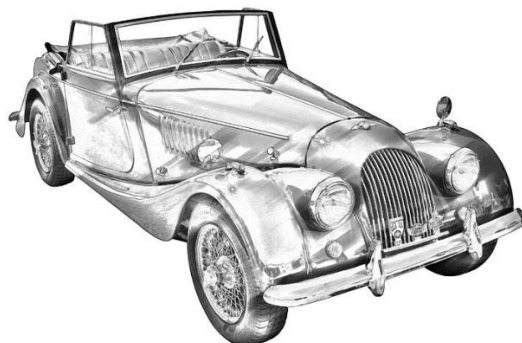
Dec 13th **Red Truck Café**
Sat. 10am **monthly meeting**

Events:

Nov 15th ***TEX MOG 50th Anniversary Luncheon, Fogo de Chao***
Sat. 11am ***See flyer below***

Dec 14th Austin Healey club inviting the MMCC to join them at their 2025 Xmas party on Sunday, December 14th at Ted and Bonnie Glovers. (Please note the corrected date). Information to follow soon.

March 28th Covington Trailhead, Louisiana, Car Show. From the British Motoring Club New Orleans.
See flyer below



TEX MOG 50th Anniversary Luncheon

1975 to 2025

The Morgan Motor Car Club of Texas celebrates our 50th anniversary this year! It is time to celebrate!

When: Saturday, November 15, 2025 – 11AM to 2PM

Where: Fogo de Chao, Brazilian Steakhouse –
4300 Belt Line Road
Addison, Texas 75001

Parking directly in front of the restaurant for all Morgans!

Who: All current and previous members and their spouses!

What: Lunch (with all their standard grilled to perfection meats), soda, coffee and tea

How much: this is **FREE**

Please RSVP to Jeff Smith no later than October 31st:

jsmith6844@gmail.com

214-505-0933 call or text

If you don't come, we know you have either moved out of state or you are dead.



2026 British Motoring Festival

British Motoring Festival

March 28, 2026

Covington Trailhead

From the British Motoring Club New Orleans

- **2026 British Motoring Festival** – The 2026 British Motoring Festival will be held once again in Covington, LA at the Covington Trailhead on the North Shore of Lake Pontchartrain on Saturday, March 28, 2026.
- The Covington Final Friday Block Party will be held Friday, March 27, 2026.
- The show draws more than 160 cars and motorcycles and crowds of spectators from around the region.



British Motoring Festival



March 28, 2026 Covington Trailhead

British Motoring Club New Orleans invites everyone to our 2026 British Motoring Festival to be held once again at the Tammany Trace Covington Trailhead and Firehouse Events Center in Covington, Louisiana! Our club celebrates the interest, ownership and driving of British cars and motorcycles. Save the date and plan to enter your British vehicle, or come by to visit! This will be our club's 34th annual car show, and we hope you'll help to make it our biggest and best ever! Find more information about our club and our show at bmcno.org.

More articles, news and events to come shortly! Stay tuned!

2025 Morgan Plus Four review:

Apparently, they do still make them like this

Morgan's heritage looks come with a BMW powertrain and a lot of FMVSS exemptions.

Michael Teo Van Runkle – Aug 5, 2025 www.arstechnica.com



No one combines classic styling with modern underpinnings quite like Morgan. Credit: Michael Teo Van Runkle

Lift up either side of the new Morgan Plus Four's engine decklid and no carburetors or velocity stacks materialize on the engine of this otherwise eminently classic-looking car. The latest generation of Plus Four returns to the American market this year for the first time since 2005. But to make it happen, Morgan spent five years homologating the little roadster with the National Highway Traffic Safety Administration, technically as a replica.

That's why, underneath the left-hand hood, a hilarious list of Federal Motor Vehicle Safety Standards exemptions lays out every way the Plus Four skips out on the usual fare, such as side impact protection, ejection mitigation, a hood latch system, and tire pressure monitoring. Apparently, that's what it takes to produce a truly lightweight sports car in the modern era.

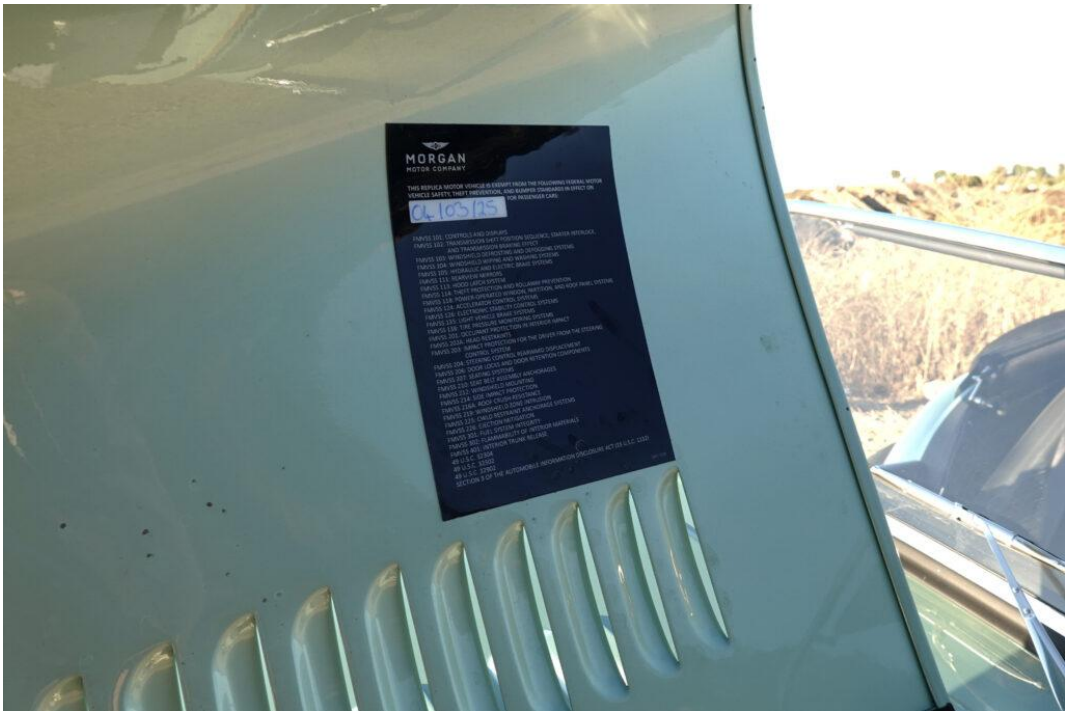
More importantly, this latest generation of the Plus Four, which debuted in 2020 in other regions, stays shockingly light by now using a bonded aluminum chassis to help with handling and rigidity while harnessing the power output of a modern BMW drivetrain. But Morgan still builds the body on an ash wood frame, proving that the old ways that allowed a tiny British coachbuilder to remain on the market as a low-volume manufacturer at a reasonable price may never truly die.



No manual for the US market seems like a mistake. Michael Teo Van Runkle



A modern powertrain is emissions-compliant. Michael Teo Van Runkle



That's a long list of FMVSS exemptions. Michael Teo Van Runkle

An auto? Really?

The price of this tiny sports car can still creep up to six figures fairly easily, though. And sadly—almost unbelievably—Morgan opted against shipping a manual option to the US, which I only learned a couple of days before I received a test loaner equipped with the ZF eight-speed automatic that now serves as the only option. Whether that recipe proves ripe for success or destined for a

faceplant, the Plus Four at least grew up a bit over the two decades since Morgan last sold it here, so I fit fairly well at 6-foot-1 (1.85 m) with long legs.

Once I actually slipped inside, that is, since climbing in and out requires some fairly serious contortionism, especially with the roof up and door panels on. The aluminum chassis stretches the wheelbase by 3.2 inches (82 mm), and the two-seater cockpit offers slightly more space thanks to 1.5 inches (40 mm) of additional width and 1.2 inches (31 mm) of height gained. But surprisingly, the overall length actually shrinks by 7.1 inches (181 mm) due to shorter overhangs ahead of and behind the tires.

My Plus Four's Comfort Plus Seats provided plenty of cushion, if not much in the way of bolstering. In fact, hand pumps even control the lumbar support, though I never figured out how to use them. Meanwhile, the steering wheel moves up and down but doesn't telescope, and most everything else on the dash sits more centrally, including a push-button start and all the controls for modern amenities, including air conditioning, Bluetooth-enabled audio, and the drive mode selections just ahead of the shifter.





The airbag is a clue that this isn't 1956. Michael Teo Van Runkle

That familiar BMW shifter looks absolutely out of place, serving as the main reminder that no clutch pedal can be found in the cramped pedal box. I struggle to comprehend the decision to only sell an automatic in the US, which seemingly cuts into [the enthusiast market](#) that Morgan specifically tailored this car to satisfy. And frankly, I enjoyed driving the Plus Four more aggressively, not just as a classy cruiser.

My test car also arrived equipped with the Dynamic Handling Pack, a \$2,410.63 option that adds adjustable Nitron dampers, a rear sway bar, and stiffer rear springs (by approximately 3 percent). Working together, the suspension and bonded aluminum structure never clunked over bumps or awkwardly heaved on choppy roads, an impressive achievement given that the Plus Four weighs just 2,293 pounds (1,040 kg).

OK, this is fun

Start to push the turbocharged BMW inline-four a bit harder, though, and the 255 hp (190 kW) and 295 lb-ft (400 nM) of torque will make that lack of mass quite enjoyable. I easily broke the rear tires loose at full throttle or between hard upshifts at the top of the tachometer. Better yet, I even switched into Sport+ mode with the ESC turned off entirely to try some hilarious little drifts.

The center of mass lies slightly further forward over the nose than I expected, which because the rest of the car weighs approximately nothing and the tires measure a paltry 8 inches (205 mm) wide,

makes for a fun and predictable tail-happy demeanor. And the steering, although heavy compared to many modern electronically assisted cars, still whips around easily to catch out any untoward shenanigans with a quick hit of opposite lock.



Morgan motoring is best when exposed to the elements. Credit: Michael Teo Van Runkle

In Sport+, the optional active sports exhaust system (\$2,827.50) also helps to impart a slightly more serious soundtrack. This one manages a bit of drama as turbo whine and intake rush creep in through a complete lack of sound insulation. Plus, the exhaust barks out back with little pops and bangs on throttle liftoff.

Without a doubt, nothing on the road can quite compare to a Plus Four today. What other lightweight sports cars even survived into the modern era, when a [Porsche Boxster](#) or even a [Lotus Emira](#) now weigh above 3,000 pounds (1,360 kg)? Only the [Mazda MX-5](#), perhaps, which weighs slightly more, with swoopy modern styling and economy car materials on the inside.

Speaking of which, plenty on the Plus Four could use a bit more of a premium touch. The steering wheel looks reminiscent of a Lotus Elise or even an original Tesla Roadster, plasticky and cheap despite the leather and physical shape actually turning out fairly nice. A thin wood rim would go a long way, as would remedying some other questionable build quality decisions throughout.



The interior lacks the charm of the exterior.Michael Teo Van Runkle



The hood offers some protection, but the wind finds a way. Michael Teo Van Runkle



Build quality isn't the best. Michael Teo Van Runkle

More wood on the dash, rather than the standard painted silver, might reduce glare with the convertible top laid back. And even with the roof up and the removable door panels in place, the Plus Four never approaches anywhere near weatherproof, as I felt strong drafts from around my left elbow, and the sliding plexiglas windows entirely lack seals. The sun visor attachments also rattle incessantly, and the Sennheiser premium sound system can't even bump loud enough to drown the annoyance out, so perhaps skip that \$3,770 option.

Some of the Plus Four's issues seem easily fixable: Remove the roof, forget the music, and torque down some fittings a bit more here and there. Needing to worry about such avoidable irritations in the first place, though, proves that Morgan may have modernized the car, but a certain level of classic British engineering still applies.

Even so, nothing else I've driven mixes driving pleasure and crowd pleasing at the level of the new Plus Four. At the price of \$103,970 as tested, I simply cannot forgive the decision not to offer the choice of a manual transmission, which would transform this classy roadster into an entirely different animal indeed.

Morgan

BRITS *in the* OZARKS



Brits of the Ozarks – Sept 17-21, 2025

By Craig Ligon

I was excited to get back to the Brits of the Ozarks show this year. This was the British Iron Car Club's 23rd show, and this is one of my favorite events due to all the activities, the rally drives and just how damn friendly everyone is in Arkansas. The past two years I have had conflicts, but this year I didn't want to miss it. The fact that I was registrant 004 probably underscored the speed of my registration once they sent the initial registration email.

I sent out some emails to see if anyone else was planning on going and was able to convince one of our newest Texas Morgan Super 3 owners, Bill Hart, to go along. Moose Stovall also said he planned on taking his Plus 4. This was the car that he won on BringaTrailer on the way back from the show three years ago. He had to pull off the road when he got a good signal for final bidding. That is Morgan dedication. I also asked the Red River Triumph Club to see if anyone was going there. Tommy and Susan Cook were trailering their beautiful TR4. Thus, we had a small caravan to make the nearly 400-mile pilgrimage.

Since Bill was driving up from Austin, he wanted to break up the trip a bit. He decided to stay the night Tuesday in Greenville, and we had planned to meet him there.

Our first casualty happened just a day or two before, when Moose had a large tree branch crash through his roof and into the bedroom. He then literally decided to add insult *and* injury by throwing his back out during its removal. Moose, if you



didn't want to come, you could have simply said so without getting all dramatic!

The Cooks and I both left DFW early in the morning Wednesday to make our rendezvous in Greenville. Bill met us out in front of the hotel, the Super 3 looking pristine and sleek, with its matte grey paint, with black leather interior, and panier luggage preloaded on the sides. His Super 3 can pack three times what the little 3 Wheeler can carry. Clearly Morgan had made the Super 3 with more touring and practicality in mind. Well, that is if you can call a three wheeled car with no top "practical".

Bill is a tall slim guy, with long grey wavy hair. Wearing his Aviator sunglasses, he looked like he could have been a member of Aerosmith or the Stones. He was rested and ready to go. The trip up 271 and 59 was mostly uneventful. Since the Cooks were trailering their TR4, I asked if they wouldn't mind navigating for the group. Between the massive vibrations of the M3W's V-twin motor and my over 50 eyes requiring readers, the little iPhone screen affixed to the dash can be rather hard to view. Bill's Beeline navigation system isn't much better.



We stopped at the Texan Eiffel tower in Paris, TX, since that is just what you have to do. We had a great little lunch somewhere in Oklahoma. It wasn't until we headed up a bit in elevation in the mountains just west of Fort Smith where the clouds thickened up, the temperature dropped, and the rain started to come down. Before too long, it started to come down hard. I was wearing a $\frac{3}{4}$ helmet with a full-face shield, but the rest of me was taking on some water as I hadn't stopped to put on a jacket. Bill later stated that the hail was really starting to hurt him. I looked at him questioningly, but then realized that he wasn't wearing a helmet, and cold rain driving into your face at 65 miles an hour might as well be hail for all the facial exfoliation it brings at that speed. The wind screens on the M3W and Super 3 are as useful as door locks on my 3 Wheeler.

When we finally made it to the host hotel in Springdale, AR, we quickly unpacked. I met up with my friend Bruce Marshal, who brought his Morgan 3 Wheeler from Colorado. Having two M3Ws in one spot probably constituted one of the biggest M3W meets in the US this year! Well, possibly an exaggeration, but you rarely see two together. We parked them together in the hotel parking lot and caught up with several people coming into town who I haven't seen in some time and made new friends and acquaintances as we chit chatted about cars.

The next morning, we met outside to prep for the first rally drive. I tried to reach Bill, but apparently, he had received quite the sunburn from his long drive, and he was going to take it easy for the day with a bottle of Aloe Vera to keep him company. I believe it was Tom Waits who originally said, "I'd rather have a bottle in front of me than a frontal lobotomy", but I don't think that is what he meant.

Bruce and I went ahead and lined up for the rally drive without poor Bill. The first time I did this a few years back I was behind Greg Bunch and his '98 Morgan Plus 8 in Group "A", the "spirited drive" group. Greg has one of the twelve "Mog Vettes" that Bill Fink created with the Corvette LS engines and upgraded suspension. I wondered back then what I had gotten myself into. This year, Greg was still leading the group, but now he was in his 2016 Jaguar F-type "R" with the 550hp engine and the carbon ceramic brake package. Again, what had I done? Group A now had the F-type, a MacLaren, three Lotuses (or is that Loti?), and a few of us slow cars like a couple of Triumphs, an MGB, and Bruce and I in our M3Ws. The little Morgan's are light and quick with the great big V-twin engines, but most of the cars in this group had engines with two to six more cylinders than we had, not to mention technology that wasn't based on a 1930's Morgan throwback design.

Once we got away from the city driving, into the Ozarks, down the back roads, and into the mountains, things picked up quickly. I'd like to say I knew exactly where we were and where we were going, but to be honest, I was just trying to keep up, so I wasn't doing much sightseeing. Bruce drove in line behind me. However, since he also races his Plus 8, he was handling his M3W very well, while I was probably the junior guy of the group. The driving was fun, but the Morgan doesn't have power steering, and you are often wrestling with the steering wheel as you go around corners. You feel as though both you and the car are getting your workout and being put through your paces, but that is part of the fun. The older cars did have a bit of trouble keeping up, and the big boys did wait for us slow pokes so we didn't get lost. We made it up Scenic Byway 7 to Jasper, around the Buffalo River valley, and the overlook of the "Grand Canyon of the Ozarks". A beautiful drive, even if it was a little bit of a blur.

I had an MGB that drove in front of me a good portion of the trip. Every time he let off the accelerator, he blew oily smoke out of his tail pipe. I later learned that this was a 53-year



single family survivor, and Sean, the owner, had done several mechanical upgrades, but he hadn't really gotten around to the cosmetics too much. The seats were held in with ratchet straps, the carpets removed to avoid mold, and the convertible top had more duct tape than canvas, and those were just the things that I could see. He later told me that the engine had actually been sourced from a Honda CRV at a local Pick-a-part yard, dumped into a wheelbarrow, and modified to fit in the MGB. He had no idea about the engine's condition when he bought it, and it had bad seals. It sucked in air every time he let off the gas. She wasn't concourse material, but I'm always happy to see some of the ingenuity involved in keeping some of these cars still driving on a shoestring budget. For all I knew, the shoestring was involved somewhere in the car keeping some parts tied on. Sean was a great guy, with a great sense of

humor. When I got back that afternoon, I found that my goggles, or rather Sean's car's oil around my goggles, had left a distinct racoon pattern on my face. I later apologized to him that I thoughtlessly washed my face rather than trying to save all the oil from my face to return it back to its rightful owner.

The following day, Bruce and I decided perhaps it might be better to drive with the slower group. Or let me clarify that my Morgan 3 Wheeler is showing early signs of needing its Centa barrels replaced, a major service, so I thought it might be more prudent not to push the drivetrain as hard, so Bruce was happy to follow along with the more moderate driving group. We went up into northern Arkansas, through southern Missouri, and back down again before touring the Pea Ridge National Military Park. This is a National Civil



War Park, where the Union troops stopped the Confederate troops from marching into Missouri. The Scenic drive through the park has intermittent locations to narrate the events and battles, and they have staged cannon throughout the fields to indicate where troops were stationed from both sides. It was a beautiful drive, and I'm glad we caught it. I thought of towing one of the cannons out, but I wasn't sure what the tow rating was on my 3 Wheeler.

Friday night the British Iron Club puts on their parking lot dinner party. I'd say tailgate party, but there isn't a single British tailgate to be seen. The dinner was open to all and included catered Barbecue, drinks and beer, and of course a whole lot of cars. I was able to talk with Jim and Dena Peckham about their brand-new Morgan Plus Four. Dena had spec'ed it in a beautiful dark blue over oxblood leather with lots of extras. They had recently taken delivery from Morgan Motors of New England and driven it all the way home to fully get a feel for it and enjoy it. This is just as they had done with their other new Morgans: an Aero, a 3 Wheeler, and a Plus 8 Four Seater (one of two in the US). Dena was very impressed with her car and promised to let me see how it fit me while and to allow me a better look at the interior. This was the first new Plus Four I had seen in person, and I was taken with it!

Saturday, the day of the show, Arkansas was scheduled to get a bit of rain. The two previous days had been very nice, with intermittent clouds, and perhaps an occasional sprinkle, but it made for extremely favorable driving. Saturday they were calling for a bit more, possibly a lot more. We all gathered for breakfast and looked at the weather forecasts and decided to delay our trip down to the show grounds at the U of A Agri Park. We left after a heavy downpour hoping that would be the worst for the day, and most of the drive to the show was good. We did get a bit of rain as we got close to the park, but nothing heavy. We parked, set up the car, set up my show regalia, and extended the British and Morgan flags. I left the tonneau cover half on, and half hanging in the cockpit, just in case. We decided to wander about and see some of the cars. We had only made it around the MGs, the Triumphs, and were talking with a couple of Aston Martin owners when the rain started again. I raced over to put the other half of the tonneau cover

on and then ran over to the Pavillion to take shelter with everyone else. We made the most of it. While in the pavilion, we took some time to look over the silent auction, get some lunch, and chat with more people. We had ample opportunity as all those in attendance were shoulder to shoulder, but we were out of the elements. Our cars were not so lucky.

Then the rain really started to come down. Visibility dwindled as the rain intensity increased. I was



thinking, “the car should be okay, God willing and the creek don’t rise.” But the creek was rising. Anyone who didn’t have their car’s top up was watching as their British car was transformed into a bathtub with wheels. The lightning started up, some bolts getting very close with one lightning bolt hit across the



street in a neighboring field with an instantaneous thunderclap. We didn’t really seem to be in a lowland area, but the water couldn’t drain fast enough, and we watched the water slowly rise. I thought I even caught a few animals going past us in pairs. As the water came up, it started to flood the pavilion and kitchen. We hurriedly picked up any boxes or more delicate items and kept heading to higher ground within the pavilion. Most of our shoes were also filled with water at this point. The rain eventually

tapered off, but not before we had received 3.2 inches in a very short span of time. Poor Bruce hadn’t put

his tonneau on. By the time he did, he said he had an inch of rain in his car. Many others suffered a similar fate. I had a couple of people ask me if the Morgans had floor plugs. However, this would insinuate that Morgan sealed up their cars enough to make a plug useful, which is definitely not the case. The water easily flows out all the gaps where the dust normally blows in. It's all part of being one with the outdoors, right?

There was eventually a break in the rain. It had rained most of the show, and most people were now leaving, or trying to get out before the fields muddied up too much that we needed a tow (which I understood a couple of people did later). We got back to the hotel, but not before it started raining again. With no top to put up, you simply bear with the water while you drive and put the tonneau on when you get the car parked. Many of us were completely drenched. Those with rooms went up for a hot shower. I draped my sodden clothes around the room, which also included the dripping flags I had hastily pulled as we left the show. The shower felt great, my stuff would dry, and this would be a show that we wouldn't forget any time soon and would soon laugh about.

One of the highlights of the Ozarks show is the Saturday Banquet. They always have a guest speaker. This year it was Andy Reid: automotive journalist, respected concourse judge, car enthusiast, collector, and auto consultant. Andy had come early so he could enjoy the rally drives, the Friday night parking lot party, and other festivities. Since some attendees had multiple British cars for the show, Andy was also able to drive a few different cars during the few days there. Who wouldn't want that job? Andy recently had the opportunity to drive a new Morgan Plus Four press car for a week. An experience that he thoroughly enjoyed, as he was really amazed at the performance, feel, fit, and finish of the new Plus Four. We had chatted early on in the week, got along very well, and Bruce, Andy and I spent quite a bit of time trading humorous stories.

When Andy spoke at the banquet, he talked about some of his experiences with British cars growing up and how the cars imprinted on him at an early age. A good portion of his speech was how about Morgan was really the last true British Sports Car Company. Most of the other sports cars had either been purchased by foreign interests and changed the fundamental ethos of the British sports car experience or simply ceased production entirely. He was so impressed with the Plus Four that he was putting in his own order to order a new car. I figure that someone asked to judge at the Pebble Beach Concours d'Elegance, and is now eager to order a new Morgan, then that is a pretty ringing endorsement.

The banquet was great. The entire event is used to raise funds for the ALS Association, as they have for a number of years. I think this year's show raised over \$65,000; a worthy cause and a great turnout. The rain kept some people away from the show, but those of us who came for the event really enjoyed ourselves regardless.



Sunday, it was time to pack up, say our goodbyes, and head home. Most of us got off early Sunday morning to hurry home to whatever distant locales we each hailed from. However, just to show that the entertainment isn't done with the show, while driving back through Oklahoma I stopped at a gas station to fill up the car's tank, empty my own, and reapply the invaluable sunscreen. When I went into the mini mart, a 30'ish year old woman was talking loudly on her phone in the donut aisle. She was having a lively conversation with someone, but all I heard was: "I know my sister. That wasn't my sister. That was the devil." While I pondered her conversation, I could only imagine what their family reunions are like. Probably even worse than a flooded car show. My life is not all that bad.

Morgan

