

MOG LOG

Newsletter of TEX MOG:
The Morgan Motor Car Club of Texas



January 2026

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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***Cover photo:** The Morgan section of the Texas All British Car Days show in Marble Falls, Dos Conchas Ranch, Oct 10-11.



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:

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 lignons@gmail.com

Meetings:

Jan 10th **The Lion and Crown*** – 5001 Addison Circle, Addison, TX 75001 (Parking garage in rear)
Sat. 11am **monthly meeting (please note the change in venue and time for January.)**

Feb 14th **Red Truck Café**
Sat. 10am **Monthly meeting**

March 14th **Red Truck Café**
Sat. 10am **Monthly meeting**

Events:

Feb 22nd **MMCC Boxing Day Event – Ligon’s House: 2720 Pinehurst Dr, Grapevine**
Sun. 1PM **See flyer below**

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

May 3rd All British & European Car Day 2026, Celebrating 41 Years of Motoring Excellence!
Sat. 10am-2pm See flyer below



A call for Members' car pictures!

Bill Beecher is ensuring that he has more pictures of members' cars on our www.TEXMOG.com website. Please send your pictures to Bill Beecher at wbeech@flash.net and he will be sure to get them loaded with your name and the vehicle data.

Thanks!



**Morgan Motor Car Club of Texas,
Boxing Day Event – Sunday, Feb 22 – 1:00 PM**

After a brief hiatus, we are reconvening the MMCC TEX MOG Boxing Day. The Smiths have generously hosted for the past many years but now we go west, young man. All the way to Grapevine!

Where: The Lignons' Home

2720 Pinehurst Drive, Grapevine, TX 76051

When: Sunday, Feb 22nd, at 1:00 PM

What: Bring a gift if you wish to participate in the gift exchange; value of up to \$30.00.

(However, you are free to come and simply watch the show if you prefer.)

Food and drink will be provided/

Please R.S.V.P. at least a week or more ahead of time so we can get a proper headcount for the food and drinks.

Call or email: Craig and Teresa Ligon

m214-535-9423

ligons@gmail.com

RSVP
— PLEASE REPLY —

HAPPY BOXING DAY!



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.

TEX MOG NOTE: If anyone is interested in going, I'm considering this myself. Let me know! Craig Ligon

Night Before Christmas

'Twas the night before Christmas, and out in the shed
Sat a tired old Morgan, its battery dead
Its fenders were rusted, the floorpan had holes
The seats and the carpets had been eaten by voles
The tires had dry-rot, the gas tank was leaking
A turn of the wheel sent tie rods a-creaking.
So I put on my coat with a weight on my heart,
And went out to the shed to get it to start.
The engine turned over--there arose such a clatter!
I knew from the sound it was water pump chatter.
From under the dashboard there came a bright flash:
The wiring harness had just turned to ash!
“I’ve had it with Spiders!” I finally swore
“Enough is too much! I can’t take anymore!”
When what to my red, teary eyes should appear
But a little Englishman (hell, I need a beer!)
“Greetings dear sir,” he said, viewing my plight.
“You require assistance? My name’s William White.
“This one can be saved; there’s no reason to grieve.
All you need is some faith--Lad, you gotta believe!
“A hammer! Some duct tape! Get me more tools!
When you work on these cars, just make up the rules!
We’ll get her cranked over—no way that she’ll stall



(But stand over there with you back to the wall.)

A cough and a sputter, the cacophony stunning--

I couldn't believe it! The damn thing was running!

The ghost winked at me and said, kicking a tire,

“Whatever you do, DO NOT TOUCH THIS WIRE!”

The old man then vanished as quick as he came

But as the smoke cleared I thanked him by name.

So, I opened the shed door and let the top down

Put pedal to metal and went out on the town.

And I thought to myself as I missed second gear

Merry Christmas to All and a Happy New Year!

(Slightly late, but we hope you all had a Merry Christmas, here is looking at a Happy New Year!)



January TEX MOG Owner Profile: Linda Nolan

We are happy to bring you what is hopefully the first of several profiles of members and their cars. If you would be willing to participate, please contact the editor.



Owner: Linda Nolan

Year Made: 1967

Model: +4 4 seater

Body colour: Justin green

Interior colour: Black

Engine type/displacement: TR4A, 2138
CC

Nickname for your car (if any): Justin

and/or names of previous owner(s) (if known): Joel Novak, Arnold Palmer (no evidence it was the golfer)

Unique or additional options or enhancements: Sleigh bells jingle merrily



“Justin” during reconstruction with very little green, and possibly missing one or two parts as well.

on the bonnet strap and/or luggage rack. A giant googly eye makes a nice placeholder for an out-of-commission gauge. (Keep your eyes on the road.)

Anything else you would like to do with the car: Finish reassembly (I'm looking at you, passenger door) and interior installation. Drive.

How did you acquire the car? I had wanted a Morgan for years when I saw an ad in the Dallas Morning News. I acquired the car from a man who bought the car for his wife, who loved the way it looked. However, she wasn't a fan of the standard transmission or the lack of power steering.

How long have you owned the car? Since 1981

Favorite memory(ies) with the car? Justin turns a trip to the grocery store into a memorable adventure. I always enjoyed MMCC driving events and seeing a colorful Morgan caravan stretching ahead and behind. My favorite trip was probably our Thanksgiving in New Mexico in the mid/late 1980s.

Anything else you would like to share about your car? Thank you to Bob Nogueira for his tireless and patient work on troubleshooting and reassembling Justin. Many thanks to the entire heroic club for moving Justin-in-pieces (twice) during the troubles. Thanks also to the club for always being ready to help, with advice, tools, humor and beer.

Morgan



Linda returning to her car. (Don't you hate it when you find some horses @ss leaning on your car. Hopefully you don't find one standing on your car.)



Review: 2025 Morgan Plus Four

The classic sports car of our dreams for less than the cost to restore one

By Andy Reid



Original Article: <https://journal.classiccars.com/2025/10/25/review-2025-morgan-plus-four/>

While in California this year for Monterey Car Week, I was able to attend The Quail, A Motorsports Gathering. Other than the Pebble Beach Concours, this was the only event I actually went to this year and, boy, am I happy I did.

While walking around the show area near a great Shelby Mustang display, I saw a small light green car peeking between the many GT350s. I walked over to and saw discovered the Morgan Motor Company display—and the car I had seen was the new 2025 U.S.-legal Plus Four.

I spent quite a bit of time looking at the car with my friend David Lillywhite, who is also the editor and founder of Magneto and Octane magazines. We discussed just how good the fit and finish on the car was. We ogled the car some more, and then David introduced me to James Gilbert, the head of PR and

Communications for Morgan. After a quick conversation, I asked James if I could sit in the new Morgan and he said, “Of course—that’s why the car is here!”



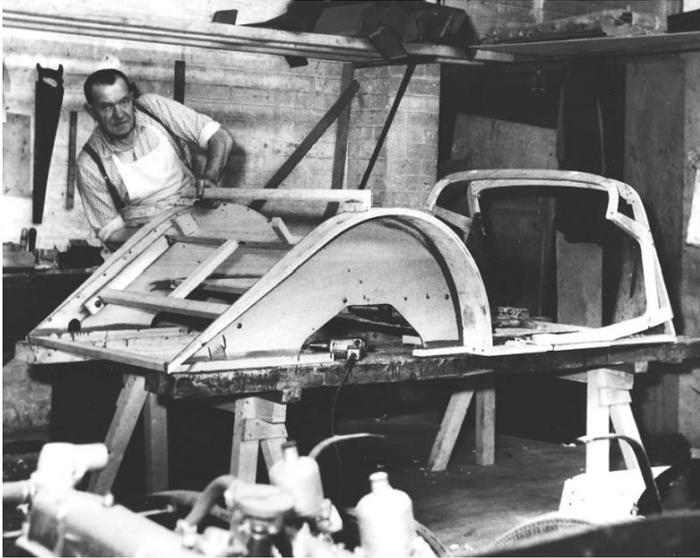
I have loved Morgan cars for decades—especially the roadsters—but have always had one insurmountable issue with the cars: I have never been able to fit in a Morgan two-seater. Nevertheless, I decided to give it a try with this new Plus Four and found that not only did I fit, I also was actually quite comfortable behind the wheel. I came away stunned and worked out a way for me to drive one for this review.

To do a little backtracking, the reason I love Morgan vehicles and the Morgan Motor Company is that it is truly the last of the old British car companies. The factory is in the same location of Malvern Link in Worcestershire, England, as it has always been. In fact, the Plus Four is produced in the same factory in which they have always built the Morgan four-wheeled car. In



addition, the company does not have—nor has Morgan ever had—an assembly line; the cars are built by hand in an assembly hall. These cars are produced by expert craftspeople, one at a time. The fact the company is still in business in 2025 and no other car company in the world resembles anything like this early 19th-century throwback is what makes Morgan a fascinating automaker. Morgan cars have soul and are the very definition of the classic British sports car.

Take a look at these photos of the Morgan factory in 1966 taken by Maurice Bruton:



Now here are a few factory photos from 2025:



Sure, the factory is tidier and better organized, but the build process is somehow the same today and happening in the same location. Yes, the car is still handmade in aluminum. Yes, that aluminum body is over a wood framework. No, the chassis is not wood and never was. In the old days it was steel, and now it is made of aluminum. The fact that Morgan is still here is nothing short of amazing. There is literally no other automaker in the world that resembles Morgan Motor Company.



A few weeks after Monterey Car Week, while attending the Lime Rock Historic Festival, I was loaned a 2025 Plus Four by Larry Eckler, the owner of Morgan Motors of New England and Morgan Spares and the dealer closest to me in Connecticut. I took some time shooting photos of the car's details, like the exquisite door handles and the BMW engine under the hood. I discovered a really cool angle was from the back, shooting into the passenger compartment. Everywhere I looked, the fit and finish were nothing short of perfection.



Larry and I headed out of the gate together, with me behind the wheel, and took a drive on the country roads around Lime Rock Park. These roads were made for cars like the Morgan, and we quickly motored through the countryside. After around 15 miles, we headed back to the dealer display area, where I began to make notes from my time driving the car.



The 2025 Morgan Plus Four is, in a word, exceptional. The chassis is amazingly communicative as well as quite stiff; the manual steering has a better feel than any other car built today. The way the car handles sharp bends is incredibly confidence-inspiring, and the car takes corners almost like a race car. It is as if the Plus 4 whispers in your ear to “take this next bend a little faster” and, when you do, it delivers—holding the road with amazing adhesion limits and no drama. When pushed a bit

harder, the car responds as you would want it to, with a little bit of slide from the rear that is easily catchable with a slight turn of the steering wheel. Oh, and I can’t forget to mention the lack of any rattles or scuttle shake from the front of the car. Somehow this small classic sports car feels as solid as a BMW M3.

Yes, the transmission of the 2025 U.S.-spec model is equipped with only one gearbox, the ZF 8-speed used in BMW models. Before you complain about this, drive one of these cars. The transmission not only shifts much faster than I can, but also in sport mode it makes shifts at the same time and at the same rev range that I would have done myself with a manual. (Plus, notice the wood detailing on the tunnel.)





The most impressive thing about the new Plus Four is just how refined it is. That might sound like a crazy word to use to describe something basically based on a classic British sports car of the 1930s that doesn't even have proper door window glass, but the Plus Four is one of the finest-built roadsters I have ever driven. The way the doors close, the fit and finish of everything—from the body panels to the interior bits — seems more on the level of Aston Martin or Rolls-Royce than the Morgans of old. Yes, old Morgans were properly built, but the new Plus Four is what you get when you spend a lot of money taking a classic design and building it as well as possible, using the very best traditional materials combined with some newer materials that don't take away the car's "Morgan-ness" but just make it as good a Morgan as possible.



I came away after my time with the 2025 U.S.-spec Morgan Plus Four desperately wanting one. The car makes no sense in today's world (again, it doesn't even have door windows), but it is the very essence of a

traditional sports car—the ones that made the entire idea of a sports car something to be desired in America. It adds all the things a car needs today to be able to be usable not only as a weekend plaything, but also as a car that you could honestly use day to day (weather permitting). It is the perfect classic car to take on a cross-country trip, to a show, to park in a British car corral on a vintage racing weekend, or even to dinner with someone special on a Friday night. In fact, I would guess that dropping the new Plus Four at valet parking at a high-end hotel or restaurant would cause more interest and commotion than someone arriving in a \$350,000 Ferrari.



Also, do not forget that a Morgan is a truly bespoke car. You can choose any color you want, your leather (including the piping, stitching, and color), and wheels and trim. The people at Morgan have given us the opportunity to build the classic sports car of our dreams for less than the cost to restore one. If you would like more information on how to get one of these amazing cars, visit Morgan’s website. The car configurator is especially fun to play with (so far, I have built five, with the most expensive one being \$110,550). As they say on their site, “Adventure Awaits.”



ANDY REID

Andy Reid’s first car, purchased at age 15, was a 1968 Fiat 124 coupe. His second, obtained by spending his college savings fund, was a 1966 Ferrari 330 GT 2+2. Since then, he has owned more than 150 cars—none of them normal or reasonable—as well as numerous classic motorcycles and scooters. A veteran of film, television, advertising and helping to launch a few Internet-based companies, Reid was a columnist for *Classic Motorsports* magazine for 12 years and has written for several other publications. He is considered an expert in European sports and luxury cars and is a respected concours judge. He lives in Canton, Connecticut.