

# MOG LOG

Newsletter of TEX MOG:

The Morgan Motor Car Club of Texas



February 2026

The only car club in the area devoted to a car currently built by Britons, for a manufacturer owned and managed (mostly) by Britons.....THE British car club!

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\***Cover photo:** credit Barry Hayden via Hagerty in a 2023 Morgan Plus Four in the Swiss Alps:  
<https://www.hagerty.com/media/great-reads/the-2023-morgan-plus-four-is-a-surprisingly-modern-mountaineer/>



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!

Thank you!  
Craig Ligon  
[ligons@gmail.com](mailto: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](mailto:lignons@gmail.com)

Meetings: the second Saturday of each month

**Feb 14<sup>th</sup>**      **Red Truck Café**  
**Sat. 10am**    **Monthly meeting**

**March 14<sup>th</sup>**    **Red Truck Café**  
**Sat. 10am**    **Monthly meeting**

**April 14<sup>th</sup>**    **Red Truck Café**  
**Sat. 10am**    **Monthly meeting**

Events:

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

*March 15<sup>th</sup>      British Emporium St. Patriks Day Car and Corgi Show. Sunday March 15<sup>th</sup>*  
*(See flyer below)*

March 28<sup>th</sup>      Covington Trailhead, Louisiana, Car Show. From the British Motoring Club New Orleans.  
(See flyer below)

May 3<sup>rd</sup>          All British & European Car Day 2026, Celebrating 41 Years of Motoring Excellence!  
(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](http://www.TEXMOG.com) website. Please send your pictures to Bill Beecher at [wbeech@flash.net](mailto: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 22<sup>nd</sup>, 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/

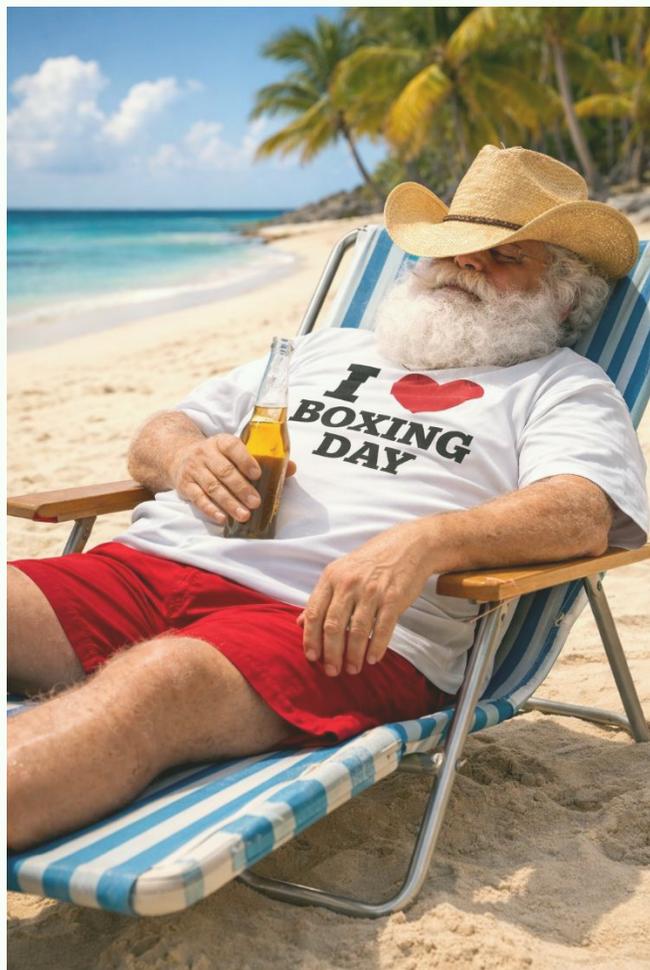
Please R.S.V.P. at least a week or more ahead of time so we can get a proper headcount for the food and drinks.

Call or email: Craig and Teresa Ligon

m214-535-9423

ligons@gmail.com

**RSVP**  
— PLEASE REPLY —



## February TEX MOG Owner Profile: Jeff Smith

### Why Morgan?

Growing up in Detroit suburbs, I was thrown in the deep end of the automotive pool. My Dad was an enthusiast engineer, who took me to auto shows like Sports Cars in Review at the Ford Museum, drag races, and new car intros at local dealers. He brought home weirdness like a Henry J, Hillman Minx, and an Isetta (my mom was NOT amused by the latter) I lived 3 blocks from Woodward Avenue, where, between factory-sponsored drag races, I noticed a local doctor (the late Dr. Fred Johnson) who drove to his practice daily in a BRG +4. Top down, including snowstorms. I also saw Morgans around town, like an early +8 at the Northland shopping center in Southfield MI (owned by the late Earl Band) and even a wrecked +4 behind Erhard BMW's old location in Detroit.



Around age 16, I test-sat in a tired +4 Drophead at a local used car lot and imprinted on the view and the unique British car smell.

### But first...

I drove a succession of irrational cars (which my dad would oddly always co-sign for) like VW Beetles, Fiat 850 Spider, Cortina GT, Mazda R100 rotary, Honda Civic CVCC, Honda Accord, and a Triumph TR6 and TR3. Always wanted a Morgan, but figured they were out of reach

### But then...

Early in our married life, Yvonne and I had a lovely small home, and a Chevy Malibu, a Honda Accord, a TR6 and a TR3. AND a small daughter with another on the way. One day in early 1987, a local Detroit-area consignment dealer advertised a 1968 Morgan 4/4 roadster at an almost-attainable price. My beloved wife agreed to go look at it. It was crammed into a warehouse jammed with other cars, but I sat in it, and it was love at first sight. Yvonne, in a moment of uncharacteristic irrationality, suggested "Make a ridiculously low offer on it" (thinking, no doubt, they wouldn't accept it).



Jeff says, "Too close for missiles, switching to guns."

Of course, the seller accepted it. (Side note: he's had at least 2 new Morgans since. Met him at Waterford Hills Vintage races when Charles Morgan was there)

Now, I had 3 old British roadsters. Yvonne suggested that selling the 2 TR's would fund the much-needed restoration of the Morgan.

(The body was substantially off-center on the chassis, as one example) I sold both Triumphs.

A fellow Morgan enthusiast, the late Orrin Geeting, drove the car up to Saginaw Michigan,

where it was stripped, much wood and some sheet metal replaced, and reassembled. The previous black finish was replaced by my selected shade on 1986 Jaguar New British Racing Green. I served as President of the Great Lakes Morgan Club in 1991 as well, and visited the Morgan Works with our family in 1998.

During my ownership/custody, our 4/4 roadster has been to numerous Morgan events in the Midwest, including the huge Mid-Ohio event in 1991, and participated in the annual Eyes on Design show at the Edsel Ford Estate in St.Clair Shores Michigan. Since moving to Plano in 1993, we've participated in numerous TEXMOG events, and ABCDE Day in Addison and White Rock Lake. I've been fettling the thing constantly over the years, and had engine rebuild, top-end rebuild, new distributor and carburetor, kingpins, new radiator, new fuel tank, replaced the wire wheels, numerous tires, reupholstered, and most recently, added a center high-mounted LED taillight. It's always something. I have a new Don Simpkins chassis in the garage waiting for me to replace it, but that sounds like a Major Project where I would need to enlist the help of much more highly skilled members of the Club, or take the car off the road (and completely occupy our 2-car garage) for a year or more.

Mind you, I'd still like a Drophead Coupe, or some other Morgan with 'longer legs' for freeway driving like a +8 or Roadster V6, but our 4/4 is like a snaggle-toothed old dog that's a member of the family. My daughters have been known to refer to it as their third sister. Mainly, though, it's been responsible for introducing our family to many wonderful, interesting and eccentric folks locally and throughout the world.



**(Editor's Note: Although this article was written by Jeff, our Smith family members are really both Jeff and Yvonne. Thanks to all the patient spouses and partners who put up with us, enjoy Morgans with us, but mostly just humor us. So, a shout out to Yvonne in this story, and a recognition of all your support of the club as well! Sincerely, Craig)**

*Morgan*



Save the Date:

**The British Emporium St. Patrick's Day Cars and Corgi Show**  
**Sunday, March 15th, 11AM to 2PM**

140 N. Main Street, Grapevine, TX

Free for Participants and Spectators

RSVP to 817-421-2311, No Admission tickets will be issues or required

(official flyer to follow, in the meantime enjoy Chat GPT's rendition!)



# 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](http://bmcno.org).

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

## Save the Date!

### All British & European Car Day 2026

Celebrating 41 Years of Motoring Excellence!



Join us for the **41st Annual Exhibition** of fine British and European vehicles—an iconic gathering of classic style, craftsmanship, and community.

**Sunday, May 3, 2026**

**Bath House Cultural Center**

521 E. Lawther Dr., Dallas, TX 75218

**Show Field opens at 10 AM**

Enjoy **19 Classes, Popular Voting**, and a day filled with **Fish N Fizz, Frios Pops**, The Eggstand and great **camaraderie** with fellow enthusiasts.

**Registration opens soon—stay tuned!**



# Vehicles That Shifted Our Driving Paradigms

From Hagerty, Jan 21, 2026 - an Excerpt from “9 Vehicles That Shifted Our Driving Paradigms”

In driving, as in life, there’s the moment before, and then the moment after, when everything is forever changed. This week we’ve been thinking about vehicles that altered our previous perceptions of driving, whether for their performance, their construction, their tech, or even their sheer size. Everyone’s got a story like this—what’s yours?



## Wood You Believe It?

My dad’s ’63 Morgan. When you’re that exposed, so low to the ground and in a car with wood that you can hear creaking, with a non-collapsible steering column that could impale you like kebab in a head-on collision, defensive driving is a matter of survival rather than preservation of property. You must be keenly aware of everything around you but also drive in such a way that the car is visible and predictable to every other car in the vicinity. It’s a small, fragile little thing that would be smashed to smithereens if met with a modern Honda Accord, let alone a Tahoe, F-150, or, heaven forbid, a proper shipping truck. [Driving a Morgan](#) is demanding but in equal parts rewarding.

Sliding back into a modern SUV is like turning the danger volume down from full blast to barely a whisper.—*Eric Weiner (Photo and Response)*

<https://www.hagerty.com/media/hagerty-community/9-vehicles-that-shifted-our-driving-paradigms>)



## Not Quite a Crossword, but Something of Interest...

The illustrated fuse guide from a ‘95 Morgan +8.

Since these symbols aren’t listed in my copy of Budge’s “An Egyptian Hieroglyphic Dictionary”, extra points for anyone gets all seventeen!

1995		FUSES +8	
11		1	
12		2	
13		3	
14		4	
15		5	
16		6	
17		7	
18		8	
19		9	
20		10	

# Three Enthusiasts Drove Their Morgans Around the World in 90 Days



By Ronan Glon, Hagerty.com, Dec 2, 2025

If you're planning on taking a trip around the world, odds are you're looking at a rugged SUV or a camper as your vehicle of choice. In May 1994, three French enthusiasts planned an epic road trip through Russia, China, and the United States, among other countries, and chose totally unexpected cars: They drove Morgans around the world in 90 days. The brand published a short movie that documents the adventure.

The trip started out as a vague idea floated by members of a French Morgan owners' club named Les Mousquetaires, which translates to "the musketeers." Like many car clubs, Les Mousquetaires organized short drives that took its members and their cars to nearby sites and local restaurants via familiar roads. A few owners were beginning to get tired of driving the same roads and decided to expand their horizons.

Morgan helped prepare the three 4/4 roadsters purchased for the trip. The company [fitted](#) each car with a bigger, [Plus 8](#)-sourced fuel tank, skid plates, and a hitch. It also dialed in additional ground clearance and installed Michelin X tires to handle roads that were sometimes rough at best and non-existent at worst. Finally, secret storage compartments were added to each car to allow the group to safely carry valuables, which was necessary because the soft top and its frame were removed from the three cars before the trip.



The convoy left Lupiac, a small town in southwestern France, on May 27, 1994, and headed north to Paris. That's a relatively straightforward drive, unless you take Parisian traffic into account. From there, the cars drove to Brussels, Hamburg, Copenhagen, and finally Stockholm, where they boarded a ferry to Finland. Next stop: Russia. Getting into Russia was easier said than done; the customs line was huge, so the group cut to the

front of it by bribing officials with a nice bottle of single-malt whiskey wrapped in newspaper.

Once in Russia, the focus of the trip shifted from pure adventure to humanitarian. The convoy delivered test materials for AIDS and hepatitis and medicine for newborn babies to hospitals in Saint Petersburg, and its members, who have a background in biology, gave lectures in hospitals scattered across Russia.

The trip across Russia, toward Mongolia, was more challenging than it might sound; We're not talking endless miles of Instagram-worthy sunsets and enlightening encounters with locals. The convoy drove between 10 and 12 hours per day, camped when hotels weren't available, and sometimes ended up



on roads better suited to a lifted, first-generation Range Rover than to a rear-wheel-drive Morgan roadster.

One car's journey ended in Beijing because its driver and co-driver needed to go back to work. The other two continued the trip. They drove back into Russia, took a boat to Japan, took another boat to Seattle, drove to Vancouver, and made their way to New York. The last boat trip brought them home to France.

We've embedded the nine-minute-long movie about driving a Morgan around the world



above. What car would you choose to drive around the world in, and what route would you take?

(Article from Hagerty.com, photos and video from Morgan Motor Company.

<https://www.hagerty.com/media/news/morgan-around-the-world-trip-movie/>

<https://www.youtube.com/watch?v=iZ8JBAVu9O0> )



*Morgan*

# Golden Moments: Driving Morgan's Final Plus 8

## An appropriate swan song for an icon.

Writer: [Jethro Bovingdon](#) Photographer: [David Shepherd](#) Motor Trend: May 29, 2019

It's raining when I arrive at Morgan Motor Company. Today is one of those gray and blustery British days you want to spend indoors, settled beside an open fire. I sprint from the



carpark to the main entrance, dodging puddles as best I can. Then I open the wooden doors, and I'm ushered into a whole different universe: It's warm and inviting, there's hot tea and cakes being served in the café, pictures and models of cars liberally dotted around, and people smiling everywhere you turn.

Most are here for a tour of the famous Pickersleigh Road factory, where Morgan started building cars in 1914. Despite two World Wars, countless peaks and troughs in the world economy, and ever greater globalization and more complex legislation, it's been busily producing cars ever since. Morgan's



craftsmanship, materials, smells, and sounds really are like nothing else. The place feels like a tiny bubble of joy, the rest of the world firmly shut out.

Yet even here, things have to change, even if slowly. I'm here to collect a glorious, aero-screened Plus 8 50th Anniversary Edition model. It's the culmination of a half century of, ahem, development but also the very last of the breed. The



booming, naturally aspirated V-8 is disappearing. In its place will be the recently unveiled Plus 6—built on the brand-new CX bonded-aluminum chassis and powered by BMW's 335-hp B58 turbocharged inline-six. Morgan's bubble is resolute, but it's not impenetrable to the tentacles of downsizing and the pressure to reduce emissions.

Inside the final-inspection building, the last of a charming production line, the 50th Anniversary car stops me in my tracks. It's a million miles away from one of the "classic" cars, which still retain their steel chassis and ash-wood frames. The shape is similar, but its dimensions are teased outward while the height barely changes. The result seems impossibly wide, low, and stunningly exotic for a car with such classical styling cues. The new Plus 6 has a longer wheelbase and is more accommodating, the chassis is stiffer and more sophisticated, but the aesthetic is similarly evocative.

Managing director Steve Morris is used to the preconceptions and revels in blowing them away. "As a company, we've really grown up a lot over the past five or six years," he says. "We've invested heavily in building teams, in processes and structures. We've got all of the latest tech,



and that allows us to dovetail with our suppliers." It seems pretty wild to be talking about computer modeling and streamlined work practices in the context of our surroundings, but Morgan is full of surprises—many of which are encapsulated in the blue [Speedster-spec](#) 50th Anniversary glimmering nearby.

Morgan will build just 50 of these Anniversary cars in exactly this livery or a traditional dark green finish with full weather gear and a windshield. They cost around \$169,000; sadly, it's impossible to buy one in the U.S. Morgan has always struggled to cope with the expense of emissions, airbag, and crash testing for our market. However, things are changing. The Fixing America's Surface Transportation Act, passed in 2015, should eventually deliver turnkey solutions for all Morgans. You can already buy [the gorgeous little V-Twin 3 wheeler](#) in the U.S., as well as the classic ash-framed Ford-powered model in 2.0-liter four-cylinder Plus 4 or 3.7-liter Roadster guises, priced from \$69,995 and \$79,995, respectively.

It's tragic that the big-hitting Plus 8 is out of reach. Imagine how cool this blue hot rod would look spearing down the Pacific Coast Highway or countless other American roads. The Plus 8 promises to more than deliver on the remixed old-school race-car aesthetic, too. Beneath those cleanly surfaced but exaggerated aluminum panels is a lightweight, rigid bonded and riveted aluminum chassis, AP Racing brakes, a limited-slip differential, double wishbones all around, and sticky Yokohama R-compound tires. Back in '68, Morgan launched the Plus 8 with a 3.5-liter V-8; this new car is powered by a thumping 4.8-liter V-8 supplied by BMW and hooked up to a six-speed manual gearbox.

Morgan has worked with BMW since its first all-aluminum chassis car, [the controversial and weirdly cross-eyed Aero 8](#), launched in 2000. The Plus 8 continued alongside it for a while before adopting the new platform in 2012. Think of this car as an Aero model with classic styling cues rather than an evolved version of the iconic original. A purist would bristle and argue that the real Plus 8 died in 2004, when the last ash-framed Rover V-8 car was produced.



But we're happy to count this wide-bodied aluminum monster as the real deal. It feels authentically wild and charmingly unique. Certainly, the N62 engine's roots in luxury cars and SUVs doesn't bode well, but here it thuds and thunders its way to 367 horsepower and 361 lb-ft—more than enough given that the Plus 8 weighs just 2,425 pounds. Morgan has some catching up to do when it comes to downsizing, but



it's already on the money with lightweighting.

The barrel-chested V-8 makes the biggest impression. The noise pouring out of the white powder-coated exhausts is part hot rod, part vintage aero engine: so low it rattles your ribcage. It's still

raining, of course, and what light there was is rapidly fading. The little semicircle of "windshield" does nothing to stop the wind slapping my chest and head but manages to distort the forward view as raindrops cling to it doggedly.

A quick overtake blasts the drops away, but they whip up onto my visor. A full-face helmet isn't mandatory, but it makes sense on a cold evening and with other traffic flicking up grit, mud, and stones. None of this dampens my spirits. The view out over the wide hood and sweeping fenders and the way the engine tests the rear tires every time I even brush the throttle are addictive. Tomorrow should be dry and cool. Dry for Wales, anyway. The roads draped haphazardly over the Elan Valley are narrow and bumpy, dissected by streams that run off the surrounding Cambrian Mountains—and they're wickedly varied, too. Even better is that, save



for the occasional farmer's truck, they're all ours for the day.

With no windshield or side screens, the car's sheer width isn't an issue, even on these tight lanes. You can place the tires perfectly. You do feel exposed, though. The seat is set too high, and it offers little side support. An odd mistake for such a focused car. It's a shame as everything else is so well judged: The steering wheel is close to your chest, yet you sit with outstretched legs, and the pedals are positioned nicely for heel-and-toe shifting. The brake pedal has a little dead spot of travel, which is frustrating, but the brakes have great feel and bite once you pass through it.



*The noise pouring out is part hot rod, part vintage aero engine: so low it rattles your ribcage.*

Confidence up, you start to extend the engine. The V-8 hits so hard, so early; the top end can't quite deliver on the promise of the low and midrange. Even so, the Plus 8 feels endlessly muscular. The rippling torque is so easy to measure out thanks to long throttle travel and natural aspiration. Combined with the light, agile chassis, this gives the Morgan an immediacy few cars match. The steering is light and quite



low-gear—exaggerated as you sit so far back from the front axle—but once you get used to making big steering inputs, the Plus 8's appetite for turns reveals itself.

In cold, greasy conditions, the Plus 8 rarely understeers, and you can feel the benefits of the engine sitting far back in the chassis. With so much

torque available, you tend to adopt a slow-in, fast-out approach. It's not a wild oversteerer, either. There's

enough power available to spin up the rear tires, but it requires quite a lot of commitment and brutality to do so. Better to drive it quick and neat, front tires on course and rears pouring all that grunt to the surface.

Classic Morgans with their harsh sliding-pillar suspension famously beat you up and can easily be knocked off course by a craggy road. This Plus 8 is much better, though there's enough of the old traits for it to call to mind Morgans of old. Depending on your point of view, the Plus 8's inability to soak up the worst lumps and bumps, the odd jolt of kickback through the steering, and the sense that the chassis struggles to maintain its integrity are either glaring faults or simply grit-in-the-eye character. One thing's for sure: You never forget you're in something different. Driving the Morgan Plus 8, all your senses are suddenly alive and hyperalert.

There are niggles, however. The seats are unforgivably bad. That dead spot in the braking system undermines confidence and makes the car hard to drive smoothly. The steering feels slightly too relaxed considering it's directing a stiff, nimble chassis setup that corners flat and hard. The interior is a disappointment, too, considering so much thought was applied to the car's exterior look and feel. Every panel is crisp and perfectly finished, and the wheels are works of art. The racing towing eye, the jutting powder-coated exhausts, and the "8" subtly picked out in the wire mesh behind the grille are worthy of the bespoke, handcrafted myth of Morgan. By contrast, the interior feels homemade and slightly cheap.

ENGINE	4.8L DOHC 32-valve V-8; 367 hp @ 6,300 rpm, 361 lb-ft @ 3,400 rpm
TRANSMISSION	6-speed manual
LAYOUT	2-door, 2-passenger, front engine, RWD coupe
EPA MILEAGE	N/A
L x W x H	157.9 x 68.9 x 48.0 in
WHEELBASE	98.0 in
WEIGHT	2,425 lb
0-60 MPH	4.3 sec (est)
TOP SPEED	155 mph

The sum total of all these little annoyances would grate after a while, especially considering the price of entry. Yet when I finally have to say goodbye to the Victorian dams and ribbons of road that crisscross the Elan Valley, I've grown incredibly fond of this 50th Anniversary model. There's something heroic about the way it forces you to read the road, finesse the controls, and battle the elements. It overflows with character, noise, and energy, and it's a

brilliant antidote to the modern performance car in so many ways: No driving modes, no moveable aerodynamics, no downforce, and not much in the way of driver assistance. Some might call that recipe archaic and out of step. Morgan would call it timeless, and it might be onto something. In fact, it has been for 110 years.

When Morgan unveiled the Plus 6 in Geneva in March, it also revealed it had new owners: For the first time in its history, Morgan is no longer family owned. InvestIndustrial, an Italian company that also owns Aston Martin, now holds majority control. It would do well to drive the 50th Anniversary Plus 8 and take notes. It's not perfect, but it encapsulates the magic of Morgan that's enthralled and charmed for more than a century. The Plus 6 and the company's new owners have much to live up to.

<https://www.motortrend.com/features/morgan-plus-8-final-50th-anniversary-review-photos>

