

MOG LOG

Newsletter of TEX MOG:

The Morgan Motor Car Club of Texas



March 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 Wouter Mellissen via the Revs Institute. The Morgan Plus 8 GTR. See article in this issue for more information.



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

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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: the second Saturday of each month

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

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

May 9th **Red Truck Café**
Sat. 10am **Monthly meeting**

Events:

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

Oct 22-24 24th Brits in the Ozarks, All British Car & Cycle Show
Fayetteville, AR *(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

2026 TEX MOG BOXING DAY - FEBRUARY 14TH

I mentioned to a couple of friends that we had a British car club Boxing Day celebration coming up. Even my American friends looked at me and said, “Isn’t Boxing Day right after Christmas?” My response was something along the lines of, “Yes, but it is like a Juneteenth thing. It simply took a little longer to make it out to Texas.” So, although TEX MOG may celebrate this a little late, it feels great for us. It avoids so many other conflicts with family and events around the holiday, that this simply makes sense. A hat tip to those of you who decided so many years ago that this would be held in late February.



Except for last year, the TEX MOG Boxing Day events were held at the Smith’s Home for time immemorial. It was rumored that TEX MOG and the Smith’s gave the idea to the British back in the Middle Ages, but I think those claims may be exaggerated. Suffice it to say that the tradition pre-dates my time with the club.

This year Teresa and I took over hosting duties. Or let’s say that I made the business case to Teresa that if we hosted the event that it would take up some of my spare time so I probably wouldn’t be looking at buying another car. She gracefully

agreed and thus the event was resurrected this year at our place.



The weather Gods smiled on us again and gave us a lot of lovely sunshine, but a bit of a cold front blew in so the mid to low 60s was about as good as we could do. However, Ed Arnold, the trepidations Morgan owner that he is, did manage to don a jacket and drive over his 35th Anniversary +8. As he parked directly across the street at the intersection, his car pointed the way to the event. Extra bonus points to Ed for driving his car!

Ed's was the only running Morgan at the event. My Morgan 3 Wheeler is currently undergoing a bit of major surgery while I remove the engine, and a good portion of the rest of the front end and the



interior of the car, to replace the centa barrels between the engine and transmission. Besides several people viewing my partially dismantled car and boxes of parts in the garage, there wasn't much to see there. However, as this is the natural state for many Morgans, perhaps this was entirely unremarkable.

We had a good turnout. I've already mentioned Ed Arnold, Jeff and Yvonne Smith, Bernard and Denise Siegal came with Bill and Judi Boyles, Charles Harris came with his son-in-law

Stephen, and Linda Noland. The food and drinks were good. The gift exchange is always entertaining. Luckily no one came to blows.. this year. Thanks to those who came, and we hope to see the rest of you next year!

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!)



MOGS AND DOGS

Speaking of Corgi's, our fellow Texas Morgan owner, Juan Olivero in Houston, had a great idea to create a feature to highlight pics of our favorite cars with our dogs. I thought it was a great idea.

So, to kick things off, here is Juan and his Shih Tzu, Luna. Luna likes to play co-pilot for Juan's 2025 Plus Four on nice days as well as colder days as well. Although normally the co-pilot doesn't sit in the pilot's lap, but Luna can work on that!



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.



On a recent vacation to the Florida Keys, we decided to head up to Naples, Florida before heading back to Miami. This was mostly to flee from the sargassum seaweed which drifts in from the Atlantic and covers the beaches in a toxic wasteland which can't be walked on and emits a horrible stench. The gulf side coast was far cleaner, so we went up to Naples and gave us a vacation from our vacation. While looking for things to do, my wife saw that they had a car museum and suggested that we head by. This was obviously more for my benefit than her own but not being one to look a gift horse in the mouth, I readily conceded.



Their website describes it this way:

“Revs Institute® is dedicated to the study and preservation of historically significant automobiles. Visitors to its museum in Naples, Florida, will discover an 80,000 square foot working facility that maintains over 120 important cars, including those of the world-renowned Miles Collier Collections. The Archives and Research Center at Revs Institute, located in Ft. Myers, Florida, is a leading repository of automotive artifacts, publications, and ephemera. Through innovative in-person

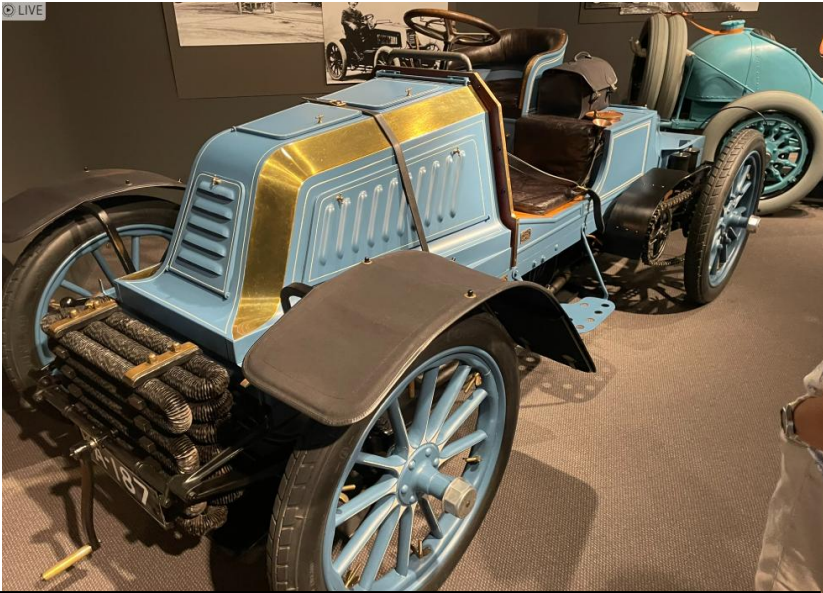


programs like RevsEd and Symposia and through online content like AutoMedia and digital exhibitions, Revs engages with the meaningful car community locally and worldwide.

The Miles Collier Collections is a purposefully curated assemblage of the most profound and rare automotive innovations of our time. Declared the finest sports car collection in America by The New York Times, Miles Collier Collections, housed at Revs Institute, attracts a worldwide audience of enthusiasts, preservationists, and industry scholars.”

Clockwise from top left: 1964 Porsche 904 Carrera GTS, 1964 Abarth Simca 2 Mila Corsa, and the 1964 Alfa Romeo Giulia TZ. Contemporary competitors.

While I haven't been to a tremendous number of world class car museums, I would say that the Revs Institute most definitely ranks amongst the top. The collection was definitely on par with the Peterson Museum, which is saying something. Whereas the Peterson technically has about 300 cars, they can only display about 150 at a time, so with 120 cars, the comparison is close. The Revs didn't cut costs on their facility either, with specialized AC systems to keep the museum at constant temperature and humidity settings, they aim to preserve everything in the museum as perfectly as they can. In fact, they

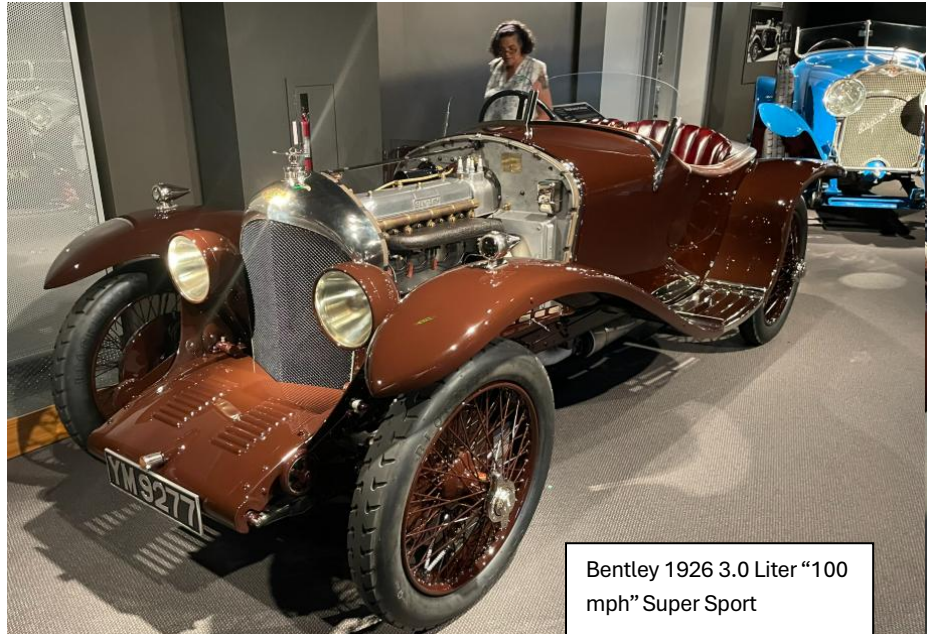


French Mors 1902 Type Z: Four cylinder 9236cc, magneto ignition, 60 hp at 1400 rpm. One of six Mors entries for the 1902 Paris-Vienna race, and the only Mors to complete the race. This car, tat of the Baron de Caters, placed 9th after 615 miles and three days of racing.

were in the process of moving their document archive, which they claim is the largest automotive archive in the world, with 100 archival collections, over 24,000 books, 200,000 magazines, auction catalogs, club newsletters, color and trim collections, race programs, sales literature and more. Their online digital archive boasts over 700,00 digital images, and they are constantly converting more. You could spend several weeks lost in the archive. Too bad they don't allow food and drinks as well as cot and candle.

We booked admission and the docent-led Highlights Tour. They keep the groups small, about 10 people, so you can maneuver through the museum easily and

always hear your docent. The amount of data that these docents have committed to memory is nothing short of amazing. I spied one of the massive three ring binders that one of the docent-in-training candidates was carrying. No one short of a true enthusiast would want to take the job. Too bad I wasn't retired in Naples. I lobbed all sorts of questions at our docent and I couldn't phase him as he always had an answer. The museum had an amazing collection of everything from the earliest days of motoring history through many different eras of cars, plus a gobsmacking collection of historied race cars. The tour was fast paced but covered so many cars in about two hours. I may have elongated our tour slightly with all my questions, but I really didn't want it to end. Even Teresa really enjoyed herself. Our tour went by quickly, and I didn't get to spend as much time as I would have liked.



Bentley 1926 3.0 Liter "100 mph" Super Sport

The Institute has a large number of race cars, and they regularly take



the cars out to a local track to use them for their intended use and take them around the track at speed. In fact, almost all cars are taken out for drives. About the only cars that weren't driven included a USF&G Indy car that had been loaned to the museum just before the company went bankrupt and there wasn't anyone to return the car to (I wish I had this problem.) The car's software couldn't be updated, so they really can't service or drive it. Another non-driven car was an early electric self-driving Google car, which also had battery and software issues. I'm seeing a trend here...

I was especially disappointed that I had missed the longer tour that covered more cars and the Institute garage tour. On our second day there, Teresa spent a leisurely day at the beach while I went back to the Institute to catch the longer tour. Unfortunately, these tours sell out days in advance. However, I was able to sweet talk the ticket lady as asked if they wouldn't mind adding just "one more guy" to that morning's group. She agreed, if the docent would agree to it. Luckily, I had chatted up this particular docent earlier in the morning while everyone waited and he agreed to add me. It always pays to be very nice to people!



Porsche 1953 550 Coupe



Scarab 1958 Sports-Racer. Eight-cylinder, 339 ci, 365 hp at 6000 rpm

The second day tour exceeded the first. I was amazed at how little overlapping data they had from the first day. The almost three-hour tour was the way to go. Plenty of extra details on more cars, an amazing garage with room for a small fleet of cars for service, restoration, or simple inspection.

If you happen to be headed down towards Naples, or just simply want to add it to your bucket list, I highly recommend a visit to the Revs Institute. However, if you won't be able to make it out there, or if you simply don't want to wait, simply go online to their

website. You can view beautiful professional photography and some of the histories of most of their cars: <https://revsinstitute.org/>



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 IS OPEN!

<https://allbritishcarday.com/>





Morgan Plus 8 GTR - Looks can be deceiving

BY: WOUTER MELISSEN – Article from the Revs Institute

<https://automeia.revsinstitute.org/morgan-plus-8-gtr-looks-can-be-deceiving>

Fiercely independent and family-owned until very recently, the Morgan Motor Company must be one of the most underestimated of all sports car manufacturers.

A signature design, carried over for generations, as well as an oft-repeated myth that Morgans use wooden chassis may both contribute to the sense that a Morgan is not quite of this age. But, truth be told, no Morgan ever featured a wooden chassis; and in terms of design, looks, as is often the case, can be deceiving. The current generation Morgans are highly sophisticated and their origin story can be traced back to the mid-1990s with this unique Plus 8 GTR competition car.



The Gentlemen's Club" atmosphere for which Morgan is rightly famous.

At that time, the most potent Morgan being built at the factory in Malvern, England, was the Plus 8. This model was introduced in 1968 and effectively was a V8-engined version of the Plus 4 that had been in production since 1950 and which itself was derived from the Morgan 4/4. Launched in 1936, and only really phased out in 2019, the 4/4 was the British manufacturer's first foray into the four-wheel market. From the company's foundation in 1910, Morgan had only produced three-wheelers. For all intents and



Morgans have been raced very successfully at Le Mans.

purposes, the 4/4, Plus 4, and Plus 8 were subtle variants of the same basic design. All used a ladder frame – built from steel – with a live rear axle and independent sliding pillar front suspension.

Over the years, modifications were made to keep the cars up to date, like the addition of disc brakes. The wood so famously associated with Morgan was ash and used as the lightweight subframe onto which the body panels were mounted. The design

of the cars remained virtually unchanged, which is what really made and still makes Morgan unique. The gradual evolution of the models will have kept the overhead of the company down for many years. As time progressed, this business model made the development of a brand-new model both an ever more inevitable but also increasingly bigger step.

A first tentative step in that direction was taken in the early 1990s when the first all-new Morgan chassis in nearly sixty years was created. Gone was the steel ladder frame, which struggled to handle engines with more than 250 hp. In its place was a bespoke aluminum platform chassis that did match the dimensions of the existing Plus 8. Reinforced with a honeycomb core, the aluminum sheets were bonded and riveted together to form the main structure of the car. The material had originally been developed by Swiss industrial giant Ciba-Geigy and was also used for the bulkheads of the Boeing 747 airliner. The chassis was constructed with the help of Ciba-



The Morgan Plus 8 GTR looked a bit out of place during the mid-1990s.

Geigy's Professor George Woodley. It was found to be almost twice as stiff as the traditional ladder frame chassis during tests at the MIRA proving grounds, so it was more than capable of handling more powerful engines.



With its bright blue finish and yellow wheels, the Plus 8 GTR was hard to miss.

At the front of the chassis a separate steel tubular spaceframe was used to house the engine and reinforce the suspension mounting points. Here there was another major break with tradition as the sliding pillar suspension and leaf springs that had been famously used since the Morgan three-wheelers entered series production in

1911. Instead, the new car featured double wishbones with coil springs. At the rear, a live axle was used with twin trailing arms. A downside of the honeycomb aluminum chassis was that it derived its strength from its entire structure, which made adding conventional mounting points impossible. For the front suspension, for example, a separate steel plate, with the appropriate mounting points, was eventually bolted to the chassis to spread the load more evenly across the honeycomb aluminum structure.



For the 1996 season, the Malvern Monster was fitted with a rear wing.

That the new chassis matched the Plus 8's dimensions was crucial, as secrecy was key in this project.

Accordingly, aluminum Plus 8 bodywork was fitted on the chassis complete with the ash structure. In addition to the classic Morgan lines, the Rover V8 of the Plus 8 was also carried over to the new car. It was registered for the road as a Plus 8 and was handed to Charles Morgan, the grandson



of company founder H.F.S. Morgan. The new “Plus 8” was then used extensively on the road throughout 1994 by Charles Morgan to assess the new chassis. He also ran the “Malvern Monster” at Shelsey Walsh and at several track events, where it proved quite a bit quicker than the regular production Plus 8.

The extensive tests also revealed problems with the new chassis. There were issues with corrosion where

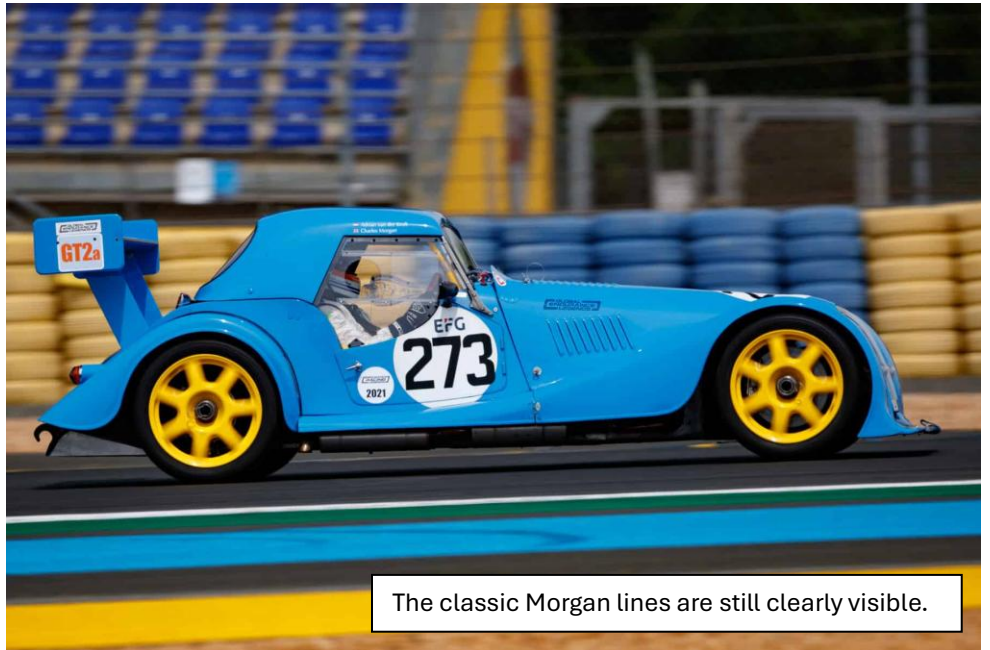
the steel mounting points met with the aluminum panels. The thickness of the aluminum honeycomb material itself was also a drawback, as it affected the interior space. After ten thousand miles of testing, the conclusion was that while the new Plus 8 was very quick, its sophisticated aluminum honeycomb chassis was not quite suitable for use in a production car yet. Charles Morgan was not quite ready with the car yet and to salvage the project, he commissioned the prototype to be rebuilt as a racing car to compete in the 1995 International BPR Championship.



In recent outings with the Classic Endurance Legends, the Plus 8 GTR finally made it to Le Mans.

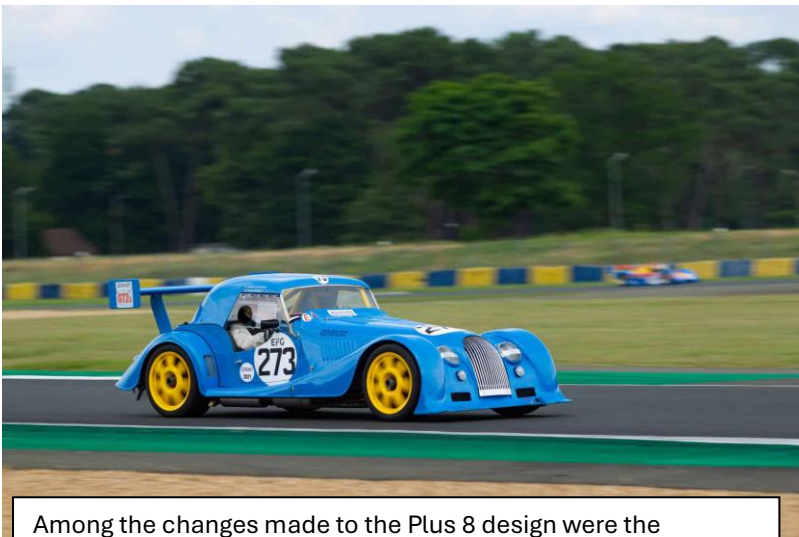
Tasked with this work was legendary touring car preparer Andy Rouse Engineering. The first task at hand was to fit a proper competition drivetrain. The engine fitted was still based on the Rover V8 and was built by specialists Ian Richardson and Graham Nash. The displacement of the all-alloy engine was enlarged from 3.5 to 5.0 liters. The dry-sump V8 was fitted with the bespoke “Wildcat” heads that Richardson and Nash had already been developing for other customers. These featured larger intake and exhaust ports and valves and also relocated push-rods to allow for the increase in displacement. The engine destined for the Morgan was also the first Rover V8 to be fitted with a roller camshaft. The potent racing engine was mated to a close-ratio, six-speed gearbox, while a limited slip differential was also fitted.

Painted in “Morgan Racing Blue” and equipped with a matching hard-top and bright yellow wheels, the new Morgan competition car was impossible to miss. It was first raced during the first weekend of October in 1994. Entered as the Plus 8 GTR, it was driven by Charles Morgan to a tenth-place finish. At the start of the new year, the car was fully homologated and eligible to run as a GT2 car in the BPR championship and also opened the door to a potential Le Mans



The classic Morgan lines are still clearly visible.

entry. Charles Morgan entered the car for the Donington round of the BPR in May but ultimately did not show. The car was raced at Silverstone with Bill Wykeham as co-driver but a suspension failure brought a premature end to this outing. A month later Morgan raced the car at Silverstone again, in the British GT race, but again did not make it to the finish.



Among the changes made to the Plus 8 design were the integrated headlights.

Morgan subsequently called in the services of longtime associate Chris Lawrence, who had been responsible for the hugely successful Plus 4 Super Sports racing cars of the early 1960s. He was called in to help with a new Plus 8 racer that was in the works and designed with the help of Professor Jim Randle. Conventional laser cut aluminum panels were used and bonded with an adhesive. This construction method was similar to the one used for the Lotus Elise, which was launched in September of

1995. The first bonded chassis was ready before the end of the year but there was no time to construct a complete car before the start of the 1996 season. As a stop-gap, Lawrence helped to further update the honeycomb. It received revised bodywork with integrated headlights and a full-width front splitter. A rear wing was also added during the 1996 season.

The upgrades were carried through in time for the BPR Global GT Series season opening race at Le Castellet. Morgan once again shared the driving duties with Wykeham but the Plus 8 GTR struggled for pace. It qualified fiftieth of fifty-one entries and ultimately finished twenty-eighth overall. It was the start of a difficult season of racing that did see Morgan compete in all the



A deep front spoiler was also added by Chris Lawrence.

European rounds of the BPR championship. In the subsequent eight outings, the Plus 8 GTR failed to qualify once, retired three times, and when it did reach the finish, eighteenth overall was the best it could muster on two occasions. After recording one of those eighteenth-place finishes, in the 4 Hours of Nogaro on October 6, the Plus 8 GTR was retired from active duty.

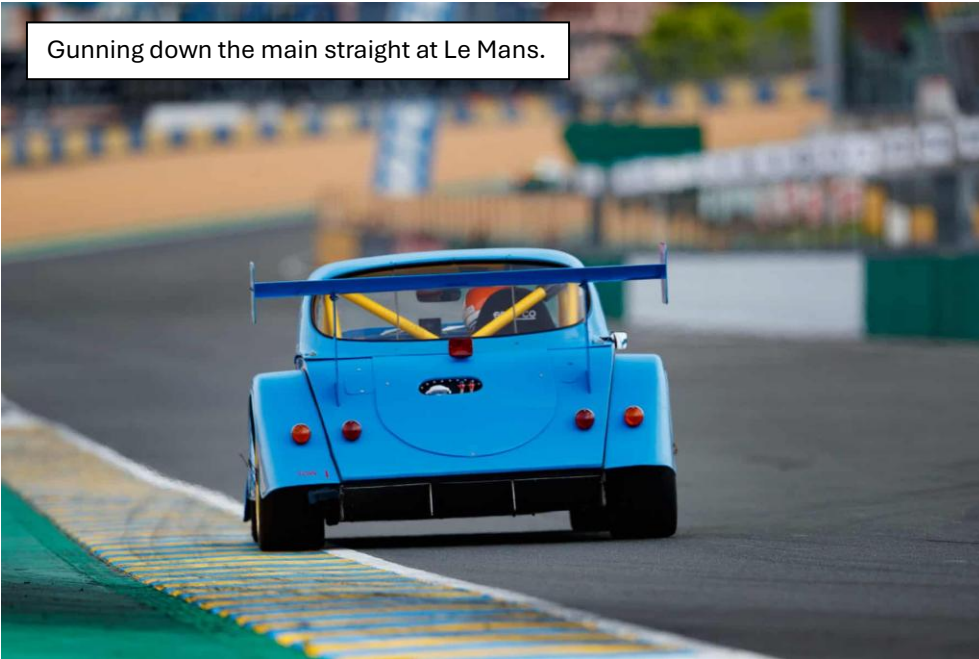
For the 1997 season, the bonded aluminum competition car took the original Plus 8 GTR's place. It was a step forward but like its aluminum honeycomb predecessor, it was the aging Rover engine that held it

back. The new car was briefly raced with a Chevrolet V8 before being retired as well. While not a success on the racing track, the two competition cars provided Morgan with a clear direction. Early in 1998, a new engine deal was done with BMW for a modern V8 engine to power the subsequent model. This was the Aero 8 launched in 2000, which combined the BMW V8 with the bonded chassis and a more aerodynamic version of the



Adrien van der Kroft raced the Plus 8 GTR at Le Mans twice in 2021.

Gunning down the main straight at Le Mans.



classic Morgan lines that was clearly inspired by the two racing cars. Morgan came full circle in 2012 when the Aero chassis was used for a new Plus 8 model.

In March of 1997, the original aluminum honeycomb Plus 8 GTR was sold to Dutch Morgan enthusiast Adrian van der Kroft complete with a spares package. He explained that the reason for adding the car to his vast stable was part of a bigger plan: “I had just won

the GT class in the historic Le Mans 12 Hours with a Morgan. This sparked a desire to race in the 24 Hours of Le Mans with an all-new Morgan.” He continues: “The plan was to do so with the Aero that was under development. By acquiring the original Plus 8 GTR, I managed to add a works GT racer and the prototype to a new generation of Morgans to my stable but also to help finance the further development of the Aero.”

In the end, van der Kroft did not compete with the Aero 8 at Le Mans but thanks to his contributions, the car could be fully developed and was also raced at Le Mans. He has regularly raced the car in Morgan club events and more recently in the newly established historic racing series for cars of the 1990s and 2000s like the Endurance Racing Legends. This allowed van der Kroft to race this car at Le Mans, first as

part of the Peter Auto meeting in July of 2021 and then a month later as a support event for the 24 Hours of Le Mans. “Despite the modern chassis, the Plus 8 GTR was still old fashioned in many ways.” Van der Kroft explains: “It is not particularly aerodynamic, and I am not sure the rear wing actually works. The heat in the cockpit is at times unbearable but being



The blue and yellow of the Morgan matches the Le Mans colors.

surrounded by leather and walnut also provides a safe and warm ‘Gentlemen’s Club’ environment familiar to all Morgan drivers.”



Both the Morgan and the Viper (behind) were built to the same GT2 regulations.

At first glance, the Plus 8 GTR could be considered a wholly unsuccessful chapter in Morgan’s racing history. A closer look reveals that it started a revolution at Malvern that finally concluded in 2019 when the last Morgan with a steel platform chassis rolled off the line. Throughout the range, Morgan now uses a new bonded aluminum chassis, known as the CX platform, which replaced the Aero chassis. Having cherished and enjoyed the honeycomb aluminum Plus 8 GTR for nearly twenty-five years, van der Kroft has decided to part with the ex-works Morgan. It is currently for sale with Belgian dealer RMD.

Morgan





24th

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ALL BRITISH CAR & CYCLE SHOW

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Convention Center of
Northwest Arkansas
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BENEFITTING THE ALS ASSOCIATION
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Registration Online



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Thursday Oct. 22nd

- 9 am: Driving tour – Holiday Inn departure
- 10 am – 9pm: Torchy's Tacos restaurant fundraiser

Friday Oct. 23rd

- 9 am: Driving tour – Holiday Inn departure
- 6 pm: Cookout & preshow party – Holiday Inn

Saturday Oct. 24th

- 10 am – 2 pm: Show & silent auction
- 6 pm: Awards dinner & special guest talk – Holiday Inn



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NORTHWEST ARKANSAS

PRESENTED BY
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