

# MOG LOG



The Morgan Motor Car Club of Texas

“TEX MOG” Newsletter

April 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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# MORGAN MOTOR CAR CLUB of TEXAS

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\***Cover photo:** credit [Iconic Auctioneers](#) – 1939 Morgan 4/4 Series 1 ‘Flat Rad’, replacement 1098cc Climax Engine earmarked for a ‘Le Mans Replica’, in Ford Deep Blue over black.



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

Editor's 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 [ligons@gmail.com](mailto:ligons@gmail.com)

Meetings: the second Saturday of each month

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

**May 9<sup>th</sup>**      **Red Truck Café**  
**Sat. 10am**      **Monthly meeting**

**June 13<sup>th</sup>**      **Red Truck Café**  
**Sat. 10am**      **Monthly meeting**

Events and Shows:

Sun, May 3<sup>rd</sup>      All British & European Car Day 2026, Celebrating 41 Years of Motoring Excellence!  
(See flyer below)

Sat, May 9<sup>th</sup>      Wood, Wheels & Waves, 10000 Boat Club Rd, Fort Worth, TX – Fort Worth Boat Club  
<http://www.fortworthboatclub.com/waves-and-wheels>

Sat, May 16      Park Cities Cars and Coffee, 7:30 – 9:00 AM, 47 Highland Park Village, Dallas

Oct 22-24      24<sup>th</sup> 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](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*

# THE BRITISH EMPORIUM ST. PATRICK'S DAY CARS AND CORGI SHOW

This year's St. Patrick's Day Car show on March 15, was the largest car show that owner Sheela Bailey has had thus far. With roughly fifty British cars, over twenty British motorcycles and lots of corgis and other dogs, late comers were hard pressed to find any parking.



Alas, with my M3W undergoing upgrades and in boxes, Bryan Corbell was the lone Morgan in attendance with his brand new 2025 Plus Four. Thanks for carrying the colors, Bryan!



# MOGS AND DOGS

The late, great, Peter Morgan, taking a trip in his Plus 8 'AB 16' with his dog Jade. Before Jade, Peter would drive with his Irish Setter, Penny (not pictured). Peter often drove his Plus 8 to and from work. Peter passed AB 16 as his personal registration number to a couple of cars, including a 1973 Ferrari 365 GT4 2+2 Berlinetta.



However, he was seldom seen in the Ferrari, and obviously, his dogs preferred the classier Morgan. Here Jade and Peter look down Pickersleigh road to ensure no oncoming traffic. Safety first!



*Morgan*

# If a wet sheep dog had wheels, it'd be a Morgan

By Aaron Robinson,

Photos by Charlie Magee

Article from Hagerty Media



<https://www.hagerty.com/media/automotive-history/if-a-wet-sheep-dog-had-four-wheels-itd-be-a-morgan/>

Welcome to *Small But Mighty*, a short series about boutique British car companies. You may not know much about [Ariel](#), [Briggs](#), [Caterham](#), or Morgan, but you probably see at least one car the way they do:

as a crafted thing, meant for enjoying and possessed of its own personality. To read more about the landscape of this cottage automotive industry, [click here](#).

Below the Malvern Hills in far western England, amid the rolling green quilt of pasturelands and farm paddocks of bucolic Worcestershire, is the home of Britain's most quintessentially British car company. If



you could build a car out of wet sheepdog, tea with milk, flowering heath, the Royal Dragoon Guards, and a half-timber pub in the village with a good fire, it would look like a Morgan.

Indeed, were founder H.F.S. Morgan to turn up today at the workshop he opened in the spa town of Malvern in 1910, he would probably know exactly where to find his office and the coffeepot. The factory sheds with their A-frame ceilings and concrete

FOUNDED IN  
1909

**MORGAN MOTOR  
COMPANY**

LOCATED IN  
MALVERN



floors stained by a century of car making aren't all that much different today, being still arrayed sideways down a hill from the gate on 86 Pickersleigh Road, the easier to push unfinished cars to the next assembly stations.

Well, he might not recognize the gift shop, the gastronomic bistro where the furniture was made in-house out of ash (of course), or the buses rolling up with punters willing to pay \$34 for a factory tour or \$365 to rent

a Morgan for the day. The Morgan Works hosts 35,000 visitors a year, making this cottage maker not only the largest of our group and the oldest name in continuous operation, but also the closest thing to Disneyland.

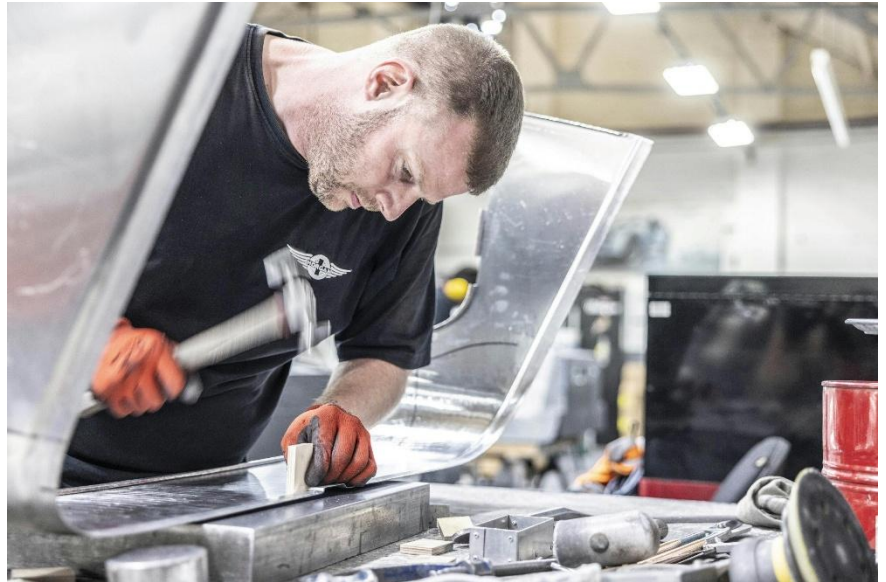
As the tourists look on through their iPhones, new Morgan [Plus Fours](#) and [Plus Sixes](#) come together (still down the hill), starting where craftspeople painstakingly fit the pressed aluminum fenders, doors, and scuttles to the body's ash frame.



Then on to the paint booths where they are hand-sprayed to the buyer's specification, and then to final assembly at the bottom where they are united with an aluminum chassis, new last year, featuring an all-independent suspension and either a 255-hp 2.0-liter turbo four or a 335-hp 3.0-liter turbo inline-six, both from BMW. Plus Fours

start at the equivalent of \$79,000, the Plus Six at \$91,000, though it's easy to let the options swell the bottom line.

Off in a corner, we saw the very first production units of the new \$51,000 [Super 3](#) three-wheeler getting final fettling, the car's design completely overhauled and updated to package a water-cooled Ford Fiesta inline-three instead of the old S&S V-twin thump-a-dumper. Morgan is hoping to grow its output to 1000 cars a year, including 500 Plus models, 400 Super 3s, and possibly 100 units of a new company flagship to replace the retired Aero.



So says Jonathan Wells, the company's head of design, before acknowledging that supply problems and economic uncertainty may alter the timeline. There is certainty of demand, he says, what with the wait time at six months for a Plus Four and one year for the Super 3, a sleek mashup of retro and modern that has been designed specifically with younger buyers and the U.S. market in mind.

A Morgan has to look like a Morgan,

meaning it has to look like the car that retired group captains named Bertie and Albie would buy. But "we have to be careful not to become a pastiche, what we call in Britain 'a wedding car,'" says Wells. Basically, he means a Ford Focus with a vintage body plopped on it. The new alloy chassis and BMW powertrains moved the ancient Plus into the 21st century, and "the Super 3 gives Morgan an opportunity to explore different design themes, to create a



foundation for a broader, more relevant brand,” Wells says.

Along those lines, the company built eight [safari-style Morgans](#) with rock-crusher tires and suspensions, capitalizing on the off-road Dakar craze. “They were huge time sinks,” says Wells, and there are no plans to make it a regular product, but they helped introduce Morgan to the Instagram generation. Problems include escalating energy prices, which have hit the aluminum-intensive Morgan hard, and supply chain snarls that have forced the company to order some components as much as 36 months in advance. And, as with everyone else, a forthcoming EV mandate will force Morgan to figure out how to shove a few hundred pounds of battery into a 2200-pound car without turning it into a giant anvil.

On the upside, “We’re seeing a marked decrease in the average age of the buyer,” says Wells. “It is getting younger, and we’re seeing less bias about whether it has to be an IC engine.”



# 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/>





# The Cult of Morgan

By [Jamie Kitman](#)

[February 21, 2026](#)

<https://airmail.news/issues/2026-2-21/the-cult-of-morgan>

The 117-year-old British car-maker, whose pint-size but punchy roadsters have made them a household name in the U.K., hand-builds wood-framed sports cars that will make you reconsider that Porsche Garage owner and keen early automobilist Henry Frederick Stanley Morgan, the son of a rural English clergyman, built his first car, an eponymous prototype, in 1909. To the surprise of many, his concept of a tiny car with three wheels and a small, motorcycle-derived, two-cylinder engine succeeded, with the young garagist founding the Morgan Motor Company in Malvern, in Worcestershire's hill country, and proceeding to build an improved production version in 1912.

When tax breaks for three-wheelers were curtailed, a 4/4 model—the name denoting its four wheels and four-cylinder engine—was launched. Retaining the three-wheeler's unique sliding-pillar front suspension, the 4/4 was steadily, if modestly, updated through the years. It retained its rakishly handsome 1930s style and old-time construction method—hand-beaten metal body panels laid upon a frame made of ash wood, the lot then placed on top of a spindly, steel-ladder frame.

Three wheels and a prayer: Henry Frederick Stanley Morgan at the Brooklands racetrack in 1912.

Editor's Note – I, most likely as many of you all, have been reading Jamie Kitman's car articles since I can't remember when. I stumbled across him now also publishing on Airmail News and simply thought I would share.

Jamie Kitman is a lawyer, long-time rock band manager, ret'd (They Might Be Giants, Violent Femmes, Meat Puppets, OK Go, The La's, Pere Ubu, among his clients), and veteran automotive journalist whose work has appeared in publications including *Automobile Magazine*, *Road & Track*, *Autoweek*, *Jalopnik*, the *New York Times*, the *Washington Post*, *Politico*, *The Nation*, *Harper's*, and *Vanity Fair* as well as England's *Car*, *Top Gear*, *Guardian*, *Private Eye*, and *The Road Rat*. Winner of a National Magazine Award for his column in *Automobile Magazine* and the IRE Medal for Investigative Magazine Journalism for his reporting on the history of leaded gasoline, in his copious spare time he runs a picture-car company, Octane Film Cars, which has supplied cars to TV shows



Incredibly, this vintage formula was enough to carry Morgan as a well-regarded low-volume manufacturer with a lovable, if antique and increasingly eccentric, offering into the 21st century.

To outward appearances, nothing's changed at the Pickersleigh Lane Works, in Malvern. It's the very same, startlingly unautomated Edwardian brick factory from which every Morgan has emerged since 1914, and something of a tourist destination for car



enthusiasts. (They'll even rent you a car.)

Except somewhere around the turn of the current century, the company and its then head, Charles Morgan (whose father, Peter, had taken the reins from H.F.S. in the 1930s), kicked off a slow-rolling effort to modernize, hoping to move a charming but truly antiquated product's game into the present.

It's a little light on storage, but surely you're not taking it to Costco.

To look at, the new cars were unmistakably Morgan. But the up-to-the-minute bonded-aluminum chassis and modern suspensions serving beneath the handsome coachwork changed the game, the modernization effort gaining further momentum when the Italian private-equity firm Investindustrial acquired a controlling interest in 2019, infusing additional capital into the enterprise. The Morgan family carries on as minority

shareholders, but what today's buyers can rejoice in is that while the appealing vintage look remains, the mechanical bits of today's Morgans are vastly improved, starting with the chassis.

However clever the sliding-pillar front suspension might have seemed in 1912, it was very much not that way by the 1950s, much less the 1990s, when I first experienced them. As much as I thought I loved Morgans, their connection to a distant automotive past quickly grew to be too much to bear, a fact underscored every time a road irregularity presented itself. The buckboard ride was permanently disqualifying, even for someone who has always been partial to British sports cars and obscure brands with cultish followings.

Touring England a few years back in a Morgan Plus Four (the 4/4's lineal descendant), I discovered that the new chassis accounted for wild improvements in handling and ride quality. Straight-line performance was never wanting in Morgans of yore, their light weight making a variety of bought-in engines—from Triumph, English Ford, Fiat, and Rover—more than adequate to deliver acceleration on par with its maker's major-manufacturer contemporaries.

Hand-reared, small-batch automobiles: the Morgan Motor Company's factory, in Birmingham.

But today's BMW fuel-injected, turbocharged four- and six-cylinder engines (found in the Plus Four, Plus Six, and the



new Supersport, which AIR MAIL has just driven), mated, in most cases, to an eight-speed automatic gearbox, set new standards for Morgan in accelerative capability (as fast as a Porsche 911) and refinement, complementing hugely improved road manners, courtesy of the new cars' rigid chassis, all-independent suspension, and sympathetically calibrated shock absorbers.

Other mechanical niceties such as traction control, locking-differential and electronic-stability control, and additional safety essentials, like airbags and anti-lock brakes, plus amenities standard in most new cars—such as air-conditioning and a quality sound system (Sennheiser's being audible up to around 50



m.p.h., which is more than any old sports car)—bring the new Morgans right up to, say, the turn of the 21st century, which ought to be close enough for those desiring a car that looks like something Bertie Wooster might drive.

Curves to drive for: modern aerodynamics meet old-school styling.

Annoying infotainment screens and constant nannying—blind-spot alerts, parking assists, and low-grade autonomous drive—are not on the menu, and their absence is refreshing. For the purists, in place of door glass, removable side curtains with sliding plexiglass windows grace its low-cut doors, a link to automotive history, though easier to affix and more weathertight than before. Historically, side curtains encouraged water to enter the cabin in driving rainstorms rather than preventing it.

We drove a new Supersport model, a radically (for Morgan) re-styled take on its enduring original theme. Like its more traditionally styled Plus Six relation, the two-seater somehow manages to shoehorn BMW's straight-six engine under its long, low hood. Cranking up a whopping 335 brake horsepower and 369 pounds per foot of torque, it allows the Supersport to reach 60 m.p.h. in less than four seconds, which, even in these crazy, horsepower-by-the-bushel days, remains very fast indeed, with 100 m.p.h. arriving in less than nine seconds.

Though the Supersport's unique bodywork boasts improved aerodynamics over the Plus models, its fundamentally old-school shape discourages higher, triple speeds. In this regard and many others, it's no 911.

Not pictured: a fabulous-looking chunk of wood in the trunk.

Nice wooden veneers give the cabin an appealing, almost nautical feel, with leather, wood, and metal lending a class that reminds one of a slightly less polished, shrunken Rolls-Royce. The effectiveness of the impersonation act dissipates with a recalcitrant door release and a ride height that will allow those so inclined to drag their knuckles on the pavement. Fortunately, in such a low car, visibility with the carbon-

composite top and its huge rear windscreen is superior. Also, behind driver and passenger resides a locking trunk of decent size, a Morgan first, with a big chunk of exposed structural wood inside it, looking fabulous.

The Supersport is not insanely expensive by current



standards, at roughly \$125,000. Alas, you can't yet buy one in the United States. But as of only recently, you can again buy the classic formula and aesthetically awesome Morgan Plus Four. At \$92,500, plus a 10 percent Trump tariff (down from 27 percent)—and with nearly all the same chassis improvements—it is a better value, even after having to make do with BMW's two-liter, four-cylinder engine, turbocharged to produce 255 horsepower and 295 pounds per foot of torque. Weighing less than 2,400 pounds (lighter than a Mazda Miata), it'll still reach 60 m.p.h. in 4.8 seconds and top out at 149 m.p.h., good enough for any foreseeable circumstance and too good for most others. It's the one we'd want.

Pocket rocket: Thanks to its turbocharged four- and six-cylinder engines, it accelerates as fast as a Porsche 911.

Parked by the sea in the English town of Hastings, not far from Brighton, the very striking copper Supersport attracted lots of attention, most all of it positive. Some recognized the car as a Morgan,

radically updated with its sloping rear, while others had no idea, including many who actually knew what a Morgan was. A few commenters even thought the Supersport was futuristic.

The only critics were whoever pelted it with eggs (three, we'd conclude) in the middle of the night, leaving me to wipe the car clean the following morning. If only I'd been there to tell them that by today's standards—and among the ranks of supercars that cost four times as much—the Morgan's combination of performance and eyeball monopoly make it an affordable bargain. The hooligans might've beaten me up for saying so, but it's true.

*Jamie Kitman is a car columnist at AIR MAIL*

Photos: Fox Photos/Hulton Archive/Getty Images (HFS Morgan); Oli Scarff/AFP/Getty Images (factory); Morgan Motor Company Ltd. (all others); Joe Vaughn (Kitman)



*Morgan*



24th

# BRITISH *in the* OZARKS

## ALL BRITISH CAR & CYCLE SHOW

**Host Hotel**  
Holiday Inn  
Convention Center of  
Northwest Arkansas  
1500 S 48th St,  
Springdale, AR 72762

**BENEFITTING THE ALS ASSOCIATION**  
*"Fighting Lou Gehrig's Disease"*

**October 22-24, 2026**

**University of Arkansas Agripark**  
**Fayetteville, Arkansas**

**SPECIAL GUEST**  
**TIM SUDDARD**

**FOUNDER & EMERTUS PUBLISHER OF CLASSIC  
MOTORSPORTS & GRASSROOTS MOTORSPORTS MAGAZINES**

**Registration Online**



[britishironnwa.org](http://britishironnwa.org)

or contact  
[britsintheozarks@gmail.com](mailto:britsintheozarks@gmail.com)

**Thursday Oct. 22<sup>nd</sup>**

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

**Friday Oct. 23<sup>rd</sup>**

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

**Saturday Oct. 24<sup>th</sup>**

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



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