

MOG LOG

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

TEX MOG Celebrates 50 Years

Pier 33 Revisited

TABC Marble Falls

Owning the Super 3



December 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!

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***Cover photo:** The TEX MOG 50th Anniversary Luncheon this past month.



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:

- New Morgan Plus Four Review, by Andy Reid
- Member's car profile

Thank you!
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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.

2026 – 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:

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

Jan 10th **The Lion and Crown – 5001 Addison Circle, Addison, TX 75001 (Parking garage in rear)**
Sat. 11am **monthly meeting**

Events:

Dec 14th Austin Healey club invites the MMCC to join them at their 2025 Xmas party on Sunday,
Sun. 1pm Located at Ted and Bonnie Glovers. See flyer below for RSVP data.

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





Members please join us!

NORTH TEXAS AUSTIN HEALEY CLUB

&

MORGAN MOTOR CAR CLUB

For the

The Annual Christmas Party

Sunday, December 14th at 1:00 pm

at: Ted & Bonnie Glover

1805 Sawmill Drive

Lucas, Texas 75002-8577

Delicious Traditional Holiday Meats and Fixings will be provided

Please Bring Your Favorite Dish to Share! B.Y.O.B.

Bring a Mystery Gift and Receive a Mystery Gift!

***Please R.S.V.P.* NTAHC & MMCC MEMBERS**

Barbie Bucy > CALL & LM or TEXT (817) 480-4831

EM: stuckonbarbie@gmail.com

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



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
Show Field opens at 10 AM**

Enjoy **18 Classes, Popular Voting**, and a day filled with **Fish N Fizz, Frios Pops**, and great **camaraderie** with fellow enthusiasts.

Registration opens soon—stay tuned!

<https://allbritishcarday.com/>



November 15, 2025 – 50th Anniversary Luncheon for TEX-MOG

Notes by Craig Ligon

Photos by Jeff Smith and Craig Ligon

As 2025 officially marks the 50th anniversary of our Morgan club, it was obvious that we had to do something to mark the occasion. We have members who have been with us for many years, and some, like Bill Boyles, who go back the entire way. What better thing to do than to eat, and eat a lot. And what better price than “free” to try to get as many people as possible to come join us?



On my previous scouting trip to scope out the space, I spoke with an assistant manager at the restaurant to get a few more details and ask about specifics around the facilities. When he asked what we were celebrating, I told him we were a British car club celebrating our anniversary. It didn't surprise me when he didn't know what a Morgan was, so I quickly Googled up some pictures and showed him. He got very excited and said that we were free to park any Morgans out in front of the restaurant. I guess everyone can enjoy a proper sports car.



It wound up that we had ten Morgans parked out front of the restaurant. I think this beat every recent Morgan gathering I've been to outside of Malvern. Granted, I'm not the epitome of Morgan culture, but it was a damn good showing, nonetheless. I arrived early and parked the M3W at the end. Jeff Smith brought his car, and then Linda Noland



made her car's debut from a fresh new paint from earlier this year. Not all the pieces were back on, but she was sporting a single Brooklands



windscreen and looking great, even with a few small pieces of blue painter's tape to contrast with the beautiful fresh green paint, which she calls "Justin green". The single large googly eye on the dash replaced one of her instruments, and although not factory, does add to the car's charm as she is finishing the restoration. Bob was there in the drophead coupe, Darrel in his Plus 4, and Bernard in his Flat Rad.

We also had Ted Glover there in both his brand new 2025 Plus Four, as well as his red Plus 8. However, the latter had some issues and wound up parking around the corner (it was a Morgan event, someone had to draw the short straw). We also had a new member, Brian Corbell, who also brought his brand new Plus Four, as well as his newly acquired Aeromax; one of only 100 produced. All in all, an excellent car showing!



At one point, a local Addison Police cruiser came slowly driving past our cars, turned around in the parking lot, and then parked behind the last vehicle. Although we had the permission of the restaurant, I was a bit worried since technically we were all parked illegally in the fire lane. I watched with trepidation as he talked with one person after the next, thinking he was going to ask us all politely to move to an approved parking zone. However, he was simply there to appreciate the cars. Crisis averted, we went in to enjoy lunch.



If the car collection out front was impressive, the club member turnout was truly phenomenal! We figured we would get about 20-25 people, so I had reserved their space meant for 30. However, we received 34 RSVPs, and in the end, I think we had 36 attendees. We all packed in, made some space and made it work. For people accustomed to English sports cars, sitting in tight places was nothing new. Everyone found a seat and happily talked with old friends or made new ones.

The wait staff had a little bit of an issue trying to carefully navigate the tight space around the tables, on their mission to deliver juicy slices of various meats to each plate. However, despite what seemed like barely 8-12 inches of clearance around the space, they twirled around the tables like the well-oiled



machines parked out front; possibly even better. And like the cars parked out front, we also had oil stains under things as I managed to lose a bit of bacon into my lap and onto the floor. So much for keeping up with proper decorum.

We had both tabletop flags as well as British, Morgan, and TEX-MOG flags around the room. This was to keep people from confusing our space with the wedding event on the other side of the collapsable wall. This also made for some free entertainment as they had a PA system that they used for singing, in what could be described as enthusiasm over talent. We never could figure out what language they were singing in, but we were glad they were having a good time as well.

We had current members, past and longtime members, member's kids, grandkids, and spouses. Everyone had a good time, and we had some great memories and anecdotes shared. Carl Drier got the award for furthest traveled, as he came all the way from North Carolina to attend the event. He also regaled us with some Morgan poetry read from The Book of Morgan Poetry from poems collected by the famous Farnsworth Covington Boilsbottom Jr. III. We will be forwarding an electronic copy of this collected works from this esteemed pillar of literature to our readers shortly.

We want to thank everyone who came and those that wanted to but couldn't. We raise a glass to everyone who has been a member of the TEX MOG club for any of its storied 50 years, and we hope that we will be enjoying the club for years to come!



Morgan



Pier 33 Visit

By Jeff Smith

In October 2025, my family and I travelled to San Francisco to visit some in-laws. Finding some free time, I decided to visit Pier 33, a location that sustained Morgans in the USA for many years.

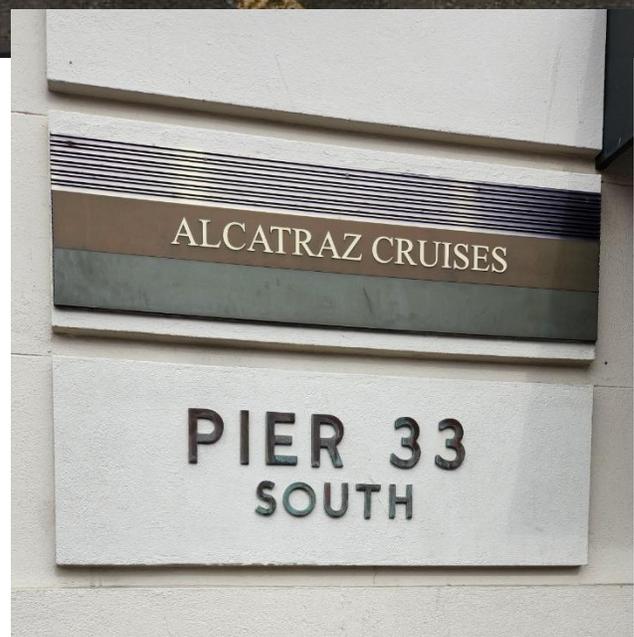
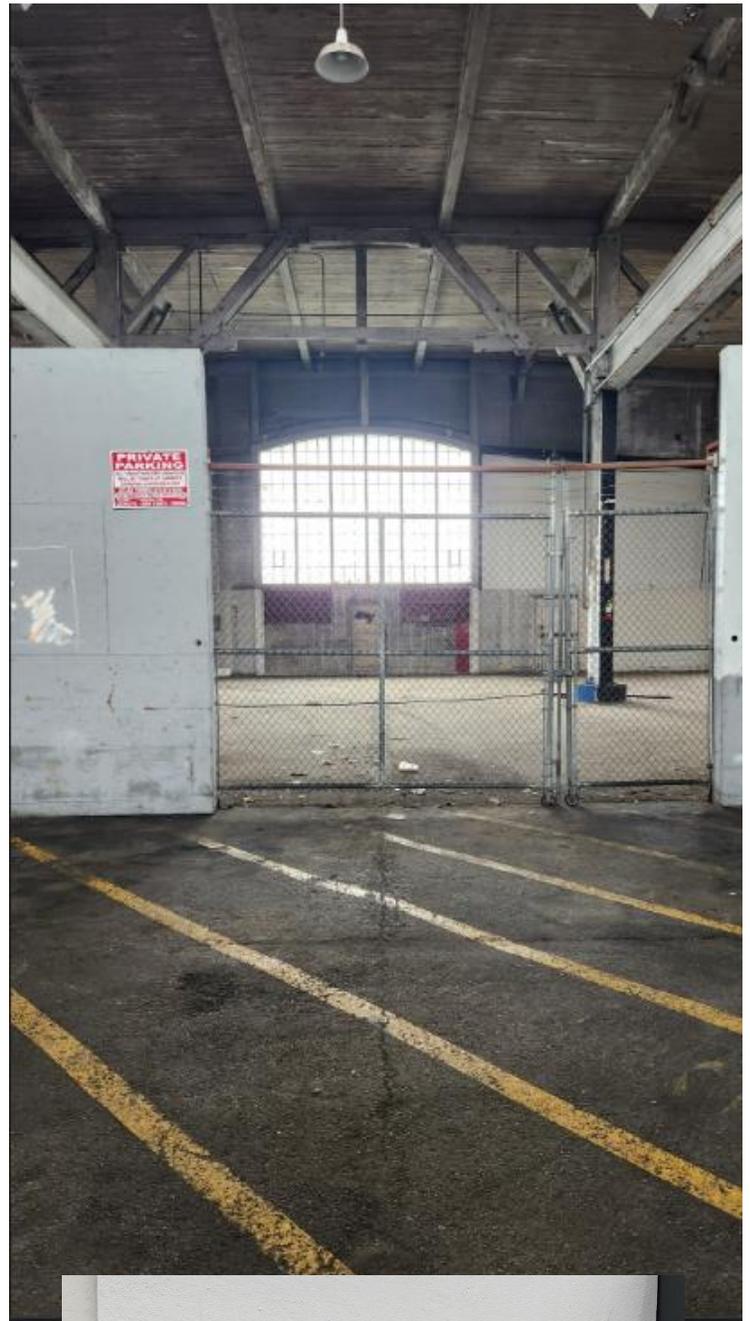
Some years ago, I would sneak away on business trips to stop by the end of Pier 33, the business place of the late and deeply missed Bill Fink. I'd marvel at the Morgans on jackstands undergoing conversions to propane, and safety bumpers, door beams, etc etc. Bill single handedly brought Morgans into compliance with US DOT, NHTSA and EPA regulations, and ran Isis Imports (named for a river in the UK, and before the negative connotations to the name!) from that location. I remember Norton Commando motorcycles in various states of disrepair, 55 gallon drums of 'take-off' parts, and Bill's office atop a shipping container.

A few years later, Bill moved his operations to Bodega Bay, although I once saw him flat towing a +8 with another +8 near SFO airport!

It was sad indeed to see the far end of Pier 33 deserted, empty and fenced off, but it is a location with a lot of history to USA Morgan fans. And yes, it still smells of fish!

Jeff Smith

Morgan





Texas All British Car Days – Marble Falls: Oct 10-11

By Craig Ligon

This year's Texas All British Car Days was once again hosted by the Hill Country Triumph Club in Marble Falls. I left early Friday morning, traveling down through Granbury, and out the great little twisty roads of the Paluxy Hwy before eventually picking up on 281 through Hico before cruising into Marble Falls. Always a very pleasant drive once you make it out of the DFW metroplex and gives some great sightseeing on the way down.

Cruising into the parking lot we had an unexpected mash-up car show. I expected to see all the British marques, but I was unprepared to see a bunch of fire trucks that were happily parked rather than visiting in an emergency function. Apparently, the dry conditions and fire danger caused the state to advance deploy teams of firefighters in various high risk areas. The hotel was one of those advanced deployment areas. As a result, we had quite a few fire trucks, some meant for off-road application, with every big boy fire truck bolt on you could possibly want on a truck. One new truck had so much gear on it, it looked like a red Tonka truck with every option checked. The guys grinned and said their boss gave them *almost* everything they wanted. You guys deserve it!



I arrived just in time to attend the Friday afternoon fun run, through Llano, the Llano riverbed and Inks Lake park. Although a more arid environment, the prickly pear cactus, live oak, and daisies, made me wish we had more time to stop and enjoy the area a bit more, but it was a beautiful drive. That night we all

got together at Bear King Brewing to catch up with several people I hadn't seen since the year prior. Beautiful cars and good people. That is what makes the trips enjoyable.

Saturday we all did a last-minute early cleanup of our cars and headed over to the Dos Conchas Ranch for the show. The Hill Country Triumph Club always does a good job with the setup and has all the car sections very well laid out. They had a great flag display up front with flags for all the British marques. Well, most of them, anyway. The Morgan flag wasn't there. However, I quickly forgave them as they put the Morgans right up in the front row. This extreme breach of protocol was also rectified since I brought my own Morgan flag, which I hoisted up on the 20 foot flagpole that I just so happened to bring. Problem solved.



This year we had four Morgans who made it. Bill Hart and his wife Liz drove over their new Super 3, in dark grey over black (Bill's review is in this newsletter). His friend Randy, one of the owners of Petrol Lounge in Austin, brought his 2013 Morgan 3 Wheeler, in dark grey over burgundy, complete with sharks' teeth. Juan Olivero from Houston brought his brand new two month old Plus four, black over chocolate brown leather with a matching chocolate brown top and wire spoke wheels. This is only the second new Plus Four I've

encountered, and they are very nice cars. Of course, I rounded out the four with my little sand on tan M3W, plus the afore mentioned flags.

A little bit of back story on the second Morgan 3 Wheeler. Randy Whitten owns a 2013 that has many of the same aftermarket upgrades that my car has. A very nice dark grey with a burgundy interior that has the shark's mouth livery. He didn't buy it new but has had it several years. However, he doesn't get to drive it as often as he'd like, and this was the first outing it has made in a while. He just completed an oil change and maintenance check. He drove the car out from Austin, but exactly 1.8 miles out from the show it abruptly died and refused to start again. Chris Salisbury, another local guy who owns a 2007 Aston Martin Vantage, saw him on the roadside and pulled over to help trouble shoot fuel and electrical issues.

When they couldn't sort that, they simply connected a canvas ratchet



strap between both cars to complete the final distance. Chris and the Vantage got my vote for the nicest tow vehicle at the show, and definitely the most dramatic entrance!

As always, there were a lot of nice cars. Too many to mention. Some of my favorites were military outfitted Land Rover Defender, a vintage Bentley, a '68 Triumph GT6 with some racing provenance, and the MGB with an additional MGB rear end custom converted to a trailer and mobile bar cart. This included a bench seat, stools, patio umbrella and built in coolers. Of course I stopped for a beer. He drove it all the way up from the New Orleans area. Whereas this couldn't be considered drinking and driving, I couldn't help but think a line had been blurred somewhere.



1968 Triumph GT6. Photo: Dan Julien via flicker.com

That evening there was the awards ceremony and banquet. Juan's new Plus Four took first place for the Morgan class. A nice win for a nice car. (Juan also won 2nd Place for his 2024 BRG Jaguar F-Type; not a bad day for Juan!)

They had a morning fun run scheduled. However, I skipped that this year. After talking with Juan Olivero about his new Plus Four, he offered to let me drive it if I had an interest. Since I am not stupid, I simply accepted his kind offer. Now this was a fun run! I won't go into all the details, but suffice it to say, I was impressed! Such a nice car, and with FOUR wheels; what a concept! Thanks, Juan



After our own fun run, everyone got together again at Bear King Brewing for a good breakfast where we exchanged some last stories and tales before we headed back home. Another great show, I look forward to next year!



Owning (and Driving) the Morgan Super3

By Bill Hart

I'm sure every Morgan owner has a back-story- how they came to this small, offbeat marque that has been flying under the radar for a century or so. My story is probably little different.

From Ferraris to Vintage Cars

I had a slew of supercars back on the East Coast- from 6 Ferraris, including the black 550 Barchetta reviewed in Road & Track back in 2002, to a pre-war British boattail speedster, a Vauxhall Hurlingham Speedster- circa 1928, a Lamborghini, and a Porsche GT2 Clubsport, to a host of earlier vehicles, like a '69 Mercedes 6.3 (a hot rod disguised as a saloon).



The 550 Barchetta- introduced as the first front engine V-12 open car since the Daytona Spyder, this was a limited edition. Mine came early and R&T was delighted to make it a centerfold in the Feb 2002 issue. This was the last Ferrari I owned and a great one it was.



Vauxhall Hurlingham Speedster- circa 1928, very few of these extant, I was fortunate to connect with the leading authority on the car in Britain, who in turn had a friend whose family owned one since new. Through them, my mechanic was able to obtain invaluable information on parts and assemblies in working on the vehicle to make it roadworthy. Vauxhall was a serious racing marque at the beginning of the 20th Century, but this was the last gasp-GM had bought the company and sales literature at the time promoted the fact that this model was essentially still from Great Britain.





The last of the Diablos—a 6.0 introduced for 2001 under Audi's ownership. Given Lamborghini's uneven ownership in the past, the fit and finish of this car was superb. No lightweight though. Engine bay below.

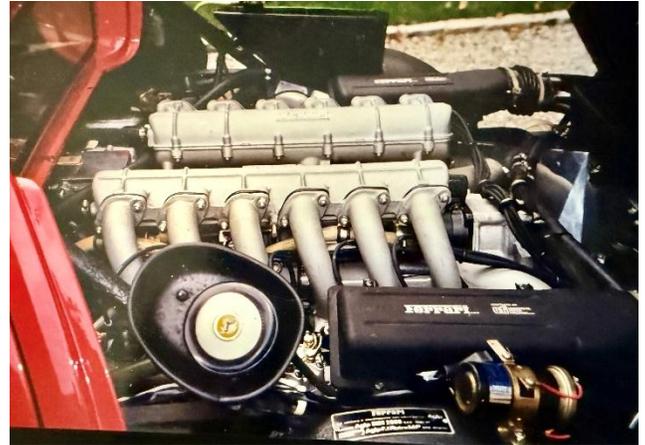


The Porsche GT2 Clubsport- a sexless beast, very fast in the right hands. Rigid suspension and not really a practical daily car.

The Berlinetta Boxer was the most visceral, though it was let down by its '70s era style dash. Also, no lightweight, it was never formally homologated for the U.S. Mine came from a collector who only bought “no stories” cars—the car still had the factory plastic covering the leather interior door sills. The Boxer engine, shown below.



The 348 spider was my “starter” Ferrari. It was pretty nimble and go-cart like to drive, let down by a cheap interior that got upgraded, along with cosmetics and power on the 355. It was still a great introduction to the marque. I briefly owned a new 355 GTS, but it was a “paddle shift” car which had no soul. (Great carbon fiber roof insert and interior fittings, though).



The 328 GTS was a classic small, more “modern” Ferrari the '89 was the last year of that “Magnum PI” body style and had ABS brakes- the power was all in the “revs” –this one, which came from ZZ Top drummer Frank Beard, was pristine, had very few miles. I found it a bit tight in the cockpit and wanted more power—which led me to the Berlinetta Boxer. I nonetheless enjoyed my stewardship of this car.



I got rid of the last my cars when I moved to Texas at the beginning of 2017— a very nice 993 C4 black over tan cabrio that I sold back to the dealer from whom I bought it. I figured, living in town in Austin –we are in the neighborhood just south of downtown that overlooks the city—I really did not need to drive and certainly had no desire to own and maintain another high-end vehicle at this stage of my life.



Ferrari Berlinetta Boxer and it's V-12 engine (top), Frank Beard's 328 (lower middle), and the Ferrari 348 Spider (bottom)



My Return to Autosports

Well, that period of abstinence when I moved to Texas lasted a while —about 8 years. I eventually bought a vintage BMW bike- the last of the Earles fork R69s models from 1968- kick start, carbs, old school. And while that was being worked on, I bought another- a Royal Enfield 120 Anniversary Continental, which is a gorgeous bike at a very reasonable price, but it is truly meant for backroads. Being on the highway makes you feel vulnerable. It's a café racer, not a cruiser. I did have my share of Italian bikes and even a tricked-out V Rod, which had an amazing engine, but with Brembos, and sticky rubber, I could feel it flex. It was stable as hell at highway speed—like riding with the King in a big ol' Cadillac.



Revisiting the Reintroduced Morgan 3 Wheeler

Which leads to Morgan. I had been kicking around the idea of the 3 Wheeler when it was first re-introduced. It seemed like a gas. Steam punk vibe, visceral, and simple.

I used to bug Dennis at Morgan West periodically but had stopped calling him years ago. I chased some Bentley specials for a while (the British version of our hot rod scene in the States).

And then the bug bit me (again). I started to read up on the 3 Wheeler—including the various issues that plagued the original model and the upgrades that were done by the factory and third parties. The Buyer's

Royal Enfield 120 (top), BMW R69 (middle), and Harley Davidson V-Rod motorcycle (bottom).

Guide is invaluable (see www.talkmorgan.com Morgan 3 Wheeler forum/ M3W – Owner’s Resources). I spent time on the phone with Phil Bleazey (thank you sir) to discuss his cush drive mod to the Centa coupler.

Basically, he cuts a hole in the housing to access the cush drive and modifies the rotor so you can access the “pads” and replace them without tearing down the whole drive train. A brilliant bit of engineering that I could not do on my own.

Morgans in Texas

And after talking to half a dozen hot rod shops in Austin, American style -no one would even consider working on a Morgan, assuming they had time. (The best shops were backed up a year doing full resto-mods). While a lot of money flowed into Austin with the tech boom, and you see lots of “bling” on the streets compared to when I first started spending time in Texas (2012), hot rods seem to rule, from beautifully redone mods to “rat-rods.” I also joined the Talk Morgan forum, which was very helpful.

That’s how I first met Craig, your editor. And the participants were very generous with a newbie. I’m not a wrench capable guy like many Morgan owners. I do remember being in the White Mountains of New Hampshire in the fall of 2000, and despite all the 12 cylinder cars from a variety of marques (that was the theme- 12 cylinders), the real treat was seeing a parade of Morgans coming through on their way to Nova Scotia. [Editor’s Note: This is where Bill Hart accidentally ran across the ‘Morgans Across America III’ tour in 2000, which included Bill and Judi Boyles, amongst others.] It was already pretty cold in those mountains, but the Morgan people were seemingly of that “stiff upper lip” material—they seemed happy as hell to be out on the road in their open cars. There are no authorized Morgan dealers in Texas, despite it being a huge car market.

Petrol Lounge and Alpha Works to the Rescue

I connected with the good folks at the Petrol Lounge here in Austin, a sort of high-end car club which stores, maintains and exercises everything from a historic Hispano Suiza to track ready racing cars that are run by privateers at COTA (our local F1 track). Lots of collectible stuff there.

One of the owners of the Petrol Lounge is an M3W owner who, it turned out, was somebody I knew from my Ferrari days. Randy took a special interest in my vehicle, and I’d like to think that his help in getting the Super3 tweaked inspired him to get his running again.

The Super 3- Less “Charm” But Better Reliability?

I originally thought the Super 3 had none of the charm of the rebooted M3W. It doesn’t, but further study led me to conclude that the company had sorted a lot of the issues that plagued the M3W (at least the early iterations). And knowing that I could not do the Bleazey mod myself, and it would be a pretty big bill if I could find a shop willing to do a tear down and machine work, I started to reconsider—maybe the

Super3 would give me the thrills, with fewer potential headaches. And there were some here in the States--ready to go.

So, figuring that after chewing on Dennis' ear in years past over a 3 Wheeler deserved some kind of loyalty for our on and off discussions, I saw a vehicle he had on his site and called him to say I was willing to fly out. I gave him a deposit to hold the vehicle for a few days. No big deal to get to Santa Monica from Austin.



Test Drive, Delivery and “Accessorizing”

The car was far quicker than I expected.

Santa Monica has no twisties, we cranked up on the freeway at speed (Dennis drove, I never drive cars I don't own) and I was sold. The vehicle had a matte grey paint finish that is no longer offered (more about that later) and had the additional LED lights mounted on the outside, in addition to the pair of lamps centrally located in front of the (now concealed) engine per the U.S. spec.

The vehicle got here in no time, shout out to Jerry at VIP Auto Transport. I had it delivered to directly to Petrol Lounge because there were a lot of things I wanted to be done. Despite the expensive headlight set up, there was no USB port. I also wanted to install a Beeline Nav unit with a charging plate, so I didn't have to plug the thing in to charge it. And I wanted a tonneau installed as well as the Malle bags, something that is vital unless you are day tripping. (The Morgan 3 Wheeler has no room for luggage, at least the Super3 offers the option of installing the accessory rails to hang the Malle bags). This is where Chris Naylor, of Alpha Works, a specialist. who shares space with Petrol Lounge, comes in.

Those bags can hold quite a bit of stuff- according to the Web, which I don't trust, 20 kg. I weighed what I put in the bags before I embarked on the Ozarks road trip) just to balance the load. Oh, and on the paint- I



had protective film and a ceramic coat done, bought a D/I water processing unit for car washing, special shampoo with no polishes and a drying towel that is soft as hell, rather than the waffle weave cloths. All in service of protecting the finish. For some reason, clean cars drive better, but I'm a bit crazy. I learned how to detail from the Paterak Brothers, who were mainly vintage Porsche guys- they hand polished my 550 Barchetta for the R&T shoot. I had a lot of product back in NY which I gave to a few friends when I moved to Texas, thinking I was done.

Alpha Works got me sorted to a personal concierge level - Chris Naylor, who disassembles multi-million dollar cars for a living- showed up at my house before sunrise to make sure I was road ready to drive from Austin to the Ozarks.

By this time, the vehicle had the latest Beeline, hardwired with charger, a USB port (which was not part of the original order of the vehicle), a mohair tonneau and the Malle bags attached with the appropriate accessory rails. I had Morgan supply their phone mount, which is a little like a device from the Spanish Inquisition, but does the job, and I also had Chris Naylor mount a period set of Smiths' clocks- an 8 day chrono and a stopwatch. It's not like I'm timing events here, but the dash needed something on the passenger side and this fit the bill. Period time pieces too.



Chris also installed some LED brake lights on top of the roll bars—those will get changed out for more permanent additional brake light- periscope style—between those roll hoops.

From Austin to the Ozarks- Serious Shakedown Run

So, all checks go, I set out for the Ozarks, found the pedal box tight for my size 13 feet (I wore racing boots, which were as narrow as I could find) and got outside of the Dallas metroplex on back roads, only after some serious disagreement with AI, Google and the Beeline, which proved to be useless. I had done some local Hill Country driving in the Super3, but nothing as grueling as the trip from Austin to Fayetteville, AR.



That's where I met Craig in person the next day, just East of Dallas, after recovering from some serious sunburn, dehydration and leg fatigue. (Like an idiot, I did not double check the pedal box settings, I'm tall and once I moved the pedal set back, the leg cramps pretty much disappeared).

Driving this thing is a marvel. Having had a slew of Ferraris, a track qualified Porsche GT2 club sport and a bunch of other cars, as mentioned, it is direct and immediate in a way few vehicles are; in fact, I can think of no car as visceral as this thing, regardless of price (and when I had all those fancy cars, the price was way lower than it is today). Even

the pre-war car, primitive as it was, could not deliver the combination of performance and “direct connection” to the driving experience that the Super 3 does in spades.

The Less Impractical Alternative?

In some ways this is the more practical version of an entirely impractical vehicle. When we were coming into Arkansas the heavens opened, and I had little choice but to push on. Getting soaked was one thing; my concern was the typical risk where no one (even the big SUVs) could see much in the torrent of rain and if I had to make a panic stop, I was probably going to go sideways. Thankfully that didn't happen.

The vehicle is torquey, the gear box is just right for the back roads of Austin's Hill

Country and like old time cars that demand your full attention, you are very involved in driving this thing. Given its relatively small size and weight, the Ford 3 cylinder engine produces more than enough power—the fun is negotiating the twisties and heel and toeing, blipping the throttle, slowing before a curve and opening up on the exit, using the power to best advantage.

We have some wacky roads here that are decreasing radius turns that are off-camber, and those are more of a challenge. I did a fair amount of research on preferred bike routes around Austin- day trip stuff and am gradually doing these drives as well.

Texas gets hot in the summer and unless you wear something to protect your head, slather with sunscreen and wear UV protective outer wear, you will get roasted. We are now coming into autumn here,

cooler nights, the days are milder-perfect weather for the Super 3.

My sense is that these are not selling as well as the previous V-Twin, the market is soft, generally and in what I'm learning may be part of the Morgan tradition of “quirkiness,” the odd tire used on the front wheels was discontinued by Avon. I did buy a spare set of those tires and hopefully, the new company that took over the rights to the tire will be offering proper replacements once again.



These things are also infinitely customizable, though like a Harley, that's where the money goes pretty quickly when you start to add up your wish list. I considered placing an order for a brand new one but have been enjoying this vehicle so much, I'm content for now.

A four wheel Morgan with a manual transmission would be very appealing. Let's save that for another discussion.

Other potential downsides.

The Ford Dragon engine –not the Eco-boost with the turbo, originally had a timing belt in the sump; my research showed that the newer models now use a chain. But the oil pump still uses a belt that is immersed in the main oil sump and belt shed could cause catastrophic problems with the engine if shards of belt get taken into the motor. I gather this is a later mileage thing, but not necessarily an easy fix. Oh, well. A few downsides. But huge fun.

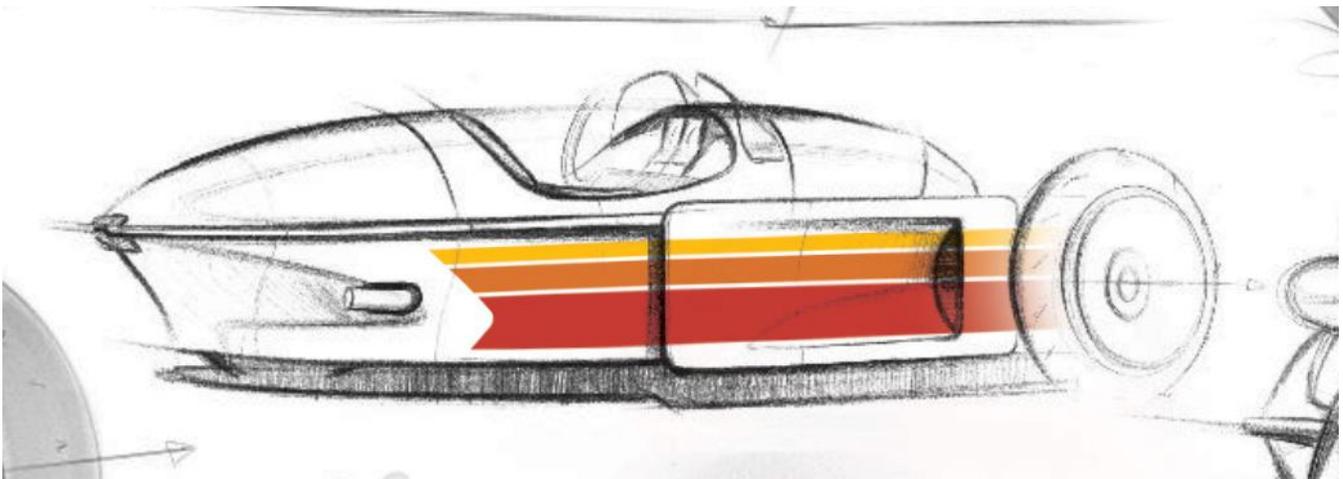
Rediscovering What a Visceral Drive Is

I would submit that even seasoned drivers will find the Super 3 to be challenging on the right roads. That's part of its magic. And magic it is indeed. It is a vehicle designed for those committed to the driving experience. And for that, I cannot say there is anything close, despite a history of supercars, vintage cars, bikes and other vehicles. You buy this because you want the experience of raw, direct and unmitigated driving—something far too rare these days.



--Bill Hart, November 2025.

Morgan





MERRY CHRISTMAS TO ALL!

**GET OUT AND DRIVE YOUR MORGAN ON GREAT
DECEMBER TEXAS DAY!**

