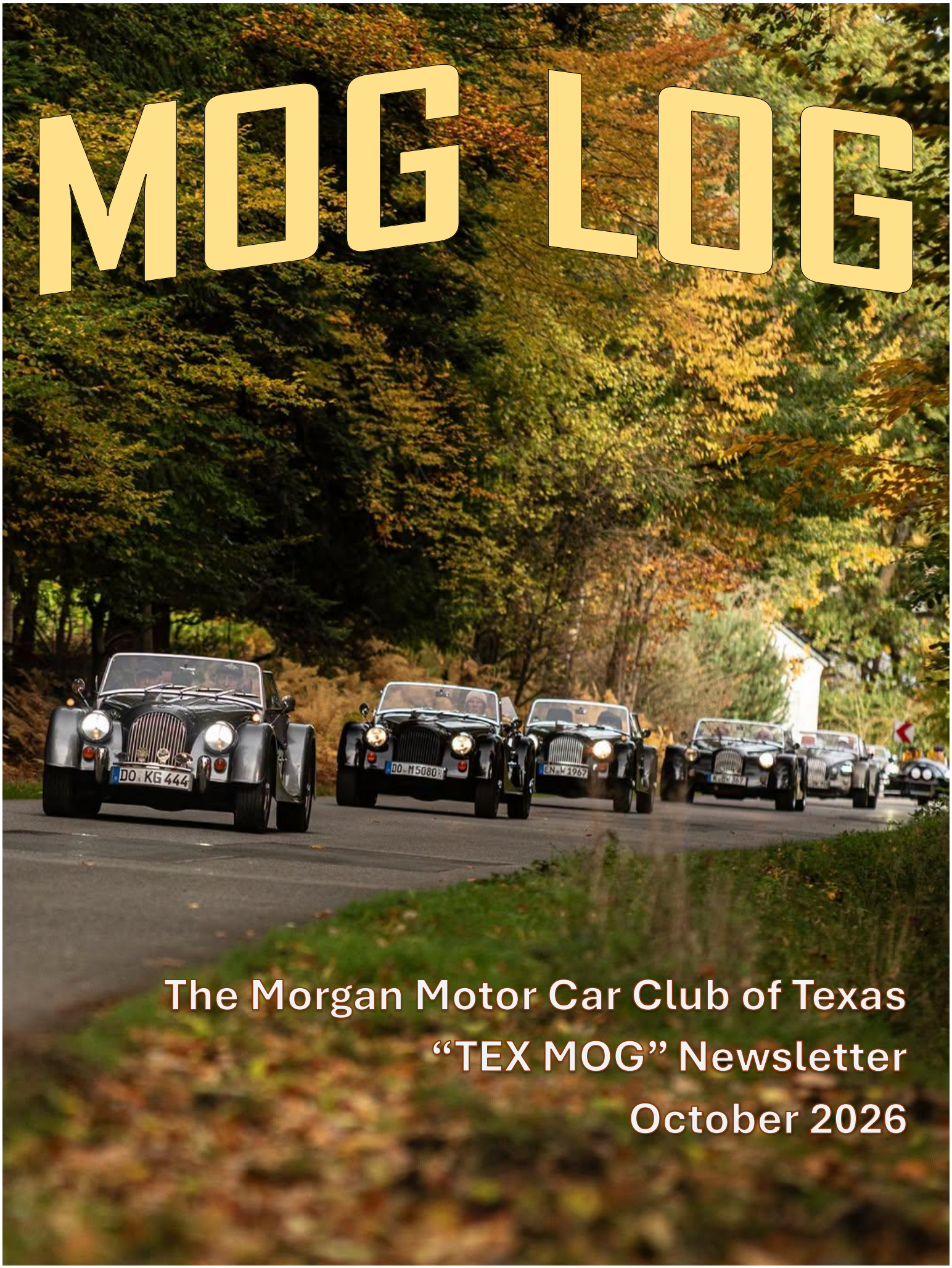
MOG LOG



The Morgan Motor Car Club of Texas

"TEX MOG" Newsletter

October 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__: Morgans on a fall drive on International Morgan Day, 19/09/2026, shared from Morgan Motor Company



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
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 (normally): Red Truck Café, 910 W Parker Rd #105 Plano, TX

~~**Oct 10th**~~ **Oct 17th** **Red Truck Café – NEW DATE**
Sat. 10am **Monthly meeting**

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

Dec 12th **Red Truck Café**
Sat. 10am **Monthly meeting**

Events:

Oct 10 — Red River Triumph Club European Car Show, Tarrant County College, Fort Worth
www.facebook.com/groups/d6tr6/posts/3843899579086091/

Oct 9-11 — 35th Annual Texas All British Car Days
Marble Falls, TX (see following flyer)
https://hillcountrytriumphclub.regfox.com/2026-texas-all-british-car-days

Oct 22-24 — 24th Brits in the Ozarks, All British Car & Cycle Show
Fayetteville, AR (see following flyer) https://britishironnwa.org/brits-in-the-ozarks/

Oct 25th — The British Emporium Fall Car and Bike Show, 11am=2pm
Grapevine, TX (see following flyer) https://www.facebook.com/events/3271517489704224





Wheels for Wellness Car Show Report

Sept 19th

Fort Worth, Texas

The Wheels for Wellness benefit car show was back on September 19th in Fort Worth this past month. The show is one of the largest car shows in the area, an eight by three block area of downtown Fort Worth, from the Fort Worth Convention Center, Sundance Square, up to town hall. The show promotes men's prostate testing and awareness and offers free prostate screenings. Not to worry, these are via blood test, not the more traditional examinations. Whereas this may be a social gathering, we don't want to get *that* personal…

If you are not up for getting poked, the car show itself includes a large array of all sorts of classic cars. There was American muscle, pre-war beauties, classic trucks, European metal, and more. This show represents a good chance to see a wide array of cars. Although, this year was perhaps a little less well attended, possibly due to the on-going Texas heat wave and temperatures near 100; but this was just approaching near perfect Morgan motoring weather!

This show also takes place during National Hispanic Heritage Month, so the north end of the show included the Sundance Square Car and Culture Show, with several clubs representing different areas of



the Hispanic community. Classic cars, low-riders, custom paint and more metal engraving than you see with all the championship belt buckles at the Fort Worth Stock Show! The artistry and craftmanship on some of the cars was simply astonishing!



Ed Arnold joined me with his 2003 +8, so we both represented Morgan well with our ones and ones of Morgans. Whereas we didn't win the award for most represented car club, we did enjoy ourselves, got some goodies, and saw some great cars!









The Wait Is Over: US-Spec Morgan Supersport Set for Historic Monterey Debut

By Tara Hurlin August 13, 2026

https://www.hemmings.com/stories/us-spec-morgan-supersport-set-for-historic-monterey-debut/

US-Spec Morgan Supersport photos provided by Morgan Motor Company.

The wait for Morgan Motor Company's flagship in America is officially over, as the all-new, US-spec Morgan Supersport has landed on American shores and will make its public debut on August 14 at The Quail, A Motorsports Gathering during Monterey Car Week. Representing the British automaker's first flagship model available in the United States in over 15 years, this bespoke roadster brings 21st-century coachbuilding, an advanced bonded-aluminum chassis, and stunning pre-war aesthetics directly to American sports car purists.

The Path to America: FAST Act Homologation

Bringing a traditional, hand-built British sports car into the modern US market is an immense regulatory challenge. To achieve federal compliance, Morgan Motor Company utilized the Replica Car Rule under the FAST (Fixing America's Surface Transportation) Act. This specific regulatory framework allows Morgan to legally sell a maximum of 325 Supersport units per year in the United States. For the inaugural 2026 model year, production is strictly limited, with fewer than 50 commission slots remaining at the time of launch. Complying with these rigid regulations meant Morgan had to re-engineer the vehicle's powertrain specifically for the US market.



US-Spec Performance: Lightweight Agility Over Raw Power

While the European counterpart gets a BMW twin-scroll turbo inline-six, the American variant makes a tactical pivot to keep weight down and regulatory compliance smooth. The US-spec Morgan Supersport is powered by a BMW B46 2.0-liter turbocharged four-cylinder engine that produces 255 horsepower and 258 pound-feet of torque.

Power routes exclusively to the rear wheels via a highly responsive ZF eight-speed automatic transmission. Though it downshifts by two cylinders compared to Europe, the car tips the scales at a mere 2,520 pounds, giving it a Miata-like footprint with a far superior power-to-weight ratio. Standard equipment includes Morgan's Dynamic Handling Pack, which features custom-calibrated, adjustable Nitron dampers.



Timeless Design Meets 21st-Century Tech

Hand-built at Morgan's historic factory on Pickersleigh Road, the Supersport retains its iconic pre-war aesthetic, featuring an elongated hood, sweeping curvaceous fenders, and circular headlights. Beneath the classic ash wood framework and hand-formed aluminum body panels sits an array of modern conveniences. Buyers can opt for a traditional folding mohair soft top or a lightweight, 43.4-pound carbon-composite hardtop.

Inside, the US cabin boasts an enhanced center console shifter, authentic-looking analog Smiths gauges, and premium American Walnut trim options. Hidden behind the vintage dials are advanced electronics, a wireless phone charger, and a premium Sennheiser audio system.



Flagship Luxury vs. The Classic Plus Four

To understand the Supersport's position in the lineup, it helps to compare it to Morgan's other modern four-wheeled offering, the Plus Four. While both vehicles are hand-built on the same CX-Generation bonded-aluminum platform and utilize the same 255-horsepower BMW engine, they target completely different enthusiasts. The Plus Four is a traditional, narrow-body roadster that offers a six-speed manual gearbox alongside the automatic, giving purists a more vintage, leisure-oriented driving experience. It mirrors the 1950s look with high-arch wings and a rear-mounted spare tire but offers virtually no trunk space.

The Supersport steps up as a wide-body, coachbuilt flagship with a much more aggressive presence. It trades the manual option for an exclusive ZF automatic transmission setup to satisfy strict replica-car laws, and it swaps the vintage touring suspension for a track-ready Dynamic Handling Pack featuring 16-way adjustable Nitron dampers. Visually, the Supersport introduces fuller fenders, larger alloy wheels, and integrated lower aerodynamic diffusers. Crucially, it features a long, sloping rear decklid that integrates a genuine, usable trunk for the first time on a modern four-wheeled Morgan, while also offering an interchangeable carbon-composite hardtop roof with a curved glass rear window.

Pricing and Availability

The US-spec Morgan Supersport starts at $119,995, before taxes and destination fees, which is roughly $20,000 less than what the sports car commands in its home UK market. This premium pricing reflects its status over the standard Plus Four, which starts at a more accessible $84,995. Orders are currently open through Morgan's network of a dozen US dealerships, including Ellingson Motorcars and Fleming's Ultimate Garage. Official vehicle assembly begins in August 2026, with the first customer cars and dealer demonstrators scheduled to arrive on US soil in September 2026. For automotive enthusiasts attending Monterey Car Week, the first road-legal US flagship will be fully unveiled at The Quail on Friday, August 14.



Morgan Factory Tour, Malvern

Sept 9, 2026, Bryan Corbell

I arrived in Malvern England for a Morgan factory tour; it was more than I expected and well planned and organized. Being in manufacturing I wanted to automate almost every workstation I saw but they are staying true to the trade skills and craftsmanship of coach building. Saw a variety of models being built, unfortunately I can only get the 4cyl BMW platform in the USA due to ridiculous EPA regulations. The plus four, which I have, and the new Supersport but with the plus four drivetrain 😣. Great tour and lunch afterwards, met with post sales customer service to discuss issues with my current car, and Dan in new car sales to get the full introduction of the new Supersport. I may be trading up next year for this one. The Supersport is the burgundy car in the glass room.

Coupe absolutely gorgeous, but we will never see one. Only nine being produced. We will never see them here in the US. Black and white cars

Configuring the car. Regatta Blue with turquoise biscuit. Basket weave leather.

Mike was the tour guide.





Bryan next to one of fifty Morgan Midsummer cars.



Bryan standing next to the Morgan Aero Max test vehicle #0000. Bryan is the happy owner of Aero Max #0019.



Bryan said Morgan let people peak in the doorway during their tour at the new Morgan Midsummer Coupes, but they weren't allowed to go in and get any closer. They had two in the shop; this white car, and a second black car. Considering there will only be nine total, all over $800K, you may never again see two Midsummer Coupes in the same place. All of the cars are already spoken for and destined for the UK or EU, none are coming to the United States.



A BWM engine ready for insert into a car. Even Morgan requires a lift every now and again.



The Supersport line up. At least the first two are destined to become Morgan Supersport 400s. (And is that Jeff Smith on the far right moonlighting on the assembly line? Yvonne, did he tell you he was just going for some milk?)



A Supersport 400 in Interior Fitment. At 402hp, another car that get you to the store a bit more quickly. And another car we won't see in the US for the next 25 years. :(



A Supersport 400 with soft top in final fitment.



Bryan next to one of twenty six Morgan Plus 4 Plus cars. (Bill and Judy Boyles, does this look familiar?)



A Super 3 in hot pink. The perfect car if you don't want to physically run in the next Susan J Komen Race for the Cure event.



Another Supersport 400 in silver catches a bit of sun just out front of the Morgan Motor Company Welcome Center.

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.

Greg Thanks!



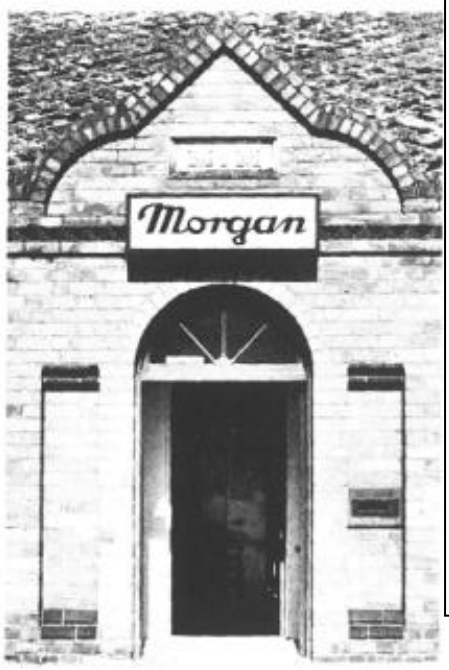




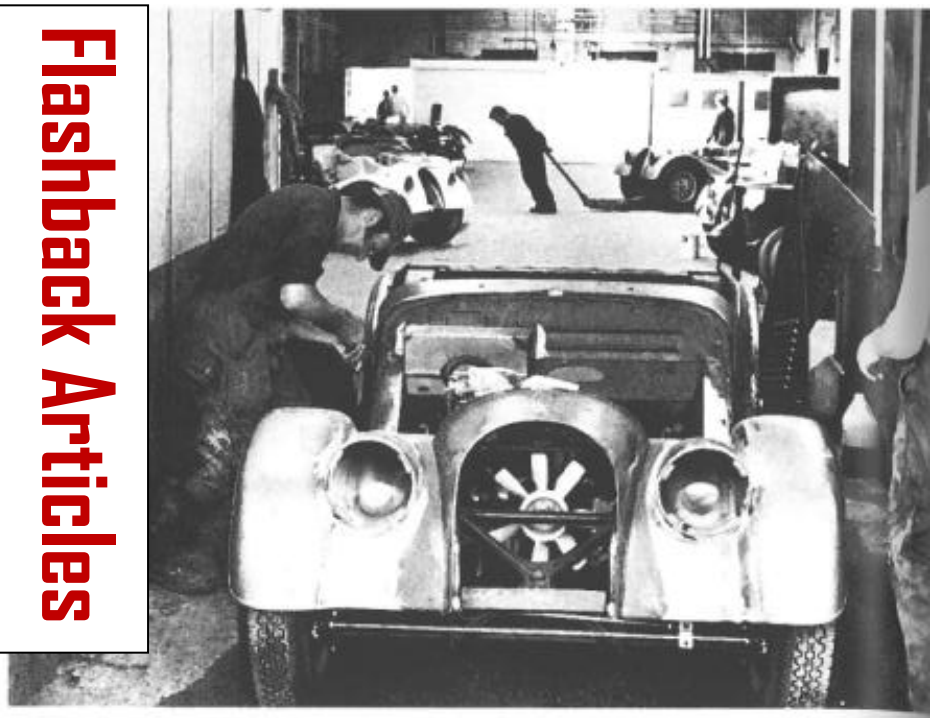








Flashback Articles



A Musclecar for Traditionalists

□ There is this slur that certain fainthearts love to aim at the Morgan sportscar. Anyone who loves Morgans, they say, has never owned one.

I savor the full pettiness of this idea as the green Worcestershire countryside leaps toward me at speeds well beyond what the tongue cluckers of our own National Highway Traffic Safety Administration regard as safe. The wind snatches at the top of my head, poking well up above the windscreen, the country road seems to be doing its best to either elude me or dwindle to the general equivalent of a paved game trail, and there is a delicious feeling of grisly disaster barely averted at almost every turn.

The British call it motoring, and you have to be "keen" to do it. The car is the Morgan Plus 8, and it took only a very short turn at the wheel—which is all the petrol they allotted me—to understand a distinction that Peter Morgan had made only a few minutes earlier.

"In the U.S. with sportscars it's mostly a matter of open air touring," he'd said. "A lot of people don't really care about performance.

"But I don't really feel you have a right to call a car a sportscar unless it can perform in competition."

Morgan understands performance and competition, having spent many hours at the wheel of race-prepared Morgans both before and after World War II, in three-wheelers as well as four. His son Charles races them now, and the cars are still highly competitive in British club racing.

My brief communion with the Plus 8—the first time I'd ever had my hands on one—didn't allow any time for instrumented testing. But it did produce some vivid and lasting impressions.

The first, and strongest, was of pure *muscle.* This car isn't a 400-horsepower Corvette—in British road trim the 3.5-liter Rover V-8 delivers about 190 horsepower. But it is hardly a car that wins by finesse. Its power-to-weight ratio is favorable enough to deliver consistent sub-15-second quarter-miles at 90-plus, and getting to 100 miles per hour is a matter of 23 seconds. Top speed is in the 130 mile per hour vicinity.

There's something elemental and stirring about going rapidly in a car like this, and it's not simply the difference between an open car and a closed one, such as the new Rover I drove down from London. The Rover is far from slow—it cruises easily at 110—but it lacks the visceral elan of this automotive throwback. Concessions to modernity are at a minimum in the Morgan, and in hurling it down those country lanes (after 64 years of it, the locals have become thoroughly accustomed to the sight of madmen flying Morgans past their pastures) it was easy to believe in the time warp again: Suddenly it was 1937.

However, the bushy-haired caveman appeal of this car is also the quality that earns it criticism, and it's easy to imagine discomfort being a significant part of any long trip. It's undeniably crude. The seating position is almost bolt upright, and the steering wheel is close to the driver's chest in the classic old-timey elbows-out driving style. It's a big wheel, too; regardless of seat adjustment it brushed my thighs, hampering wheel movement. There's no foot room. The only place to rest the left foot is on the clutch pedal, although this malady presumably goes away in left-hand-drive editions. The 4-speed gearbox in my Plus 8 was marvelously British in its resistance to any change, down or up, but future Plus 8s will be available with the new Rover (and TR7) 5-speed, which is very smooth and easy to manage.

The handling qualities, surprisingly, are more up to date than the amenities. The car isn't exactly mid-engined, but the Rover engine—a lightweight unit to begin with, thanks to extensive use of aluminum—is set well back from the front wheels. The result is less understeer than I'd expected. It's not exactly a forgiving car, but it can be thrown about considerably, even during the getting-acquainted stage. The brakes—Girling discs—took a bit of getting used to. There didn't seem to be much of a problem with lockup, but the car seemed very busy, particularly under hard braking. To be fair, this car was so new the paint was almost sticky.

For all his disdain for the Morgan's detractors, Peter Morgan has resigned himself to giving his brutes a bit of taming before sending them off to U.S. consumers.

"I do feel we'll have to make the car a bit softer than it is now," he says, somewhat sadly. "It'll be more of an open tourer than a sportscar as it is here."

Morgan makes it clear, however, that his concept of "softer" does not in any way equate with the general emasculation of other British sportscars sold in the U.S. Which ought to suit everyone just fine.

—*T.S.*



Th handling is the Morgan's most important feature with high cornering power and precise control.

Strong and simple, traditional Morgan

Morgan motoring is one of those illogical things which cannot be satisfactorily explained. There are people who would never consider owning any other make of car, yet they cannot tell you why. We all know that sports cars are now mid-engined and have soft independent suspension, but whenever I parked the Morgan it collected a much greater crowd than even the Bora or the Dino. To the public, a real sports car still has wire wheels and a long, louvred bonnet, for the vintage tradition will never die.

Though I am an apostle of ultra-modern design, I am also secretly a Morgan addict and look forward to my road tests of these cars. I had intended to try the latest version of the Plus 8, but it was suggested that the 4/4 might be a more realistic vehicle for present conditions. As it happened, I was offered a beautiful yellow one, with centre-locking wire wheels, by the London Morgan distributors, Morris Stapleton Motors Ltd. Who could resist such a car? Certainly not Bolster!

Of course the Morgan still has the famous front suspension, which was first used on the firm's three-wheelers some 60 years ago. The stub axles slide up and down vertical pillars against coil springs and also turn around them for steering purposes. The separate steel chassis is of Z-section and passes beneath the rear axle, to which it is attached by very stiff semi-elliptic springs. The engine and gearbox are by Mr Ford, from the 1600 Cortina GT, and the body is hand built, with steel panels on an ash frame.

Though the headlamps are no longer on stalks and the radiator cowl is curved to reduce wind resistance, the mudguards still have a vintage sweep and the long bonnet is hinged down the middle. The bonnet takes up so much of the chassis that the luggage space is pretty small and the spare wheel is attached outside — I would fit a padlock to it! There's a full width bumper at the front, but only rubber over-riders at the rear unless you pay extra.

Speaking of extras, my car had wire wheels, which add enormously to the looks, even if light-alloy ones are more functional. It did not have the separate bucket seats, but having achieved a long run on the standard object I would willingly pay for greater comfort. The hood is very cosy indeed and does not flap at speed. It can be put up quite quickly with practice, but two are better than one for this job.

The Morgan is an instant starter, even when coated with ice. There is a simple heater under the scuttle, which keeps the toes warm even with the hood down. Curiously enough, there is no tap for turning the heater off — at least I couldn't find one, though switching off the fan was fairly effective.

On the road, the car feels very lively indeed and has excellent acceleration. The simple pushrod 1600 cc engine has ample power to hurl the light two-seater along, and most people will average well over 30 mpg. The 4/4 reaches 90 mph very quickly, after which the shape begins to encounter wind resistance. Though the car will not reach 100 mph when open, it will slightly exceed that speed with hood up and windows close.

Nevertheless, real Morgan motoring is done with the hood down. There's nothing like travelling through the fresh air, if one is sensibly dressed, and I thoroughly enjoyed it, even with frost on the grass. The car is then remarkably quiet, except for the exhaust and, really Peter, the police don't encourage such a healthy note! With the hood in position, the 4/4 is as cosy as any saloon, but the interior sound level is then rather high and the delightful ease of open motoring is lost. There is surprisingly little wind noise, but all mechanical sounds are magnified.

The ride is very hard indeed. On reasonable roads or under typical urban conditions, this is not particularly noticeable, but on country lanes the short travel of the suspension cannot be ignored. People who want this kind of car are prepared to accept such a ride and

Real Morgan motoring is done with the hood down.



softer springing would not appeal to them at all. It's all part of the character of the Morgan and the real addicts would not have it otherwise.

The handling is the car's most important feature. Initially, the characteristic is just about neutral but the tail can at once be hung out by lifting off in a corner. The cornering power is high and there is little deviation over bumps. Unlike many hard-sprung cars, the 4/4 runs straight and true at high speeds, being deflected neither by changes of camber nor gusts of wind. The steering is light and direct, giving a fine sense of control.

Naturally, the gearbox is most important in such a car and the Morgan has an ideal set of ratios, selected by a well-placed lever. The brake pedal demands fairly firm pressure but the retardation is swift and sure. A fly-off handbrake, once regarded as essential on any sports car, is a pleasant survival. Above all, the view down that long, louvred bonnet is superb, with proper mudguards to indicate the exact width, instead of the usual amorphous mass of pressed steel that one sees through the distortions of the modern curved screen.

The Morgan is a strong, simple sports car, with everything get-atable, and plenty of space for the amateur mechanic to work. It's still hand-made by traditional craftsmen who are proud of the job they are turning out. Though there is a considerable waiting list, the factory will not be extended, for men of this calibre are few and far between.

Perhaps I am wasting my time, writing this article. There may well be enough Morganatics already to snap up the products of that little factory in an unspoilt corner of England's green and pleasant land. Nevertheless, if there is still a man who hates air conditioning, power steering, and automatic transmission, it might be worthwhile for him to get in the queue for miracles have been known to happen.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Morgan 4/4 open sports two-seater, price £1,569.43 including tax and VAT.

Engine: Four cylinders, 81 x 77.6 mm (1599 cc); compression ratio 9.2 to 1; 88 bhp (net) at 6000 rpm; pushrod-operated overhead valves; Weber twin-choke downdraught carburetter.

Transmission: Single dry plate clutch; four-speed all-synchromesh gearbox with central remote control, ratios 1.0, 1.397, 2.01, and 3.1 to 1; hypoid rear axle, ratio 4.1 to 1.

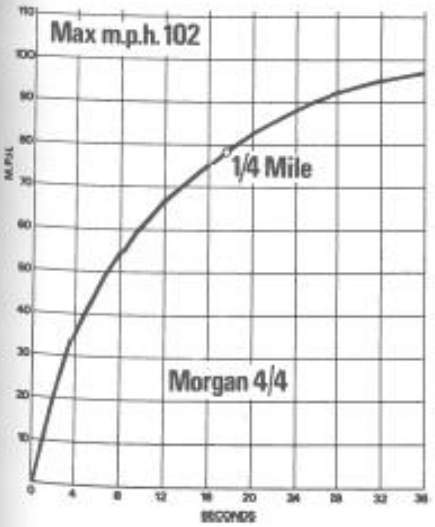
Chassis: Separate steel frame with Z-section side members and coachbuilt body; independent front suspension with sliding stub-axles, coil springs, and telescopic dampers; cam gear steering; live rear axle on semi-elliptic springs with lever-type dampers; disc front and drum rear brakes with fly-off handbrake; Centre-locking wire wheels (£68.52 extra) fitted 165-15 tyres.

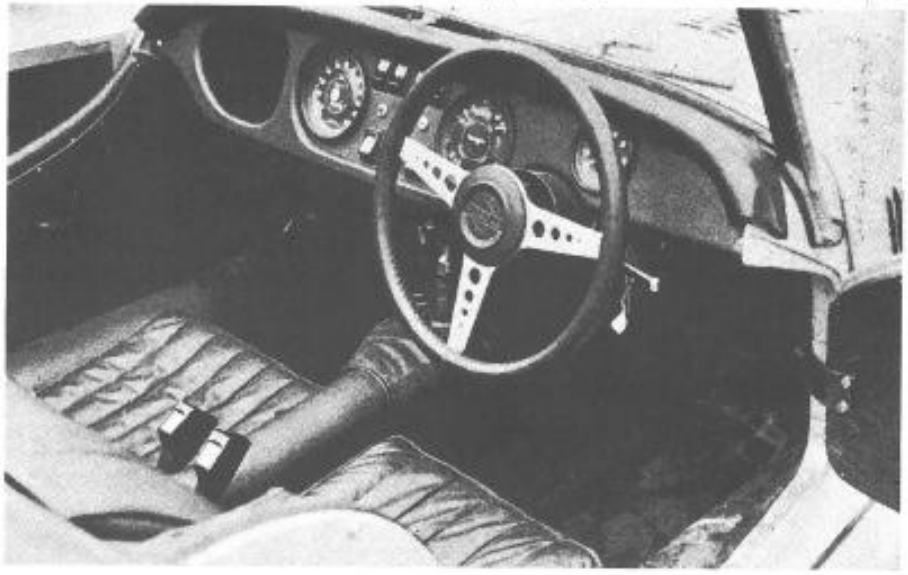
Equipment: Speedometer, rev-counter, ammeter, oil pressure, water temperature, and fuel gauges; heater; windscreen wipers and washers; flashing direction indicators.

Dimensions: Wheelbase, 8 ft; track (front) 3 ft 11 in, (rear) 4 ft 1 in; overall length, 12 ft; overall width, 4 ft 8 in; weight 1,624 lb.

Performance: Maximum speed 102 mph. Speed in gears: third, 75 mph; second, 55 mph; first, 34 mph. Standing quarter-mile: 17.2 s. Acceleration: 0-30 mph, 3.0 s; 0-50 mph, 7.1 s; 0-60 mph, 9.8 s; 0-80 mph, 18.2 s; 0-90 mph, 25.0 s.

Fuel consumption: 28 to 35 mpg.

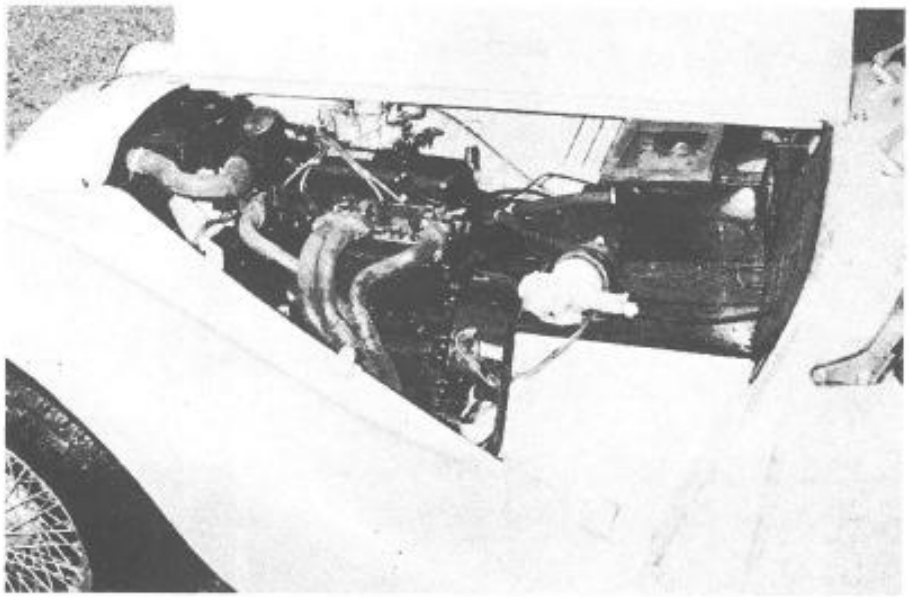




Above: interior showing cramped cockpit. Below: outside mounted spare wheel.



Ford Kent-series 1600 engine from the Cortina GT sits accessibly.





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- 10 am – 9pm: Torchy's Tacos restaurant fundraiser

Friday Oct. 23rd
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- 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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https://www.goodwood.com/grr/race/historic/the-morgan-that-annihilates-mustangs/

Ethan Jupp

Even in a grid of 1958-1962 closed-cockpit GT cars like that of the Moss Trophy at 78MM, you could be forgiven for dismissing the likes of this 'Choc Ices' 1961 Morgan Plus 4 Supersports, as on a good day quaint and on a bad day antiquated. But that's a fool's assumption according to owner Kevin Kivlochan, who, after buying it in May this year decided half-way through his first race in it, "this is a keeper". For context, he's been racing since 1992 and currently has a factory Cobra and a Scuderia Filipinetti GT40 joining the Avian Blue Mog in his historic racing arsenal.



"My first love was Shelbys really, but I bought a Morgan V8 ten years ago," Kevin explains.

"I was a bit ignorant to them but I bought it and honestly, it was just brilliant, a really underestimated car. I'd never sell it. Then this came up at Pendine Classics earlier in the year on a Thursday and I booked in the deal on the Sunday. I rang them and said 'I'm coming to get it'. They just don't come up – it's one of three works cars – so it had to be done."

Yes, this Plus 4 Supersports is a 1954/61, given that seven years on from its original manufacture, it was returned to the factory for an alloy-bodied fixed-roof race conversion. From its completion, this car's career is a who's who of racing in the 1960s, appearing in the legendary 1961 Goodwood TT alongside Stirling Moss in his Ferrari 250 GT SWB. Moss, Clark, Hill, Salvadori, Whitmore, Ireland and more all lined up alongside this Plus 4 with Peter Marten at the wheel.

That year it also took to the European Grand Prix at Spa and the Nürburgring 1,000 kilometres among – and we're not joking – 22 other races during the 1961 season. What's more, all of that history, all of it, is documented in extensive record files that a previous owner has compiled.








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This was a *very* busy car in 1961. It did Members' Meetings back then as well as the new ones. Ever since it's been heavily raced and done pretty much everything. I can't think of a circuit it hasn't done.

"The guy who had it before me kept absolutely *everything* on the car. Even down to a postcard that he sent to his friends from the Nürburgring in 1961, that he then recovered and put in the file. There are original race posters, entry lists, tickets, all of his race licences. There's even the Morgan pit sign from the original 1961 Goodwood TT – absolutely stunning."



Upon purchasing the car Kevin elected to match a new paint job with some original Avian Blue overspray that was still evident under the bonnet.

"This, Avian Blue, is the original colour. We sprayed it after I bought the car earlier this year. It had been painted British Racing Green for some reason but it was originally this blue. Many of my other race cars are blue and most of the Morgans are green, so painting this blue just felt like something we had to do."



So what about that weird name? ‘Choc Ices’ is a strange one and according to Kevin, there are tall tails of its origin. He knows what the story really is, but there’s a catch…

“The story of the car’s name links to the colour. So when this raced originally, it was Avian Blue with white doors. The top was off a Triumph TR2, adapted for the Morgan with a fibreglass middle strip to widen it, unpainted in orange. The doors were white, the car was blue and the wheels were red and that’s the story most believe of why it was nicknamed Choc Ices.

“That story is *completely* wrong. The true story is entirely bizarre, passed down only from owner to owner and kept a secret. It’s harmless really but it’s not something you’d tell today. We just smile and nod when the Morgan people reel off the other story.”

It passed through a few owners’ hands between its contemporary racing career and now, with each holding on to the car and campaigning it in various formulas for a number of years. This near-on continuous racing career rightly earns Choc Ices the title of ‘most-raced Morgan’ and Kevin has no plans to stop now.



“What I like about it, is it’s a stunningly balanced car and a joy to race. It looks like it should be slow but it punches above its weight, especially in the rain. When it’s wet the E-Types are getting chased down.

“I don’t get the image. Why is Caterham cool but Morgan is an old man’s car? You need to drive it and then tell me what you think. It’s so underrated, you can annihilate Lotus Elans, Mustangs and Camaros and they come out going ‘how did you do that?’

“I bought it in May, raced it at Silverstone and this is only my second race in it. I was about halfway through that first race and I was hanging on thinking “this is a keeper”. This is only my second race with it and I just love driving it.”

A well-documented original from one of the most famous Goodwood races, consistently campaigned in competition throughout its near 70-year life: quaint it might be but Choc Ices is about as appropriate a car for a Goodwood grid as you can get. We look forward to seeing it again.

Morgan

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