

MOG LOG



The Morgan Motor Car Club of Texas

“TEX MOG” Newsletter

May 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:** Texas All British Car Days, May 3rd, 2026. Cars belonging to, Jeff and Yvonne Smith ('68 4/4), Sam Gill (2025 Plus Four), Linda Noland ('67 Four seater), Ali Sheikh ('59 +4), and Bob Nogueira ('60 DHC).



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

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

June 13th **Red Truck Café**
Sat. 10am **Monthly meeting**

July 11th **Red Truck Café**
Sat. 10am **Monthly meeting**

Events:

Sat, May 9th 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 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

A Beautiful Day at the

2026 Texas All British and European Car Days Event: May 3rd



This year's Texas All British and European Car Days show this past Sunday, was about as perfect a day as you could ask for. Clear skies, temperatures in the high 70s, two food trucks and an ice cream truck, and all the cars left under their own power! Or at least the cars that left before us left successfully. The only real problem we had was an inordinate number of Morris cars that arrived just before the Morgans and displaced our Morgan parking area. However, Morgan owners have had to think quickly and come up with alternative plans, so we simply set up camp next to two McLarens. However, the McLarens, feeling like they couldn't compete against the Morgans, left early.

We wound up with five cars: Jeff and Yvonne Smith's 1968, Sam Gill's new 2025 Plus Four, Linda Noland's 1967 Four seater "Justin", Ali Sheikh had his 1959 +4, and Bob Nogueira was there in his 1960 +4 drop head coupe. Sam also brought his 1997 Land Rover Defender 90. This gives me hope that perhaps I can get my wife to drive the second Morgan to a future show. However, as I doubt Kip will ever sponsor a dual car and dog show, I know this won't ever happen.

We had some winners! Jeff and Yvonne won first place, Ali Shiekh won second, and Sam Gill won third. Incidentally, Sam Gill also won 3rd place on his Defender. Congratulations to you all!



Cars (L to R) belonging to, Jeff and Yvonne Smith ('68 4/4), Sam Gill (2025 Plus Four), Linda Noland ('67 Four seater), Ali Sheikh ('59 +4), and Bob Nogueira ('60 DHC).

We did have a fun conversation on car paint color. After discussing the three green Morgans in attendance, someone mentioned that there are about eleven different “British Racing Green” colors. Linda simply calls her car “Justin” green, as that is the name of her car. When I asked Bob about his paint color, he mentioned it was “Mistake Grey”. He mentioned that when he was preparing to paint his car, he borrowed a large book of paint samples. His wife liked a nice light grey, so that was the color that he ordered from the paint shop. When he finally opened the two cans, the paint was essentially white, which would never do. He took it back to the shop, but the kid who worked there Saturdays couldn’t mix paint, he simply sold paint supplies; however, he was happy to give Bob some black tint that he could add to the paint. Bob took the black tint home and simply kept adding it until he reached some shade of grey that they liked. This left him with an appealing color, but something he could never match again. He calls this “Mistake Grey”, but we’ll just call that color, “Nogueira Grey”.



Morgan

A one-off, Avon-bodied Morgan used extensively by the Morgan family

By John Webber

Apr 19, 2026

<https://classicmotorsports.com/articles/morgan-4-4-avon-coupe-prototype/>



When this elegant drophead coupe first rolled into the Morgan Motor Company, the Morgan family claimed it. Historian Ken Hill writes that founder Henry Frederick Stanley Morgan found this Avon coachbuilt prototype “so attractive that he immediately took the car for his own personal transport.” H.F.S.’s son and daughter enjoyed it as well, and factory manager George Goodall spent his weekends tossing the coupe through the woods in winter trials.

How did this one-off family favorite come to be built? In 1936, after decades of building jaunty, two-fisted three-wheelers so light and tossable they were said to be part motorcycle and part Gipsy Moth biplane, H.F.S. realized that the British motoring public was moving toward more refined rides. Many enthusiasts fancied motorcars that rolled on an even number of wheels, offered weather protection and provided more comfort.

So Morgan launched its Series 1, a still-sporty but more civilized two-place roadster. With a wheel at each corner and four-cylinder power, it became the revered and long-lived 4-4. It sold well, and soon Morgan was planning an upscale version aimed at the posh set.

The company sent a donor 4-4 to coachbuilder Avon with instructions to create a “high-luxe” Morgan to compete with more exclusive offerings, like MG’s coachbuilt Tickford. Avon responded with this distinctive drophead coupe that, despite the name, featured a three-position folding top.

Its grille, bonnet, fenders and headlights were recognizable from production 4-4s, but from the windshield back to its curved, sloping rear deck, this prototype showcased its own graceful style, including tall suicide doors, interior upgrades

and an enclosed spare wheel. It was the first Morgan with trafficators and the first to use the then-experimental Standard Special (Triumph) engine.

Boss H.F.S. spent considerable time behind the wheel. His son, Peter, who later ran the company, also enjoyed this car. Sister Stella took it on her honeymoon. Factory manager and later managing director George Goodall drove it so often in trials and rallies that it became known as Uncle George’s Winter Carriage.

It not only served as the template for Morgan-built DHCs, but it also became the company’s “hack” for testing engines and developmental upgrades. Even long after it was sold, it was returned to the factory for service and upgrades. Over the years, it has become perhaps the most documented car in Morgan history.

While its styling was well received, Morgan’s bean counters sharpened their pencils to cut production costs, eliminating a number of distinctive elements. The complex, sloping rear deck with its recessed spare and metal cover was replaced by a flat panel that housed two spare wheels. Inside, the instrument facia and dash were redesigned for better placement of gauges.



Starting in 1938, production DHCs sold for around £225 (about \$1100 U.S.), a premium of £39 over a standard 4-4 roadster. Demand was light, and Morgan built only 57 copies before World War II intervened.

After the war, the company resumed production, building some 765 copies in various configurations as the 4-4 evolved, including Plus 4 flat-radiator models, round-cowled models and Plus 4 four-seaters, until production ceased in 1969. About 175 are known to exist today.

The prototype that started it all is an unlikely survivor—the only drivable prewar DHC on this side of the Atlantic. Five postwar Series 1 DHCs are known to reside in America, but at last report, none is driving.

This one-off's voyage to the U.S. started, as many do, with an internet search. Chasing parts for his 1939 Series 1, Central Florida Morgan collector Mark Braunstein, a die-hard disciple who currently owns four, ran across a U.K. listing for a 1938 DHC. Intrigued, he learned that it was a stalled restoration project, mostly in boxes.

His interest led to weeks of detective work, including research into Morgan books and factory records. He ran down leads, checked numbers, and communicated with experts and former owners. "When I first saw photos of this car, I was sure I'd seen it in a book," Mark recalls. "I was right. After my investigation, I was convinced that it was indeed the Avon-built prototype DHC, Uncle George's Winter Carriage, and I bought it in 2005." Its provenance has since been authenticated by Morgan experts, including the U.K. Morgan 4-Wheeler Club technical services secretary and 4-4 Series 1 registrar.

Then living in Atlanta, Mark had the rolling chassis and its imposing array of boxes shipped there. When he began sorting, he learned to his dismay that nothing was labeled.

He faced a jumble of proper DHC parts, other Morgan bits, multiple duplicates, the occasional plumbing fixture and odd pieces he's still trying to identify. "Evaluating parts took me a year," he says, "and I was still missing some important items, like the trafficators. I also had several duplicates, like four pairs of headlight buckets. Which was correct?"

Amid this chaos came a professional relocation to Florida. Sadly, even a Morgan fanatic immersed in a restoration must deal with making a living.

Mark had no garage in Orlando, so aptly named Porsche restorer Ray Morgan agreed to proceed with the project's bodywork and paint while Mark moved and built a garage. The coupe's body panels had been loosely mounted to the chassis, but panel gaps were seriously askew. The engine and drivetrain were installed, but some components were incorrect and others didn't function. Facing these issues, they pulled the body off the chassis.

They found that the ash frame was in good shape, but the wings, bonnet and body panels had suffered the ravages of time and abuse, and some were altered. Mark was determined to save as much original metal as possible, so most panels underwent straightening, smoothing and adjustment. "We took it completely down and started again from scratch," Mark explains. "I wanted to restore the car as closely as I could to its prototype form."

The restoration stretched into five years. Mark's job required global travel, and those trips cut into garage time. Still, his worldwide voyages often paid off, yielding parts and information from Morgan contacts. During a business trip to Perth, Australia, with the help of another Moggie enthusiast, he measured the top bows on a DHC relic. "There was just enough there to give me the data I needed," Mark recalls. "It was not really a car, just a carcass." In the U.K., he visited the Morgan factory twice.



Stella Morgan, daughter of the company's founder, took the one-off on her honeymoon. Today, it lives in Orlando. Photograph Courtesy Morgan (insert).

Few DHCs remain. Information is scarce and some parts unobtainium. Fellow owner Rick Frazee loaned his 1953 Morgan DHC to serve as a template, which was especially useful in restoring the complex, three-position top. Fortunately, its original mechanism had survived. To replace the wooden bows, Mark bought a bandsaw and fashioned new ones.

Morganistas from around the world shared tips, photos and encouragement. "I had help from the whole Morgan community," Mark recalls, and he adds with a smile, "My wife, Andrea, has always supported my obsession."

One challenge followed another. The headlamp wiring loom presented a baffler. After days of testing, Mark discovered that what he thought was a floor-mounted dip switch actually turned off the headlamps and powered the center-mounted Lucas “passlight,” a vintage arrangement designed to avoid blinding oncoming traffic. Once a car passed, a tap on the switch shut off the passlight and again powered the headlamps. Turns out that Morgan retained this odd but effective “anti-dazzler” light grouping on 4-4s until 1951.

Restoring an ancient one-off means agonizing over minutiae, making educated guesses and, when necessary, improvising. The coupe’s fuel filler is mounted beneath the spare tire’s hubcap, and the filler pipe and cap were not among Mark’s pile of parts. After he sourced a pipe, he and a fellow Moggie, after spending time with an old photo and a few beers (we’re guessing Guinness), sketched a solution—on a bar napkin.

“My friend Rick took the napkin and showed up a few days later with a finished aluminum cap that mimics a wheel knock-off,” Mark recalls. “It looks great and works perfectly.”

As work progressed, he continued to probe the car’s history. So far, he’s uncovered nine previous owners; only a couple of gaps remain. He’s compiled a stack of handwritten logs, photos, notes, registrations and receipts from previous owners, along with a copy of the factory’s “dispatch log,” which lists the Avon as a “works experimental coupe” that left Morgan painted “blue with black wings.” Mark also authored “A Morgan Journey,” a book that chronicles this extraordinary restoration in detailed text and photos.

His long and difficult Morgan journey paid off, and Mark is happy with the results. He’s shown the coupe at prestigious concours like The Amelia, Meadow Brook, Hilton Head, Pinehurst and a host of regional shows in the Southeast. It’s won numerous class awards, judges’ awards and best-in-show honors. Enthusiasts love its jaunty elegance and striking paint scheme, and it always draws a smiling crowd.



Mark Braunstein, the car’s current caretaker, doesn’t hide it, as he regularly shows the Morgan at both local and national events.

Mark drives this Morgan, one-off or not, to events within 50 miles and trailers it to more distant events. “It’s just too small,” he says. “I’m

hurting after about an hour.”

How does it drive? “It accelerates, steers and stops like the vintage machine it is,” he tells us, “and it needs a huge turning circle. I don’t push it above 50, so ‘handling’ is not a consideration.” He reports that the cable-actuated drum brakes are adequate but require careful application and adjustment.

As garage art, the coupe serves as centerpiece in a Morgan shrine. The walls are filled with pictures, posters, a Morgan depicted in stained glass, and shelves stuffed with books and ephemera. It’s flanked by a 1933 Trike and 1951 4-4.

A 2005 Roadster lives close by. Each Wednesday morning, a group of British car enthusiasts (numbering 10 when we visited) gathers to admire the Morgans, tinker with cars and drink coffee. “This group recently celebrated its fifth anniversary,” Mark says. “It’s fun, instructive and helps keep us sane.”

Several months ago, returning from a show, the Moss gearbox balked, and he crawled the coupe home. A teardown revealed that the third-gear synchro bearings and springs had dislodged and were bumping about the case, somehow avoiding gear damage.

Mark and his friends removed the gearbox—no small chore—built a crate and shipped it to the U.K for specialized care. It’s now back in place, shifting like new. “It turned out to be a long and pricy fix,” Mark says, “but it’s a generation older than most Moss gearboxes in the U.S., and I couldn’t find anyone here who could rebuild it.”

It is an early gearbox, and Mark suspects it may be the original. Can we blame this failure on George Goodall? Did the mud-slinging, tree-dodging trials he ran 80-some years ago finally catch up with Uncle George’s Winter Carriage? No matter. We think George would be delighted that his favorite ride is back in the game, still drawing a crowd.



Morgan

The Beautiful Supersport 400 Is Morgan's Most Powerful Car Ever

The Supersport 400 packs a turbocharged BMW inline-six producing 402 horsepower, in a car that weighs just 2579 pounds.

By [Caleb Miller](#) Published: Apr 23, 2026

www.caranddriver.com/news/a71108285/morgan-supersport-400-revealed/



Morgan Motor Company

- **Morgan has revealed the Supersport 400, a performance-focused version of its Supersport flagship sports car that is Morgan's most powerful car ever.**
- **The Supersport 400 is motivated by a 402-horsepower turbocharged 3.0-liter inline-six borrowed from BMW.**
- **Reaching 62 mph takes a claimed 3.6 seconds, while the top speed is listed at 180 mph.**

The retro styling employed by British boutique automaker Morgan imparts their cars with a certain quaintness, but Morgan's latest project pushes beyond that old-school charm with a focus on performance. Meet the Morgan Supersport 400, the most powerful production Morgan ever.



The 400 is a more potent version of the Supersport that Morgan revealed last year as a successor to the Plus Six, built around an aluminum platform and featuring a BMW-sourced inline-six engine. The Supersport 400 still utilizes a BMW B58 inline-six, an engine family found in everything from the BMW M340i to the Ineos Grenadier and the Toyota Supra.

In the Supersport 400, the turbocharged 3.0-liter produces 402 horsepower, a healthy 67-hp bump over the standard Supersport. Torque is unchanged at 369 pound-feet, and the power is routed through a ZF eight-speed automatic gearbox to the rear wheels.



Morgan claims a curb weight of around 2579 pounds and says the Supersport 400 can scoot to 62 mph in just 3.6 seconds and tops out at 180 mph. Morgan also developed a new high-flow performance exhaust setup too, aiming for "a more pronounced and purposeful soundtrack."

The Supersport 400 also comes standard with the Dynamic Handling package that is offered on the regular Supersport, introducing adjustable front and rear Nitron dampers and reworked suspension geometry. Morgan says the changes "improve body control and stability, delivering more predictable and accurate responses to driver inputs." The car can also be fitted with an optional limited-slip differential to help improve traction when zipping out of corners.



Visually, the Supersport 400 continues the cool, steampunk look seen on the standard car, with retro bodywork paired with modern details. There are new front wing vents that create better airflow, while the lower body trim, which is satin gray on the regular car, is now finished in gloss.

Inside, leather can be paired with Alcantara, and there's a unique stitching pattern on the seats, doors, and transmission tunnel. There are also unique dials on the dashboard, and an optional aluminum gearshift knob to replace the plasticky BMW unit that looks so out of place in the standard Supersport.

Orders for the Supersport 400 are open now, with production kicking off in May, but like the regular Supersport, it won't be available in the U.S., where Morgan sells the **Plus Four** and **Super 3**. Morgan also says the Supersport 400 is the start of a new era for the brand, with the next 18 months set to bring a string of bespoke and limited-run special editions.





24th

BRITISH *in the* OZARKS

ALL BRITISH CAR & CYCLE SHOW

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Registration Online



britishironnwa.org

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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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**PRESENTED BY
Jeff & Lisa
Kellogg**





My Morgan Plus Four Journey; and oh yeah, a Factory Tour –

Part 1 of 2

Words and photos by Craig Ligon

I'm going to admit upfront; this piece may be a little self-indulgent and bordering on long. I know you will all want to defend me, but Teresa would just call it like she sees it and would say this is VERY self-indulgent and EXTREMELY long. But humor me; how many times do you get to order a new Morgan, and then go see it at the factory as the team of craftsmen puts on its finishing touches? This factory tour wasn't simply to visit Morgan Motor Company and see where cars are built, it was to absorb the pageantry and experience the birthplace of *my* car in its original setting. Smell the oil, the ash, the leather, and the paint. Seriously, there is an exhilarating delight to walk into Morgan Experience Centre parking lot in the early morning just as the wind carries the glorious smell of paint directly from the paint building! This could not have made me more happy. Let's face it, this trip was so that I could freely and unapologetically act like the Morgan fan-girl I harbor inside. I was here not just to take a factory tour, but I was here to see MY CAR. Yeah, you are going to have to indulge me. I put this article at the end of the newsletter so, if you like to print your newsletters, you don't have to print all these pages and waste your printer ink on my ramblings. Sorry, but in the end, I'm sure many of you would do the same thing.

Here I'm going to pause for my "Oscar moment", as I would like to thank a few people. First, my kind and loving wife, Teresa. For agreeing to this not-so-inexpensive dalliance, and even more so for listening to my never-ending jibbering 13-year-old excited girl-talk over every aspect of this car. Second, I would like to thank Lori Van Hauten Frick of Morgan Mid-Atlantic, for putting up with my never-ending list of questions and my constant requests for updates, when I know damn well Morgan Motors can be about as communitive as a Magic 8 Ball that is missing half the answers. Third, for my friend, Juan Olivero, for that selfless question: "Would you like to drive it?" Fourth, to Nicki and Mark Williams at The Old Dairy Malvern, for an excellent dinner, and who still decided to answer the email of "do you have any availability for your cottage, and I hear you have some car badges..." Lastly, to every one of my family members,

friends, and coworkers, who have given Teresa and Lori a brief respite while I bent all your ears whilst talking about this car. I tip my flat cap to you all!

First off, you need to understand I am a calculated car guy. Not one of those guys who talks about the 50 cars that I have purchased, enjoyed and quickly moved on. I can appreciate that as well, but I've never had the free cash flow that a high automotive turnover requires. I have previously only owned six cars for myself; and I still have three of those. Sure, I've bought other cars for my wife and my boys and put a lot of thought and effort into those as well; but whenever I buy a new car, it is after much planning, much deliberation, and much tweaking to get things exactly how I want them. Yup, I can be a bit obsessive.

My previous cars have all had their own stories. My first car, my father's '68 Camaro, I grew up in while my parents drove it, then I drove it in high school. It has now been restored, and I still have it. Next, my VW Scirocco was tremendously fun, but it had to go after its third transmission; each time with bearings bursting through the transmission casing giving you a lurch, a loss of power, and a trail of smoke that looks like a battleship in retreat. My first new car, my Saturn that I could barely afford in college, who's final fate was summed up in the voicemail from my brother-in-law who said, "Yeah... Craig, I just wanted to let you know that your car is totaled. I'm fine, but your car is gone." Then a used Nissan Pathfinder purchased quickly to replace the Saturn, whose previous owner, I later learned, had died in the back seat. My trusty 2010 Camaro, in which my two sons have grown up, just as I grew up in my dad's '68 Camaro, and has given me 17 years of reliable service. And, of course, my Morgan 3 Wheeler which has gone on many adventures, but, as I write this article, remains in pieces in the garage as my centa upgrade project moves into the third month of its four-week project schedule. Each hold a place in my heart and have far more stories than I've listed here.

The purchase of my next new car brings me to the new Plus Four. I hadn't ever thought that I would purchase a second new Morgan. When I bought the M3W, you couldn't import any other new Morgans into the States, so that was my only option. That is unless I wanted to buy an older model that I couldn't spec and was likely built on a smaller scale so I couldn't fit, or have something way more than I wanted to pay and where I would have to drop in the engine separately after the motorless chassis arrived here as individual components. I have recently been looking for a new daily driver, but none of the modern cars really excited me. New cars have too many electronics and nanny devices, and you definitely can't work on them yourself. You can't hear the motor on new cars, and I've walked away from my wife's car more than once only to have the car beep at me because I



never turned it off. I needed something with more soul.

Last year I went to the Marble Falls car show, I met a new friend, Juan Olivero, who asked me if I would like to drive his new Plus Four. Not being mentally deficient, I of course took him up on his kind offer. It had more leg room than a Morgan, more headroom, it didn't creak and flex like my grandmother's patio furniture. In fact, it was solid, it had pep, it had a long-ass hood that put the front tires way out ahead of you while you virtually sat on the rear axle giving it an exciting turn radius. Lastly, it looked like a Morgan and had style! It was then that my mind began to shift. Perhaps the Plus Four could be the new daily-driver I had been looking for: classic, simple, light, sporty, visually unique and appealing. This clicked all the boxes. Maybe this could work. Plus, talk about all the bespoke obsessive details you could option! Right up my ally. But... the price wasn't exactly practical, and perhaps this was a pipe dream. So, I packed it away in the back of my brain.

Fast forward a couple of months. Morgan announces their Plus Four 75th Anniversary Edition. Seventy-five cars with some special badging, plus lots of extras thrown in at no cost, which knocks several thousand off the price of the car. That file manager in the back of my brain came racing forward with that the file containing that crazy idea. I re-ran the numbers. Maybe this could work. After a sit-down conversation with Teresa to layout my business case, we discussed it. Much to my surprise, she blessed the idea. Did I mention I love my wife? I then sat down to seriously look at various specifications and option pricing. I really don't know how many builds that I completed on Morgan's configurator. I love Morgan's adherence to classic form, but their website is the one piece of tech of which I entirely approve.



After tossing around a few ideas with Teresa, she helped me narrow down a few of the main color options. I was careful not to show her every idea lest I breach the tolerance limit that is set for such topics; after all, this was my obsession and she is admittedly not a car person and far too practical to really care that much. I finally, and with much trepidation, settled on a two-tone blue spec, and submitted my build in mid-December. I ordered my car through Lori Van Hauten Frick, at Morgan Mid-Atlantic out of Harrisburg, Pennsylvania. Teresa's brother lives outside of Philly, so it would be a nice trip to pick up the car and visit him. "Think of it as a family vacation", I told Teresa, fooling no one. After a bit more back and forth with some suggestions and feedback from Lori, plus a little more tweaking, the order was in, the spec sheet was locked. My long wait began. In all actuality, the wait time is nothing like it was many years ago. The wait list is now measured in a few months rather than years.



However, in an instant gratification society, months might as well be an eternity. I'm surprised people these days are still expected and willing to wait 9 months for the birth of their children. Such an outrage!

I asked Lori to keep me apprised of the build schedule as I wanted to schedule a trip out to the factory. It is of course fascinating to visit the factory for a normal visit to see their factory operations. It is phenomenal just

to be able to order a new Morgan and have it made to your specifications. But what can be better than visiting your actual car in the factory while it is being built? I'll probably never do something like this again, so I might as well get the full Morgan experience and wallow in it like a pig in its own excrement! Although, to be honest, I hoped to smell significantly better than the proverbial pig.

Lori was able to quickly submit my order, get my build number and schedule (build number 109154; who knew a six-digit number could be so exciting!), a VIN issued, and a build date from the factory of when they planned to have my car completed: March 29th. After a bit of coordination with Lori, and her factory representative, we were able to narrow down on a timeframe for a factory visit and a personal visit to my car right after their Easter break.

Since I planned to be there for a couple of days, I also didn't want to miss out on the opportunity to work with Morgan Experience to hire a couple of cars directly from Morgan. I wanted to drive their Supersport since I don't think we will ever get those in the States. I also wanted to reserve a Plus Four with a manual transmission, since we can only get the automatic version here in the US. I probably would have ordered a manual transmission car if it had been available, and I wanted to see for myself if I was really missing out on anything. I also wondered if this could possibly ruin my car experience since I was trying the forbidden fruit of the Morgan world but figured I could simply have fun with it regardless. The bigger danger was that I would spoil my own



Morgan ownership experience by comparing driving a Morgan in the Cotswolds to the pleasure of driving a Morgan in the DFW metroplex. “No”, I thought, “nothing is better than driving a Morgan in stop and go traffic on 635!”

Fast forward to April. This was a quick trip, I was working on a big project at work, and as a teacher, Teresa couldn't leave her class. This wasn't meant to be a long vacation, just an awesome car experience. My flight left on Tuesday afternoon, the 14th. This was an overnight flight, so I could theoretically sleep on the plane. Since I was flying Main Economy, sleep wasn't going to happen. There were some of the normal minor grievances: like accidentally picking the one row of seats in the rear of a 787 with less legroom than every other row (one of the disadvantages of being 6'4"). Since I was in the back of the plane, when the flight attendants finally got to us for “dinner” the only option left was the vegetarian paneer. “Sir, would you like the veggie paneer facing left, or the veggie paneer facing right?” I love Indian food but have never really liked paneer. Never sit in the rear of the plane. Otherwise, the flight wasn't too bad, and with the tail wind, we actually arrived Wednesday morning about 30 minutes early.

Since it was just me, and since I would be renting cars there at Morgan, I decided not to rent a car for my other transportation needs. This time I would be experiencing the trip via the train. I took the Express train from Heathrow to Paddington Station. I did find the bear, but he did not offer me a marmalade sandwich, which was unfortunate since I had barely touched my microwaved paneer. The ride out to Malvern was beautiful. It is April so the grass is all new, the leaves have started to emerge, blossoms are in full bloom and the new lambs playfully hop and skip in the fields like a damn a damn perfect Norman



Rockwall painting, or at least Norman's lost Anglophile collection of never published 'English life' paintings. I'm sure he has some. The morning started out bright and sunny, but as we moved east, the clouds began to thicken and get darker. By the time I reached Malvern it was raining steadily. The Morgan factory was only ¾ of a mile from the train station, but you get an all new appreciation that you are in the Malvern hills as you drag a heavy bag down the road in the rain. By the time I reached Morgan, my cotton pants and jacket were well sodden. I tried to dry off a bit in the bathroom, which was hard since it was a modern “green” bathroom with no towels and the type of Dyson Airblade hand blowers that you lower your



hands into. That wasn't going to fit my head no matter how hard I might try.

As previously mentioned, I was able to reserve some Morgan Experience car rentals while I was there. I had scheduled a trip out on a Morgan Supersport for that afternoon. I could only get it for an hour, and they sent me out with a guide: Andy Millwood. This was good, because otherwise I would have no idea where I was going and would have most likely simply wandered and never made it back in time. This was a stunning metallic orange with the hardtop. The only drawback: the Brits still put the steering wheel on the wrong side. Most of you will have read the specs already; the 3.0 litre, BMW B-58 turbo charged inline six cylinder, produces 340hp. Plenty to vault me down the Malvern country roads. The Supersport only comes with an automatic transmission, and this was the same ZF transmission that comes in the Plus Four, so at least I would get some time with that. Fortunately, the rain had lightened up a bit for my drive. Unfortunately, there was still water ponding on the side of the road. I didn't really feel I could stretch the legs on an unfamiliar car all that much to see how it performed. This was especially applicable after a sleepless night on a plane, transitioning quickly to a couple-hour train ride and almost immediately for my car drive. I was recreating my own Planes, Trains and Automobiles journey, and as John Candy wasn't an option, I wouldn't have been entirely surprised if Steve Martin popped by.

I tried the various drive modes in the Supersport, Standard, Sport, and Sport Plus, but besides some minor exhaust barking, the wet roads and the slow driving didn't allow me to really discern a great deal about the cars' character beyond just the visual aesthetics. Despite my more cautious driving, Andy and I had a great conversation, and he added some local history, so my hour drive went by quickly. I felt that I had done decently as Andy had only gently reminded me twice that I was on the wrong side of the road, as if the oncoming traffic directly in front of us wasn't reminder enough. We returned the car to the



factory and I caught a cab to my cottage. Despite a fun two days experiencing all of this centuries transportation options, I was dead tired.

I had booked my stay at "The Old Dairy Malvern"; a locally run Airbnb which is owned by the Regalia Officer for the Morgan Sports Car Club. I had heard about them through my Morgan connections. Nicki and Mark Williams rent a cottage on what was previously a dairy farm

but is now just part of town. With portions of the original home dating back some 600 years you can imagine this has all the British charm you would expect. Despite the name of the place, guests are not required to do any milking. My family loved the pictures I sent over of what appeared to be a built-in bookcase in the living room, but in actuality it was a hidden door to a full kitchen. A very nice touch. They also have a few Morgans for hire; two 110th Anniversary Plus Fours, and a Plus Six. Something that didn't fit into this trip, but I will be taking advantage of for a future trip when Teresa and I go back to visit the Cotswolds.

I hadn't had any dinner, but I really didn't need anything. My head was a tattered mess of excitement from today's experiences, anticipation for my visit to my car the next day, and complete exhaustion from two days of travel and really no sleep whatsoever. I crawled into the extremely comfy bed and slept for a solid eight hours straight while visions of wheel arch wings, alloy wheels and louvred hoods danced in my dreams.

To be continued...



Next issue: Craig sees his car but must be peeled away as he won't see her again for several weeks while awaiting shipping.

Morgan