

New members since Bulletin No. 4:

Name	CarNo.	Model	Country	Reg. No.
Gerrit Pies <i>revised</i>	20	+8	Germany	SG-TK 258
Stein Annexstad <i>(change of ownership)</i>	45	4/4	Norway	

A complete list can be issued on request,
but to Register members ONLY (total 28 to date).

**I do need material to fill our Bulletin.
What's your experience?
Send me photo(s) / reports.**



Registrar

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Item	Colour/Discription	Size	Price Euro
Cap 100% Cotton	Green, logo silver 8cm, numbered on back	-	20,00
Cap Melton Wool	Green, logo silver 8cm, numbered on back	-	25,00
T-Shirt 100% Cotton, 205gr	Green, logo silver 20cm, numbered below	S - XXL	25,00
Wool Scarf	Green, logo silver 8cm, numbered below	180 x 30 cm	35,00
Poloshirt	Green, logo green 8cm, numbered below	S - XXL	42,00
Tipped Poloshirt McForsum	Ecru with green stripes around collar and sleeves, logo green 8cm, numbered below	S - XXL	45,00
Sweatshirt McForsum heavy	Green, logo silver 8cm, numbered below	S - XXL	55,00
Sweatshirt McForsum heavy	Green, logo silver 20cm, numbered below	S - XXL	58,00
Polar Fleece Top 1/4 zipped	Green, logo silver 8cm, numbered below	S - XXL	58,00
Baseball Jacket 80% Wool	Green, logo silver 8cm, numbered below	S - XXL	115,00
	Any of the garments with logo embroidered on back in colour of your choice	20cm	+ 8,00
		D11475	
Sweatshirt with LM62 Appliqué and your registra- tion number	See Bulletin 3/2003 On back of above garments	23 cm	115,00 25,00
LM62 lapel pin		3,5 cm	8,00
Register badge	Car no. engraved		42,00

**Since all garments are made to order,
please allow 20 days for delivery.
Please state chassis number with your order.**

LeMans62 Register

News Bulletin

Vol 2 - No. 4/2003



Dear LeMans62 Owner



Hi Peter.

Just received the news bulletin. Nice work.

I see you want some material for your next number. This might be something for you!

The Norwegian Morgan Club had it's 10 year Anniversay at Grand Hotel in Oslo march 15. We were allowed to put one car in the foyer of the hotel, and as President I decided that my new LM62 +8 would be suitable...

We had to haul the car up a short flight of stairs and it took some work to make it happen. After having rubbed off some of the undersealing on the hotel's carpeted we finally managed to get the car in. It was a great success and the car received great admiration both from members and other hotel guests alike. (Picture attached)

The exit the next day was much easier. I just steered for the exit, revved to 4000 and let out the clutch.... (not really).

Having driven Morgans from 1994, I pretty much know how I want it. The first thing I had to change on the car was the seats. They were far too high. I had the wooden supports cut down to half height at the front, and all the way down at the back. This also included doing some modifications too the seats themselves, as the fowl the front of the rear springs when they get this low. This gives a much better seating position with the seat lower and somewhat more raked.

Then I put in a rheostat switch for the heating fan. This is mounted on the fan housing just above the heat regulator switch. Now I have 3 speeds on the fan instead of one.

The next step is to tune the engine. I have been in contact with Chris Crane at RPI in England (www.rpiv8.com). Chris knows his Rover V8's and we are contemplating several improvements to the engine management system and breathing. It may seem strange to do this to a completely new engine, but in order to make things easier (cheaper) the factory (and actually the Rover factory as well) cuts some corners.

I have now driven the car app. 3.000 kms and I love it more and more. I hope to see many other green cars in Newcastle at MOG003.

Happy moggin' Björn



Hi Peter

thanks for another great issue of the bulletin.

The spring has finally reached Norway and I've started to use our 4/4 vin# D11445. I took it to the west coast of Norway where it was exhibited several places. It performed perfectly and behaved well on twisty mountain roads! The tyres stick like paparazzis! Please see attached photos.

I've now taken the hard top off happily discovered the nice tune from the exhaust was still there.

On Saturday we'll have a Morgan meeting where I hope the three LM'62's in Norway will be gathered.

All the best from Christian Hallan
ROADSTER SQUARE

From Pat Ward - # 38

The „Touch-up“ paint in a small tin, supplied with each car is useless to you, unless mixed with a specific hardener. ICI ref. P210870 in the Proportion of 2:1. Once mixed, the paint is unuseable after 24hrs. So as „Touch-up“ in all recognized uses of the phrase, it is useless. However, if you can get a local paint man to match it in cellulose or solvent based paint, it will be compatible. Neither Morgan nor ICI will give you the paint Ref. No., nor formula! Morgan strikes again

Regards Pat Ward

Peter

