

New members since Bulletin No. 3:

Name	CarNo.	Model	Country	Reg. No.
Dennis Glavis	1	+8	USA	
Svein Thorsen	4	+8	Norway	DK51111
Bjoern Schage	19	+8	Norway	DK48222
Brian V. Povey	21	+8	UK	V8TOK
Christian Hallan	45	4/4	Norway	DK49333
Stephen J. Elsey	52	4/4	UK	S19MOG

A complete list can be issued upon request, but to Register members ONLY (total 24 to date).

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

With a little help
of my friend MTR

Registrar

Peter Alt
Seligenstädter Str. 25
D 63179 Obertshausen
Telefon: 0049 (0) 6104 799450
Fax: 0049 (0) 6104 799451
E-Mail: p.alt@pa-classics.de

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
Silk Scarf	White, logo green 8cm, numbered below	200 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
LeMans62 D11475	Any of the garments with logo embroidered on back in colour of your choice	20cm	+ 8,00

**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. 2/2003



No. 45



Dear LeMans62 Owner

We all have our cars for quite some time now and have covered some milage. In my case, I'm still unable to tell what the milage is (see Patrick Stewards e-mail). In a conversation with Matthew Parkin, he admitted to be aware of the problem, but MMC has not yet decided how to exchange all trip odometers under warranty. Quite easy in my mind, but obviously too complicated for Malvern logistics. The hard-top is down now for good, what a relief! One of the advantages is, I don't hear the clutch release bearing anymore. In a couple of days, windscreen will be swapped for the Brooklands screens and I'll be ready to fly.

Otherwise, the car is performing well, but the lack of 4 cyl., one has to get used to.

What's YOUR experience? Let me know, we are ALL interested. A couple of photos would do me good, since the bulletin needs illustration.

The LM62 Meeting in France is cancelled, since I received no further registrations. No. 56 and 75 will meet inofficially at the venue, Keith and Sue No. 69 may join us. We'll have a good time and I'll let you know what you missed in a future issue of the Bulletin.

Happy Sixtytwoing



My correspondence with Matthew Parkin - re legality of wheels and tyres in Germany, is dating back now to mid November, his latest e-mail is giving hope.

Dear Peter, Many thanks for spending the time talking regarding your Le Mans 62. I am so pleased that we spoke, because as you said, we would have been talking at cross purposes for ever!! The options that we have now are as follows:
1) Try to get your licence updated with the 16" wheels using the letter supplied by Mark Aston. This has worked, but of course may not in your case.
2) Approve the wheel for use on the 4/4. It is as you know, only a paper-work exercise and there is intrinsically nothing wrong with either the wheel or tyre. This is being undertaken and will take approx. 2 months apparently. This is obviously the only way forward in the medium term.
We very much appreciate your situation, and are doing all that we can to resolve this technical issue.
With best regards Matthew (9.2.2003)

Dear Matthew, After our conversation, I was under the impression, that you would really come up with a solution.
Option 1 - I've tried this twice in two different places and was sent away twice. It may have worked on a +8 which has the 205's anyway, but not on a 4/4.
Option 2 - What do you want me to do, not use the car for whatever period of time it may take? You must be joking. If the exercise of type approval is a matter of paperwork only, and nothing is wrong with either the wheels and the tyres, the factory should be able to issue a corrected EC Conformity Document and all is taken care of.
Regards Peter (9.2.2003)

Dear Mathew,
I can just not believe, the way MMC is dealing with the problem. My mail dated Feb. 9th is still unanswered.
By the way, I'll meet Richard Hammond from BBC Top Gear mid March and hope to have the problem solved by then.
Regards Peter (24.2.2003)

Dear Peter, I am sorry for the delay in response. I have spent some important time away.
Your suggestion that we send a C of C with the incorrect data on is I'm afraid of no use to you. In that case, the C of C will still not match the data on the TUV computer, and will not get you the result that you require - apart for being illegal that is.
As stated the only way is for us to supply you with a set of 195 wheels as fitted to our current 4 seater range, and the 4/4 Lowline.
Or
Ask you to wait a little longer whilst we get the paperwork changes certificated. We have already made the applications, although they do, due to no fault of the Morgan Motor company not happen immediately. I will speak with Mark Aston again, however I can already confirm that the relevant work has been undertaken by ourselves. It is not just one change which is involved, but changes to a large proportion of the 53 or whatever the number is different approvals. It will take yet more time once the UK authorities have issued the certs. for the German TUV to update their systems.
Regards Matthew (28.2.2003)

Dear Matthew,
Thanks for your answer. I've been told by the TUV, as soon as I present a C of C for chassis # D11475 with tyre and wheel size corresponding with the size on the car, they will give me approval and log it in the registration document.
A set of 195 wheels as fitted to the current 4 seater range and the 4/4 Lowline would mean, I'm giving up part of the originality of the car and therefore part of the value. A solution, I would only go with, if the worst came to the worst.
Best wishes Peter (28.2.2003)

I keep my fingers crossed, that this is the end of the nightmare!



Hi Peter
Great to receive your newsletter, really bad news about your car though. I don't really see why the factory doesn't simply revoke the original certificate and issue a correct version. It is clearly wrong and under UK / EU consumer law they have to correct it.
...I am in the process of lowering the seats, MotaLita are making a LM62 look alike 14" steering wheel and I'll experiment with tilting the speedo a few degrees. The roof - after hearing your experiences and then finding a couple of other similar stories I have not used it since. The tires haven't left any marks on the inner wings...I am also finding that the front tires are wearing approx 1.5 times faster than the rear - this is as expected from other people that use the same tires for racing.
The Michelin Pilot Energy tyres on the +4 show no signs of wear after 10,000 miles.
Andy

Hi Peter,
Many thanks for your second bulletin. Soon I hope to purchase a couple of your tempting Regalia items.
I was interested in the comments about tyres. I think we are all aware that the Le Mans changes are 'Dealer Fit' so you should not be at all surprised by Matthew's reply. I hope to attend the Austrian Meeting at end of May, do I run any risk of illegality with existing tyres please?
I was pleased to see a comment about the trip-odometer. I went on a Mystery Tour where the route was described entirely by mileage and found it extremely frustrating as I had to stop the car to see how far I had travelled on several occasions.
Only one other comment; obviously it is merely an opinion but I think that the front number plate box looks really odd sloping back and would be better vertical!
My car No 44 has covered more than 3000 miles and is improving all the time. Mr Morgan have certainly made some gentle updates but continues to build the exciting classic car we all know and love,
Best regards, Patrick Seward.