

## 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
<b>Cap 100% Cotton</b>	Green, logo silver 8cm, numbered on back	-	20,00
<b>Cap Melton Wool</b>	Green, logo silver 8cm, numbered on back	-	25,00
<b>T-Shirt</b> 100% Cotton, 205gr	Green, logo silver 20cm, numbered below	S - XXL	25,00
<b>Wool Scarf</b>	Green, logo silver 8cm, numbered below	180 x 30 cm	35,00
<b>Poloshirt</b>	Green, logo green 8cm, numbered below	S - XXL	42,00
<b>Tipped Poloshirt McForsum</b>	Ecru with green stripes around collar and sleeves, logo green 8cm, numbered below	S - XXL	45,00
<b>Sweatshirt McForsum heavy</b>	Green, logo silver 8cm, numbered below	S - XXL	55,00
<b>Sweatshirt McForsum heavy</b>	Green, logo silver 20cm, numbered below	S - XXL	58,00
<b>Polar Fleece Top 1/4 zipped</b>	Green, logo silver 8cm, numbered below	S - XXL	58,00
<b>Baseball Jacket 80% Wool</b>	Green, logo silver 8cm, numbered below	S - XXL	115,00
	Any of the garments with logo embroidered <b>on back</b> in colour of your choice	20cm	+ 8,00
		<b>D11475</b>	
<b>Sweatshirt with LM62 Appliqué and your registration number</b>	See Bulletin 3/2003 On back of above garments	23 cm	115,00 25,00
<b>LM62 lapel pin</b>		3,5 cm	8,00
<b>Register badge</b>	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.**

*Le Mans 62 Register*

*News Bulletin*

**Vol 2 - No. 4/2003**



Dear LeMans62 Owner

Not much from my side today. But the report from Björn Schage and the mails from Pat Ward and Christian Hallan are quite interesting.

Happy Sixtytwoing

*Peter*

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



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 ofthe 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 carped 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 foul 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

