

THE Malvern link



Morgan achieve EUROPEAN Whole Vehicle Type Approval



In July 1998 the Morgan Motor Company achieved European Whole Vehicle Type Approval for all its four cylinder and eight cylinder two-seater models.

Following the changes to type approval legislation effective from January 1998, Morgan's two-seater models are now manufactured to the latest EWTA standard 98/14, allowing exportation to all EC member states. Traditionally around 50 per cent of Morgan production has been for export, mainly into Europe, the US and Japan. Of its 40 approved dealers, 22 are based overseas.

Commenting on the approval, Charles Morgan said: 'The achievement of European Whole Vehicle Type Approval for all our two-seater models is a testament to the engineering expertise of the Morgan workforce. While retaining our traditional coachbuilding skills and hand-built manufacturing processes, we have been able to surpass the latest legislative requirements. In fact, the four cylinder two-seater Morgan was the first UK manufactured car to achieve the revised 1998 EWTA standard.'

European Whole Vehicle Type Approval for Morgan's four cylinder, four-seater model is expected early in 1999. ■

The drive for production efficiency improvements

Morgan Motor Company has made further changes to its manufacturing procedures at its Malvern factory in order to streamline work flow, increase production and ultimately reduce the waiting list for new cars.



Assembly of the 72-piece ash body frame

Every part of the factory's process and layout, from laying down the chassis to hand stitching of the trim has been refined. The result has been a more efficient use of facilities, increased throughput and improved product tracking as cars progress through the build, assembly and finishing processes. The time that each car is now in production has been reduced from up to 40 days to a regular and repeatable 24 days.

Central to the changes has been a reduction in work in progress, as manufacture is now regulated into a constant and controlled work flow. Further improvements have been made to the ergonomics of workstations and logistics throughout the factory. The new layout

includes specially designed lineside parts bins and racking systems for fast and easy parts picking during production. In areas such as the body shop, where 72-piece ash body frames for all three models are assembled before being panelled with aluminium, this new system has speeded up parts supply.

Morgan has always combined traditional craftsmanship with high quality engineering and the latest in automotive manufacturing technology. The latest example of this policy is the recent installation of two new CNC machines which are used in the turning and milling of aluminium and drop forged steel components.

Production of Morgan's long sweeping front wings has now moved to aluminium pressings using superplastic forming. Though finishing of areas such as the wings' return edge and the headlamp pod fitting remains the job of skilled craftsmen, the superplastic forming process for the front wings produces accurate parts ready for



Fitting the superform wings

painting. To develop and machine the massive tool to form the wings, the wing shape was digitised using state-of-the-art CATIA design software.

'The reduction in build times achieved by making these changes to our manufacturing process forms part of Morgan's policy of continuous improvement,' says Charles Morgan, Joint Managing Director, 'but we are actually striving for improved quality which is a combination of the traditional coachbuilding skills of the workforce and a better environment in which to carry out those skills. Our ultimate aim is to make a car in limited numbers that lasts the life of its owner. We would also like to reduce the waiting list for new cars to a stable three years all over the globe.' ■

Trans-Atlantic

New car exports to America have been restored after an 18 month gap.

Morgan's commitment to the US market has seen significant investment in developing systems to surpass US safety and emissions regulations. The first new US specification cars went into production in September.

America has always been an important market for Morgan, with 85% of production going to the US in 1960. ■

The NEW Morgan Video

This short video gives a fascinating insight into the evolution of the Morgan car, with its unique blend of past and present.

Like the Morgan Motor Company itself, the video has a personal feel. Charles Morgan, Joint Managing Director, begins the story with his grandfather H. F. S. Morgan's invention, in 1909, of the Morgan Runabout - a three-wheeled 'car for the people' which won the French Grand Prix in 1913.



Intriguing archive footage takes us back to those early racing days - and it's this same spirit of driving, combining sporting performance with pleasing shape, that characterises the Morgan car of today.

We see some of the special skills required to custom-build the cars by hand, though time-honoured craftsmanship is nowadays accompanied by state of the art technology such as airbags and onboard diagnostics.

Shots of a Morgan on the road give a taste of the unique Morgan driving experience, and may tempt some of those not already on the five year waiting list.

In 2009, Charles Morgan reminds us, the company his grandfather founded will be 100 years old. The company has always taken the long term view and there is every confidence the Morgan success story will continue into its second century.

The video is available direct from Morgan Motor Company Limited at a price of £11.00 inclusive of p&p. An order form is available on the back page. ☐

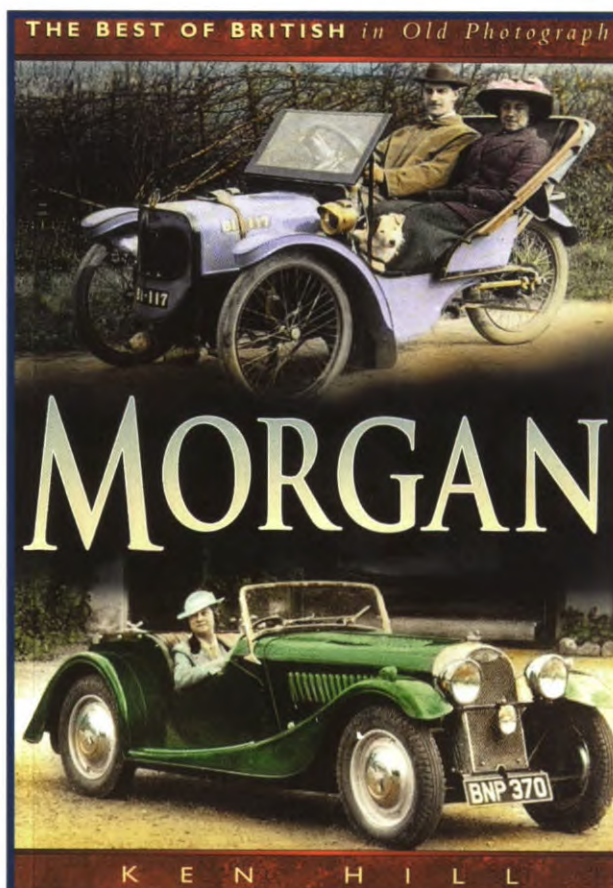
'Morgan'

by Ken Hill

This engaging study of the Morgan car, available from good book shops or direct from the Morgan factory, is a must for collectors, enthusiasts and those waiting for their own custom-built Morgan.

Ken Hill has selected more than 250 photographs, many not previously published, which together with his introduction and captions relate both a unique family history and the story of the oldest independently-owned British car manufacturer.

It's a story that spans our century, starting with H.F.S. Morgan's 1909 design for the three-wheeled Runabout. Early pictures show features much sought after by collectors; others will fascinate a wider audience, such as the Morgan with a machine-gun mounting, developed for use during the First World War.



Morgan personalities shown with their cars include much-decorated First World War flying ace Captain Albert Ball, who took on the Red Baron, and racing driver Mrs Gwenda Stewart, who broke no less than 57 records in 1930.

You can order your copy of the book using the order form at the bottom of the back page of this issue of The Malvern Link. ☐



Our

name in lights

For the dedicated Morgan enthusiast there is now the ultimate in Morgan accessories - the Morgan neon sign.

Featuring the famous Morgan script and the wings logo, the dazzling blue signs measure approximately 33cm x 88cm and are available direct from the factory at £250.00 each (exc.VAT, post and packing) using the order form on the back cover of

The Malvern Link. ☐

Morgan Main Dealers

UNITED KINGDOM

LONDON

Wykehams Ltd	Tel: 0171 589 6894
F H Douglass	Tel: 0181 567 0570
Libra Motive Ltd	Tel: 0181 205 4488

AVON, Bristol

John Dangerfield/St George	Tel: 01179 494747
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BEDFORDSHIRE, Cranfield

Allon White & Son Ltd	Tel: 01234 750205
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BERKSHIRE, Reading

Richard Thorne	Tel: 0118 983 1200
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BERKSHIRE, Maidenhead

SGT	Tel: 01628 605353
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CHESHIRE, Altrincham

Cheshire Morgans	Tel: 0161 929 2760
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CO. DURHAM, Durham

I&J Macdonald Ltd	Tel: 01207 520916
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DEVON, Exeter

Pheonix Motors	Tel: 01395 23225
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ESSEX, Southend-on-sea

Cliffsea Cars	Tel: 01702 602042
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KENT, Sevenoaks

Brands Hatch Morgan Ltd	Tel: 01732 882017
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LANCASHIRE, Southport

Lifes Motors Ltd	Tel: 01704 531375
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SUSSEX, Chichester

Portfield Sports & Classics	Tel: 01243 528500
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WORCESTERSHIRE, Hartlebury

Heart of England Morgans	Tel: 01299 250025
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WILTSHIRE, Salisbury

Burlen Services	Tel: 01722 412500
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SCOTLAND, Glasgow

Parker of Stepps	Tel: 0141 776 1708
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SCOTLAND, Blairgowrie

Thomson & Potter Ltd	Tel: 01828 670247
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IRELAND, Co. Wicklow

Scott McMillan	Tel: 00353 1286 0382
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WORLDWIDE

AUSTRALIA, Victoria

Morgan Sports Car Dist.	Tel: 00 61 3547 51031
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AUSTRIA, Trumau

Hammerschmid GesmbH	Tel: 00 43 2253 6666
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BELGIUM, Brussels

Garage Albert	Tel: 0032 2410 6443
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CANADA, Ontario

CMC Enterprises	Tel: 001 905 857 3210
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DENMARK, Skanderborg

Alan Hall	Tel: 0045 8651 1552
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FRANCE, Paris

Jacques Savoye	Tel: 0033 1 457 48280
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GERMANY, Stuttgart

Merz & Pabst	Tel: 0049 7112 33111
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GERMANY, Unna

Flaving	Tel: 0049 2303 251910
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HOLLAND, Heineoord

B V Nimag	Tel: 0031 186 607707
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ITALY, Rome

Armando Anselmo	Tel: 00396 3332307
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JAPAN, Chome

Morgan Auto Takano Ltd	Tel: 0081 3375866721
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LUXEMBOURG, Bertrange

Performance Cars	Tel: 00352 307323
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NEW ZEALAND, Christchurch

Auto Restorations Ltd	Tel: 0064 3366 9988
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NORWAY, Oslo

Hallan AS	Tel: 0047 223 78801
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PORTUGAL, Linda-a-Velha

Manuel F Monteiro & Filho	Tel: 00351 1417 0514
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SPAIN, Madrid

Tayre SA	Tel: 0034 1457 7634
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SOUTH AFRICA, Bryanston

Terry M Allan	Tel: 0027 11811 2690
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SWEDEN, Malmö

Wendels Bilforsatjning	Tel: 0046 4021 8000
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USA, San Francisco

Isis Imports Ltd	Tel: 001 415 433 1344
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USA, Purcellville

Cantab Motors Ltd	Tel: 001 540 338 2211
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4/4



Engine

No. of cylinders	4 in line
Cubic capacity	1796 cc
Bore and stroke	80.6 mm x 88 mm
Compression ratio	10.0:1
Maximum power	81.5 Kw @ 5800 (111 bhp ps)
Maximum torque	150 Nm @ 4500 rpm (110 lb/ft)
Valve gear	Twin Cam belt driven with 16 valves
Fuel	Electronic fuel injection

Transmission

Gears	5 speed
Axle	3.73:1 ratio Tubular Live axle

Suspension

Front	Independant sliding pillar with coil springs
Rear	Semi-elliptic leaf springs

Technical Specs

Dimensions

Overall	Length: 3890 mm/12'9" Width: 1500 mm/4'9" Height: 1290 mm/4'4" (approx)
Wheelbase	2440 mm/8' Track: Front 1220/4' Rear 1240/4'1"
Dry weight	868 Kg
Chassis	Z shaped section with 5 tubular or boxed cross members
Coachwork	Treated hardwood ash frame panelled in aluminium with steel cowl and scuttle. Steel wings (aluminium optional)

Fuel Consumption

	l/100km	MPG
Urban conditions	10.28	27.48
Extra-urban conditions	6.19	45.64
Combined	7.70	36.69

+4



Engine

No. of cylinders	4 in line
Cubic capacity	1994 cc
Bore and stroke	84.45 mm x 89 mm
Compression ratio	10.0:1
Maximum power	100 Kw @ 6000 (136 bhp ps)
Maximum torque	185 Nm @ 2500 rpm (136 lb/ft)
Valve gear	Twin Cam belt driven with 16 valves
Fuel	Electronic fuel injection

Transmission

Gears	5 speed
Axle	3.73:1 ratio Tubular Live axle

Suspension

Front	Independant sliding pillar with coil springs
Rear	Semi-elliptic leaf springs

Dimensions

Overall	Length: 3960 mm/13' Width: 1630 mm/5'4" Height: 1290 mm/4'4" (approx)
Wheelbase	2490 mm/8'2" Track: Front 1280/4'2" Rear 1420/4'8"
Dry weight	920 Kg
Chassis	Z shaped section with 5 tubular or boxed cross members
Coachwork	Treated hardwood ash frame panelled in aluminium with steel cowl and scuttle. Aluminium Superform wings

Fuel Consumption

	l/100km	MPG
Urban conditions	13.39	21.09
Extra-urban conditions	6.98	40.56
Combined	9.36	30.19

+8

3.9

4.6

USA

Engine

No. of cylinders	V8
Cubic capacity	3946
Bore and stroke	94 x 71.12
Compression ratio	9.35:1
Maximum power	140 Kw @ 4800 (190.3 bhp ps)
Maximum torque	305 Nm @ 3500 rpm (225 lb/ft)
Valve gear	Single central camshaft with hydraulic tappets
Fuel	Electronic fuel injection
Ignition	Electronic ignition system

Fuel Consumption

	l/100km	MPG
Urban conditions	19.32	14.62
Extra-urban conditions	9.175	30.79
Combined	12.916	21.87

Transmission

Gears	5 speed	Axle	3.23:1 ratio Tubular Live axle
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Suspension

Front	Independant sliding pillar with coil springs
Rear	Semi-elliptic leaf springs

Dimensions

Overall	Length: 3960 mm/13'
Wheelbase	2490 mm/8'2", Track: Front 1345/4'4" Rear 1375/4'6"

V8
4555
94 x 82
9.35:1
143 Kw @ 4400 (194.4 bhp ps)
353 Nm @ 3000 rpm (260 lb/ft)
Single central camshaft with hydraulic tappets
Electronic fuel injection
Electronic ignition system

	l/100km	MPG
Urban conditions	21.08	13.40
Extra-urban conditions	9.44	29.92
Combined	13.70	20.62

Chassis	Z shaped section with 5 tubular or boxed cross members
Coachwork	Treated hardwood ash frame panelled in aluminium with steel cowl and scuttle. Aluminum Superform wings

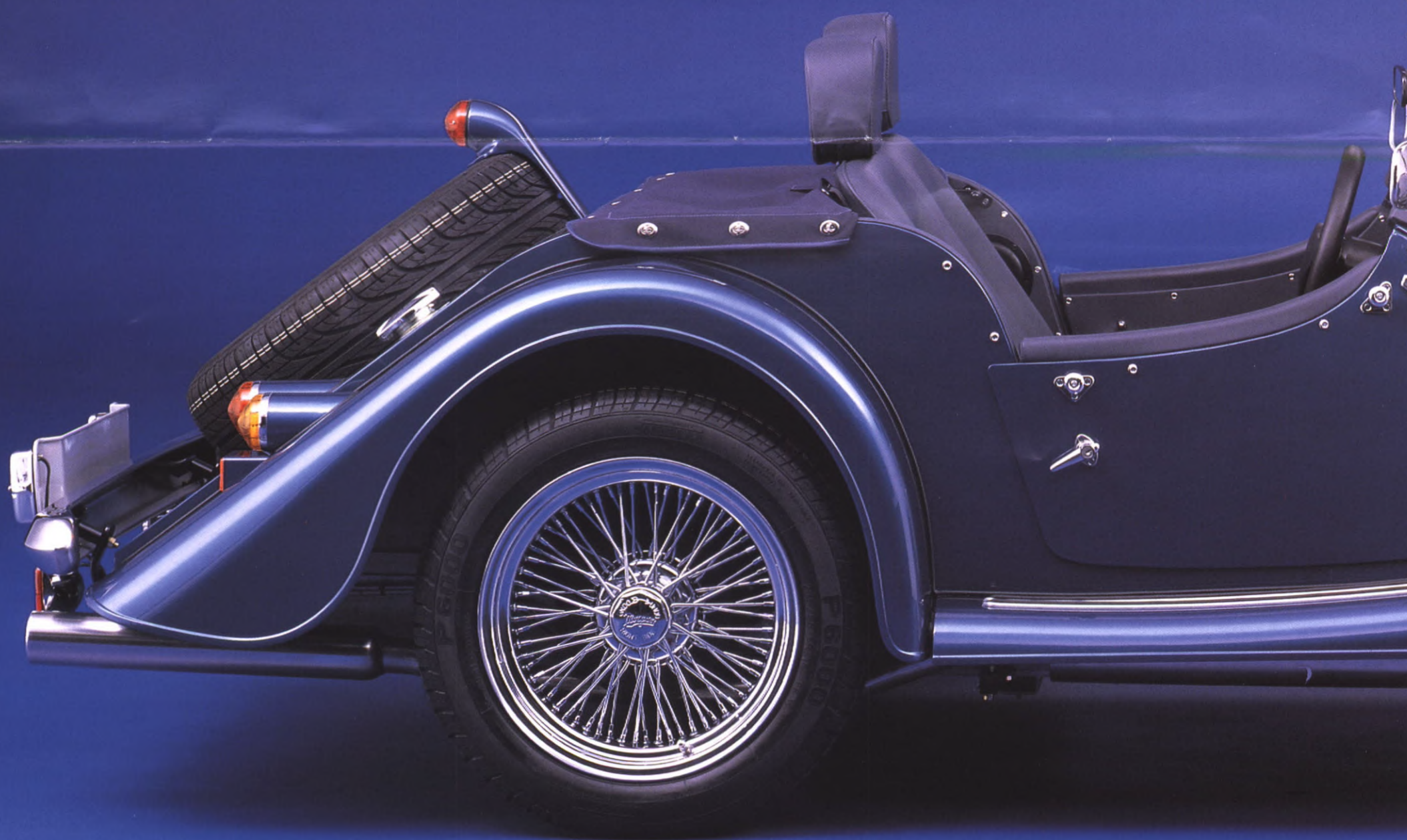
V8
3946
94 x 71.12
9.35:1
139.5 Kw @ 4750 (187 bhp ps)
305 Nm @ 3500 rpm (225 lb/ft)
Single central camshaft with hydraulic tappets
GEMS fuel injection
Solid state digital ignition

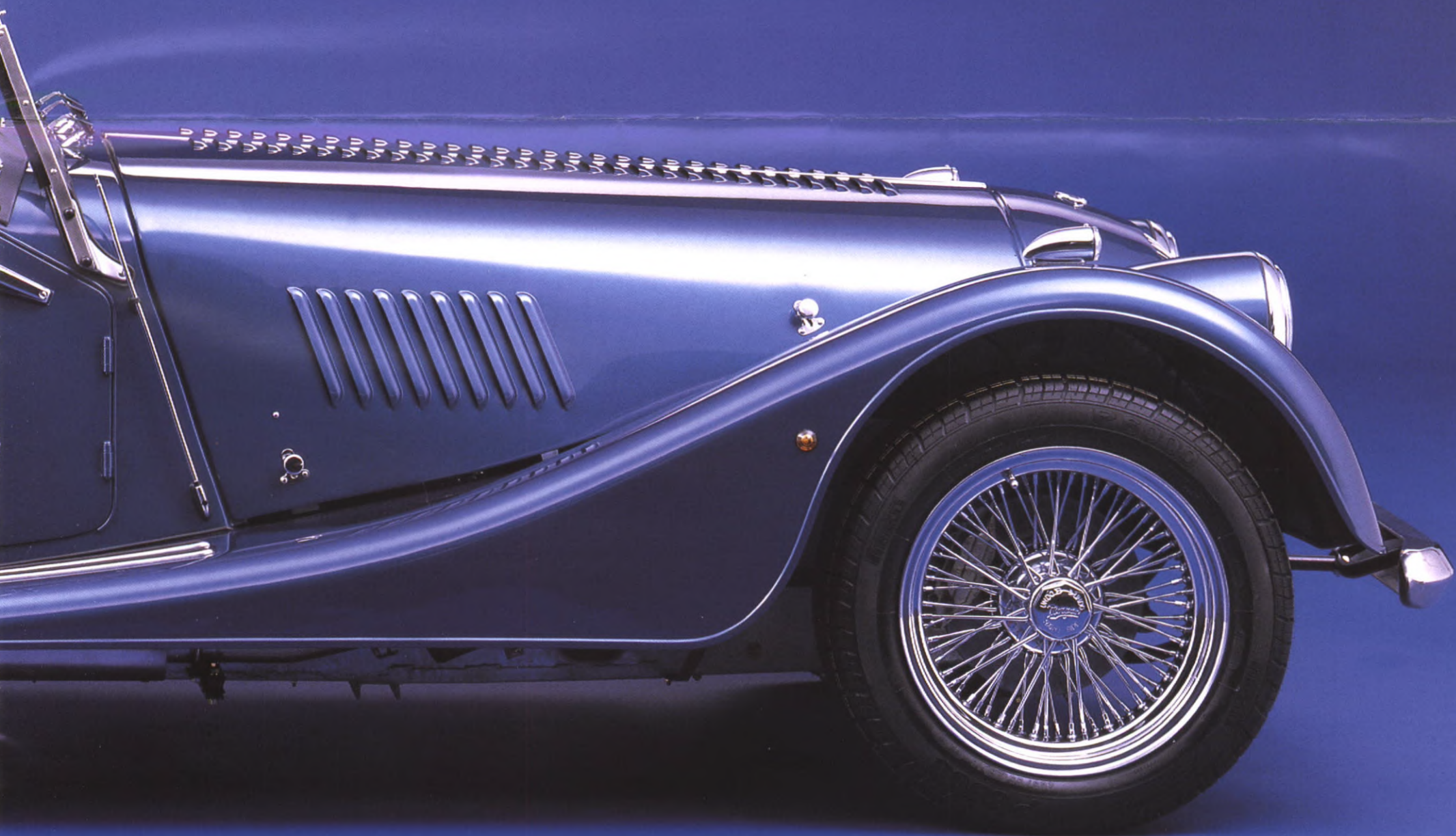
	l/100km	MPG
Urban conditions	TBA	TBA
Extra-urban conditions	TBA	TBA
Combined	TBA	TBA

Width: 1630 mm/5'4"
Dry Weight 940 Kg

Height: 1290 mm/4'4"

Pictured overleaf

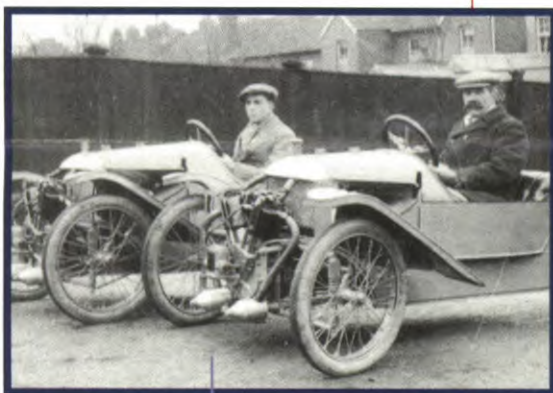




A HISTORY in motion

In an era of global corporations and mass production, the achievement of the Morgan Motor Company, which has thrived as a family-owned and operated car manufacturer for almost 90 years, should not be underestimated. This success can be attributed to the judgment and foresight shown by the company, from the days of its founder H.F.S. Morgan to the present time, that has enabled Morgan to continue as a manufacturer of quality, hand-built cars through times of both economic boom and crippling depression.

First built in 1909 and launched at the London Motor Show in 1910, the early Morgan was a simple three-wheeled car with a single seat. A year later, the car had been developed into a



Three-wheelers in 1913

two-seater, and had made a gold medal winning appearance in the Motor Cycling Club's London to Exeter trial, the precursor for many competition successes for the three-wheeler. The car, equipped with the Morgan patent front suspension system and various V-twin engines, proved to be both popular and economical, and continued in production until 1952.

During the First World War, production at Morgan switched to munitions. Car manufacture continued on a small scale; Morgan dabbled with a prototype four wheeler and produced, in small quantities, a prototype Aero model and Family model. Morgan also developed internationally, with exports to far flung places such as Peru, Russia and India.

Following the war, production was quickly back to full force and Morgan benefitted from a nation full of car-starved motorists. However, by 1923, competition was fierce. H.F.S. using his renowned business acumen, decided to lower prices and production, and revamped Morgan's image, choosing a sporty and sophisticated look. Many Morgans were fitted with state-of-the-art self starters and electric lights, with front wheel brakes available as an optional extra. With the revamp complete, Morgan rode out the depression of the 1920s.

1933 saw the development of the F-Type, a three-wheeler model using a Ford four-cylinder water-cooled engine of between 8 and 10 horsepower. By

1936 the F-Type had become the basis of the first commercial four-wheeler from Morgan, the 4/4, which was ultimately available as a two- or four-seater and as a drophead coupé. Exports of the four-wheeler grew, with agencies being established overseas - the first appearing in the US and France in 1948.

Having survived war again, it was not until 1950 that the new Plus 4 was launched at the Earls Court Motor Show. Equipped with a two-litre Vanguard engine, the Morgan Plus 4 was an acclaimed success, based on the original 4/4 with a lengthened and widened chassis.

Despite the early popularity and financial accessibility of the 4/4 and the Plus 4, the British and European markets became precarious. By 1960, 85 per cent of Morgan's production was exported to America, but the crash of the US market in 1961 brought further difficulties to Morgan. However, in typical Morgan style, this threatening situation was used to strengthen the

The prototype Plus 8 outside the Morgan factory



company. Acknowledging that reliance on one country was treacherous, Peter Morgan modified the business between 1961 and 1963, cutting production and establishing agencies in Europe, Canada and Australia.

In the early sixties, the British regained their interest in Morgan, one of the few cars then available with distinctive styling and character. A significant stimulant was the launch of the Plus 4 Plus at the 1963 Motor Show.

The Plus 4 Plus was based on the Plus 4 model, but the streamlined, aerodynamic shaping of the car meant




The Plus 4 Plus

improved speed and acceleration. However, the Plus 4 Plus was not a commercial success. Available for three years, Morgan only produced 26 cars - but it was not a wasted exercise. Displayed alongside the more traditional Morgan, it reinforced the message to the consumer that the original Morgan design was a car of timeless quality, totally independent of the moving fashions of the automotive industry. Morgan was back in business.

Using the new V8 engine from Rover, 1969 heralded the launch of the Plus 8, which is still the company's flagship model today. The Plus 8 boasted a 3.5-litre engine and a totally new wheel construction, which had to be designed to withstand the torque generated by the V8 engine. The car gained widespread popularity, and later developments saw the introduction of a five-speed box and in 1990 a 3.9-litre V8. In 1997, the Plus 8 acquired an impressive 4.6-litre V8 engine, providing massive power and torque, and faster than ever acceleration.

Recent improvements to the Morgan specification throughout the entire range include optional driver and passenger airbags, heated windscreens, longer doors and cockpits for easier access and a rake-adjustable steering column. Morgan has been constantly enhancing its range to surpass all existing environmental and safety legislation worldwide, and the new 4/4, Plus 4 and Plus 8 models are a unique blend of traditional craftsmanship, high quality engineering and the latest in automotive technology.

Even up to the current day, the long waiting list for these cars is proof of the style and quality of this sought after marque. The same timeless grace and elegance, combined with a pure driving experience that has attracted people for most of this century, is undeniably set to continue well into the next millennium. 

Racing Ahead

Serena Aston, **Morgan** race series co-ordinator

The Morgan Motor Company Challenge is a motor racing series for road-going, four-wheeled Morgans with current tax and MOT and conforming to UK Construction and Use Regulations.

Started some 12 years ago to provide a means for members of the Morgan Sports Car Club to race their cars, it has been sponsored for the last seven years by the Morgan Motor Company Limited.

The Championship is divided into five classes, which range from standard pre-1970 +4s and pre-1973 Moss Box +8s in Class E through to the highly modified 4.6-litre +8s in Class A. Class D consists of standard +8s and classes B and C accommodate modified 3.5-litre +8s and modified +4s and 4/4s respectively. Maximum points are awarded to a driver winning his or her class and therefore the opportunity exists for a competitor from any class to become overall champion.

Although in 1997 the championship was won by Class A driver Peter Garland, the 1998 championship was hotly contested by drivers from Classes E and D, with Rick Lloyd in his standard +8 finally taking the prize.

At every round of the championship a trophy is awarded to the race winner and second in the winner's class. All class winners also receive trophies for each race and, at the end of the season, the overall champion is presented with the Peter Collins tray, donated to the series by the family of the late Grand Prix driver.

Approximately 45 drivers are currently registered to compete in the series and grids throughout 1998 averaged 22 starters. During the last season, the eight rounds have included races at Brands Hatch, Donington, Snetterton and Silverstone. One of three Silverstone rounds took place at the annual Bentley Drivers' Club meeting in August, an event that traditionally attracts the largest Morgan grid and in 1998 saw 37 Morgan entries. At this event, in addition to the championship round, competitors have a second all-Morgan race for the Morris Stapleton trophy. Both races were won in 1998 by Class A driver Matthew Wurr, who had returned to Morgan racing after a season in the TVR Tuscan Challenge.


Many of the cars are driven to the circuit, raced and then driven home again. One competitor who does this regularly is the only female driver in the series at present, the experienced and highly competitive Mary Lindsay, who races a Moss Box +8 in Class E.

In many respects the Morgan Motor Company Challenge is unique. A competitor can spend as little as it takes to comply with the basic racing requirements - a roll bar, racing overalls and helmet, etc, or as much as it takes to produce the 400bhp of a top Class A car. Whichever you choose, as a newcomer to



The 1997 championship winner – Peter Garland

the series, you will be made welcome in the paddock, where the atmosphere is of traditional club racing with drivers helping each other wherever possible. Once on

the track, the competitive spirit takes over and the racing can be as close as you will see anywhere! 

The Morgan Sports Car CLUB


The Morgan Sports Car Club or, as it was originally known, the Morgan 4/4 Club, was formed in 1951 by some 20 enthusiasts of the four-wheeled Morgan. The club's membership has since grown to more than 4,000 worldwide, with over 30 UK regional centres, six overseas centres and affiliations to many other Morgan clubs worldwide.

Apart from a large annual gathering which usually attracts around 900 Morgans over the course of a weekend, all the club's local centres plan events which range from gymkhanas and sprints to treasure hunts, scenic runs and barbecues. In 1998 the club held its first meeting away from the UK mainland, on the Isle of Man, where some 250 members and their cars enjoyed a mixture of social and sporting events, including a blast along part of the TT course with the road closed to all other traffic.

The club sells its own regalia and provides technical advice to members, as well as spare parts for older cars. All members receive a monthly magazine

called Miscellany, with many colour pages, details of all the national and centre events, articles, hints and tips as well as factory news. Classified advertisements are included with complete cars wanted and for sale, as well as spare parts and cars for restoration. The club also runs a preferred car insurance scheme.

The club has built up a close link with the Morgan factory and is proud to have Peter Morgan as the club's President. Membership of the Morgan Sports Car Club is open to anyone who either owns, or just appreciates, the four-wheeled Morgan.

Anyone wanting further information about the Morgan Sports Car Club should contact Brian Downing on 0044 (0)1306 880184 or John Lewis on 0044 (0)1869 241387. 



Tony Dillon's Plus 4

Get into GEAR


The Morgan Motor Company offers a wide selection of accessories, ranging from informative literature and videos that chronicle Morgan's past and present to a collection of stylish clothing.

A selection of attractive posters are available, featuring the +8, +4 and 4/4 models, that will brighten any enthusiast's wall. Other products from

the Morgan accessory range include a fine leather wallet, pewter tankard, sturdy golf umbrella, and various fun keyfobs. Why not treat your Morgan to a stainless steel tax disc holder or a steering wheel badge?

As well as informative and decorative gifts, you can choose from a range of clothing and

accessories. Ties, T-shirts, sweatshirts, caps, casual jackets and even Morgan overalls make the perfect gift for the enthusiast or the aspiring Morgan owner.

Details of Morgan's range of accessories and ordering information can be found below. 



DEALER-FIT Accessories


Morgan take a pride in building your Morgan to match your personal tastes and

individual requirements. Each new Morgan owner chooses from a myriad of trim and



body colours, options and extras that make each car unique. In order to personalise your Morgan further, a wide range of dealer-fit accessories are also available to add a little extra luxury to your car.

Interior accessories available include walnut door cappings, 14" or 15" walnut steering wheels and chrome rear view mirrors. To enhance the sporty look and feel to your Morgan, you could add colour coded spotlights or choose from a range of stainless steel performance exhaust systems for 4/4, Plus 4 and Plus 8 models.

For stylish practicality, a luggage rack can be fitted by your Morgan dealer, in traditional lowline form, or with sidescreen stowage. Leather luggage rack straps are the elegant answer to securing your suitcase, picnic hamper or golf clubs. Why not simply celebrate Morgan's status as the oldest independent British car manufacturer still in production by embellishing your bonnet with an enamel Union Jack badge. 

ORDER FORM

BADGES

- | | |
|---|---------|
| <input type="checkbox"/> Shield Lapel Badge | £2.80 |
| <input type="checkbox"/> Car Lapel Badge (red/green) | £1.40 |
| <input type="checkbox"/> Centre Steering Wheel Badge | £1.85 |
| <input type="checkbox"/> 4-Wheeler Pin (available in 8 colours) | £2.75 |
| <input type="checkbox"/> Large Wings Badge | £3.25 |
| <input type="checkbox"/> Car Badge | £26.40 |
| <input type="checkbox"/> +4 Winged Lapel Badge | £3.15 |
| <input type="checkbox"/> 4/4 Winged Lapel Badge | £3.15 |
| <input type="checkbox"/> +8 Winged Lapel Badge | £3.15 |
| <input type="checkbox"/> Morgan 4/4 Cowl Badge | £29.00 |
| <input type="checkbox"/> Morgan +4 Cowl Badge | £29.00 |
| <input type="checkbox"/> Morgan +8 Cowl Badge | £29.00 |
| <input type="checkbox"/> Morgan Neon Sign (Plus VAT and P&P) | £250.00 |

CLOTHING

- | | |
|--|--------|
| <input type="checkbox"/> Morgan Silk Tie (Blue & Yellow) | £17.90 |
| <input type="checkbox"/> Morgan Cars Tie | £10.45 |
| <input type="checkbox"/> Morgan Christmas Tie | £10.45 |
| <input type="checkbox"/> Morgan Baseball Cap (black/sand, black/red, navy/stone, navy/green) | £9.35 |
| <input type="checkbox"/> Short Sleeved Polo Shirt (red/navy/black/green/white) (S M L XL) | £14.85 |
| <input type="checkbox"/> MMC T-Shirt (red/green/navy) | £12.00 |
| <input type="checkbox"/> Morgan Script T-Shirt (red/green/navy/black) (S M L XL XXL) | £10.45 |

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|--|--------|
| <input type="checkbox"/> Collared Sweatshirt (red/green/navy/black) (S M L XL) | £21.45 |
| <input type="checkbox"/> Roundneck Sweatshirt (red/green/navy/black) (S M L XL) | £21.45 |
| <input type="checkbox"/> Microfibre Jacket (green/navy) (S M L XL) | £43.95 |
| <input type="checkbox"/> Rugby Shirt (green/navy/black/plum/navy,white) (S M L XL) | £30.25 |
| <input type="checkbox"/> Morgan Script Sweatshirt (navy/green) (S M L XL) | £21.45 |
| <input type="checkbox"/> Shorts (black) (S M L XL) | £16.45 |
| <input type="checkbox"/> Morgan Overalls (green/navy or green/red) (S M L XL) | £47.20 |

MODEL CARS

- | | |
|---|--------|
| <input type="checkbox"/> Morgan Model Classic Pewter | £13.75 |
| <input type="checkbox"/> Morgan Model Classic Bronzed | £13.75 |
| <input type="checkbox"/> Vitesse 4/4 Model (red/green/blue/ivory) | £19.25 |
| <input type="checkbox"/> +8 Tomy Model (red/green) | £1.40 |

SOUVENIRS

- | | |
|--|--------|
| <input type="checkbox"/> Morgan Experience Video | £16.50 |
| <input type="checkbox"/> Handmade Video V.H.S./NTSC | £27.50 |
| <input type="checkbox"/> New Morgan Video | £11.00 |
| <input type="checkbox"/> The Cars and The Factory Book | £22.00 |
| <input type="checkbox"/> Morgans to 1997 | £16.45 |
| <input type="checkbox"/> Morgan History Booklet | £5.50 |
| <input type="checkbox"/> Railway Print (Limited Edition) | £30.25 |

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| <input type="checkbox"/> Morgan by K. Hill | £11.00 |
| <input type="checkbox"/> Official Morgan Poster (Malvern Hills) | £2.80 |
| <input type="checkbox"/> Morgan Braces | £16.50 |
| <input type="checkbox"/> Red +8 Poster | £2.75 |
| <input type="checkbox"/> Green +4 Poster | £2.75 |
| <input type="checkbox"/> Blue Race Car Poster | £2.75 |
| <input type="checkbox"/> Ivory +4.4 Seater Poster | £2.75 |

ACCESSORIES

- | | |
|--|--------|
| <input type="checkbox"/> Morgan Pen (red/blue/green/black) | £4.95 |
| <input type="checkbox"/> Leather Wallet | £25.25 |

- | | |
|---|--------|
| <input type="checkbox"/> Credit Card Holder | £13.50 |
| <input type="checkbox"/> Morgan Hip Flask | £24.75 |
| <input type="checkbox"/> Pewter Tankard | £12.10 |
| <input type="checkbox"/> Morgan Golf Size Umbrella | £20.80 |
| <input type="checkbox"/> Morgan Tax Disc Holder (S/Steel) | £7.65 |
| <input type="checkbox"/> Morgan Transfer | £2.00 |
| <input type="checkbox"/> Morgan Shield Key Fob | £3.95 |
| <input type="checkbox"/> Enamel Red Car Keychain | £1.70 |
| <input type="checkbox"/> Enamel Green Car Keychain | £1.70 |
| <input type="checkbox"/> 4/4 Winged Key Fob | £4.25 |

Name: _____

Address: _____

Postcode: _____ Tel: _____

Please circle colour required and tick size required ☐ Mastercard ☐ Visa ☐ Access

Credit Card No: _____ Expiry Date: _____

Cheques made payable to Morgan Motor Company Limited Amount: _____

Send to: Morgan Motor Company Limited, Pickersleigh Road, Malvern Link, Worcestershire WR14 2LL

All prices inclusive of postage and packaging unless otherwise stated