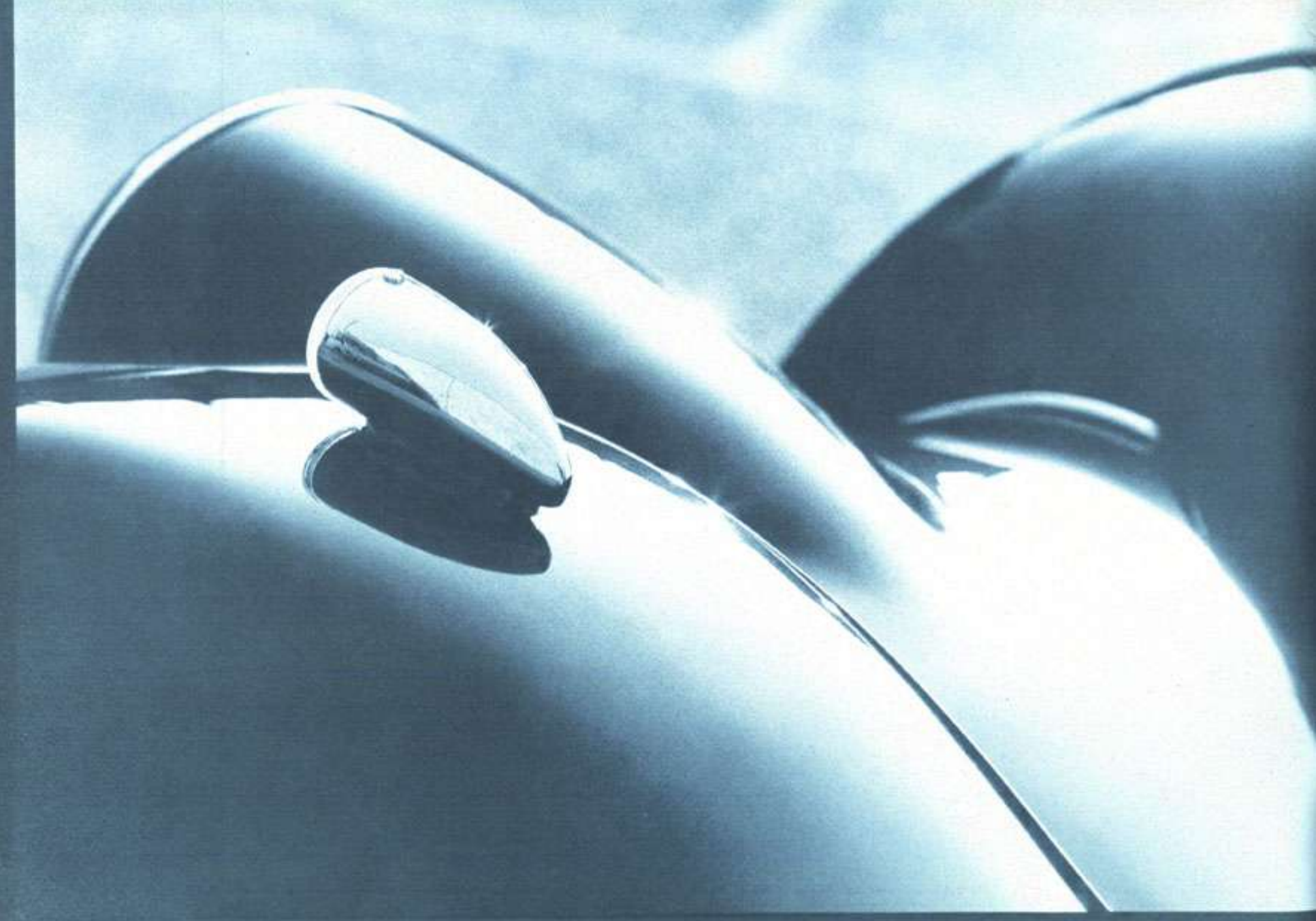








Coachbuilders and Motor Engineers

A Morgan has soul and every car is endowed with a character all of its own. Our factory is not simply an assembly line using parts sourced from other manufacturers. Craftsmen and craftswomen fashion raw materials into the essential components of a motor car. It takes a special knowledge to choose the right piece of ash for a section of the wood frame, a particular skill to create a perfectly smooth wired edge and an experienced touch to spray a Morgan's complex curves. Each craftsman has his own high standards that stem from years of experience.

We are proud of the skills that go into the making of a Morgan, the last coachbuilt car in the world. Having perfected and improved techniques developed in the 1920s, the golden age of the motor car, Morgan is the only current manufacturer who can replicate the thrill of this bygone era so convincingly.

Demand for Morgans currently outstrips supply and as a result depreciation is not a word normally used in

conjunction with Morgans. Like many handbuilt products, a Morgan is an object of value unaffected by passing fashions.

But traditional craftsmanship does not imply antiquated performance. Morgans provide the sheer thrill of driving a car that is fast and responsive, like a thoroughbred animal. This is what makes a Morgan so special, what creates 'Morgan Magic'.

THE FUTURE

At the Morgan Motor Company we believe that each car should remain a work of art for many years to come. It is this philosophy which guides our thoughts for the future.

The quest for greater durability is illustrated by our increased use of stainless steel body components and the choice of stronger but lighter materials for the chassis and drive train. This philosophy may require the combination of new technology with traditional processes. For example, the optional centre lock aluminium wheel uses



the latest 'squeezeform' casting process to enable splines to be machined into its lightweight metal centre. Yet the hub onto which the wheel fits is a traditional drop forging, still the best method for achieving a good grain structure and inherent strength.

Our owners come from all walks of life, but have one thing in common. They appreciate and understand the values and traditions behind the coachbuilding process, whilst also recognising the need for an efficient manufacturing operation. They support the use of modern technology to make the production process more efficient so long as it does not detract from the handbuilt nature of the car. At Morgan individuals still make an unusually large proportion of the car, and records are kept of each contribution they make. There is no moving assembly line where tasks have been reduced to a monotonous routine. However, the layout of the factory is being changed from individual shops carrying out one process to a layout where the production processes are resituated to be at the best point for efficient assembly.



Where this has been achieved in the final assembly area, the car follows a consistent production path, work places are clean, clear and brightly lit, and while each car remains handbuilt there is less waiting and moving time between operations.

The development of the Morgan car itself continues all the time. To stay ahead of our competitors in performance and reliability, improvements to the existing design are vital. This means that whilst the details in this brochure are correct at the time of printing, they are subject to change and you are advised to consult the factory or our agents for further information.

The changes that the company makes to the design of the car are the responsibility of people, not committees, and customer feedback is an essential element of future changes in design. The flexibility of our manufacturing process allows us to incorporate many of your requirements in the design and build of your car. What other manufacturer allows you to choose from over 30,000 different paint colours, or between aluminium or steel bodywork?

SAFETY & SPEED

This same flexibility enables us to keep pace with modern safety legislation. The Morgan is one of the few low-volume cars to meet stringent safety and emission standards worldwide.

Some of the most difficult standards to meet are those of California, the state where the main US agent for Morgan is based. Isis have been permitted to import Morgans into the state of California for the last 25 years.

The Motor Industry Research Association has provided invaluable assistance to help us comply with modern safety requirements and legislation. Together we recently embarked on a project to install driver and passenger US size airbags in the Morgan sports car. This project first required a simulation of the performance of the cockpit in the event of a sudden deceleration using the computer program MADYMO to model occupant kinematics. When combined with information from the barrier test this showed what was needed to develop a viable airbag system for the car.

Our ability to make prototype parts quickly gave us an important edge since we could run the project faster. The new parts needed were a revised dashboard, knee bolsters, steering column and mount, anti submerging seats and the airbag containers.

The interest that this project has generated stems from the fact that we are breaking new ground, seeking to make a coachbuilt car comply with modern safety legislation. The successful behaviour and performance of a car with a separate chassis and an ash hardwood frame has surprised a few engineers whose experience was formerly limited to steel monocoque construction.

The Morgan Motor Company is the world's oldest privately owned motor manufacturer, founded in 1909 by HFS Morgan who designed the innovative Morgan three-wheeler. Nearly nine decades later the Morgan Motor Company is still a pioneer and is breaking new boundaries in its own individual way.





The circuit racing heritage of the Morgan reached an early peak with first place in the French Cyclecar Grand Prix in 1914. In the present day there are two successful Morgan race circuit championships running in Great Britain and Germany.

The Morgan Motor Company Challenge offers an opportunity for Morgan owners to drive their cars at Silverstone, Donnington and Brands Hatch, and the German series is held at racetracks on the continent. There is always a friendly atmosphere at these popular events. Newcomers receive helpful information on the art of preparation of a successful racing car and the races are structured in such a way to allow the beginner every chance of success, with the level of modification in some classes kept to a minimum. This enables people to compete with standard cars and drive them to and from the circuit.

As well as circuit racing, a Morgan driver can enter a hillclimb and sprint championship taking in the famous hillclimbs of Prescott and Shelsley Walsh, two of the oldest competitive motor racing venues in the world.

There is something to tempt everyone who owns a Morgan with regular competition and social events organised by the British Morgan Sports Car Club and its sister Morgan Clubs in countries all over the world. The feeling of being part of a large family of Morgan owners is synonymous with owning a Morgan.

Our international network of Morgan agents exists to



help you in the process of becoming and being a Morgan owner. While the service facilities they offer vary from agent to agent the warmth of the welcome is universal. We are sure you will find one that suits your needs in terms of geography and facilities. Please let us know if you would like advice or assistance on finding the right one. When you do decide on your final specification you will also notice that we have revised our specification sheet to make the process easier and to help us plan the build of your bespoke Morgan more efficiently.

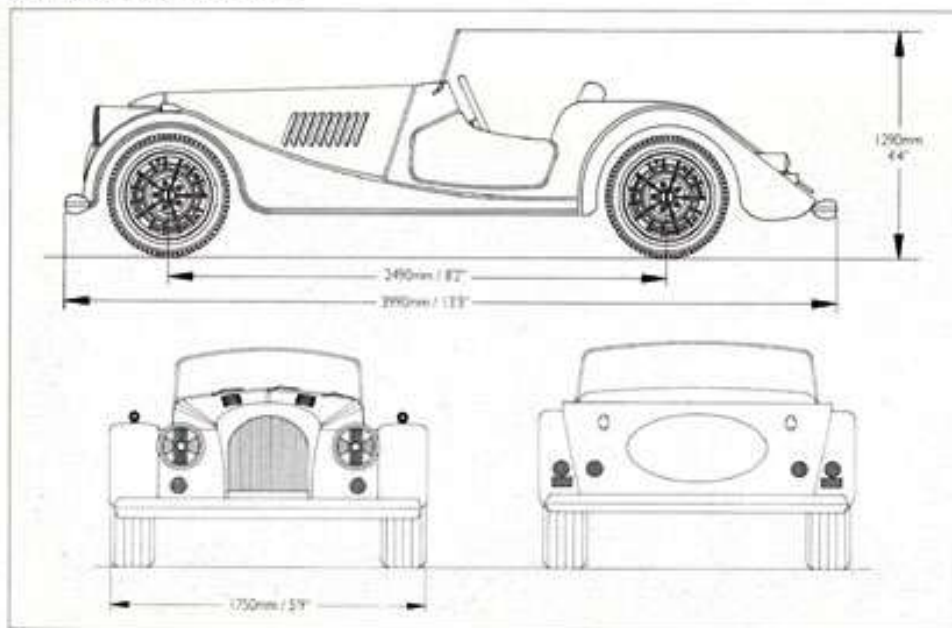
Right Graham Turner's painting shows Rob Wells driving the first Plus Eight, MMC 11, built in 1968, at Oulton Park.

Left MMC 11 as equipped for The Tour de France where it ran in the FIA Historic Class, driven by Charles Morgan and Mark Baldwin.



The Morgan Plus Eight.

Still one of the fastest accelerating cars in the world, with roadholding and braking to match this performance, the Plus Eight is ideal for the discerning driver. Truly versatile, this car is equally at home on the track or on the road to work. Whatever you do with it you can be sure that each journey will be an adventure.



Technical Specifications for The Morgan Plus Eight

Engine

No. of Cylinders:	V8
Cubic Capacity:	3946 cm ³
Bore & Stroke:	94 x 71.12mm
Compression Ratio:	9.35 : 1
Maximum Power:	138kw @ 4750 rpm (185 bhp ps)
Maximum Torque:	312nm @ 2600 rpm (235 lb/ft)
Valve Gear:	Single central camshaft, Hydraulic tappets, Overhead valve
Fuel Supply:	Electronic fuel injection

Ignition:	Electronic
Petrol Capacity:	56 litres / 12 Imp. gallons
Exhaust System:	Cast manifolds to stainless steel down pipes and twin catalysts
Evaporative Control:	Sealed system with pressure relief valve to a charcoal canister

Transmission

Gearbox:	Five forward gears and reverse
Ratios:	5th 0.77, 4th 1, 3rd 1.397, 2nd 2.087, 1st 3.32, Reverse 3.43
Clutch:	Single dry plate 241mm
Axle:	Tubular live axle with limited slip
Ratio:	3.31 : 1

Steering

Type:	Steering rack, three turns lock to lock
Column:	Separate universal shaft with vibration damper to collapsible safety top unit with steering lock ignition switch
Wheel:	381mm/15" or 356/14" diameter
Turning circle:	10m/32'

Suspension

Front:	Independent sliding pillar with coil springs and gas telescopic shock absorbers
Rear:	Semi-elliptic leaf springs with gas telescopic shock absorbers

Brakes

Front:	AP Lockheed 4 pot callipers, 11" diameter disc brakes
Rear:	AP Lockheed 9 x 1.75" drum brakes
Hand Brake:	Sporting fly-off type
Operation:	Hydraulic, dual circuit with vacuum servo assistance

Wheels and Tyres

Wheels:	Standard - Aluminium alloy 6.5" x 15; Optional - 7" x 16 centre lock wire or alloy wheels
Tyres:	Standard - 205/60VR15, Optional: 205/55VR16 on 7" wheels.

Chassis

Type:	Separate deep Z shaped section with 5 tubular or box section cross members.
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Body work

Type:	2 seater, handmade steel or aluminium panels on Cuprinol-treated ash wood coach-built body frame.
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Upholstery:

Standard Black Ambala, optional: Connolly leather in numerous colours

Hood & Tonneau:

Standard Black Everflex, optional: coloured Everflex and Mohair hooding

Seats:

Standard: Bucket seats, optional: reclining or sports seats.

Electrical & Instruments

Electric:	12v electrical system, indicators, three 2 speed wipers, hazard warning lights, fresh air heater and demister, H4 headlights, reversing lights.
Instruments:	Speedometer, tachometer and warning lights in front of driver. Separate panel with oil pressure, water temperature, volts and fuel gauges.

Colours

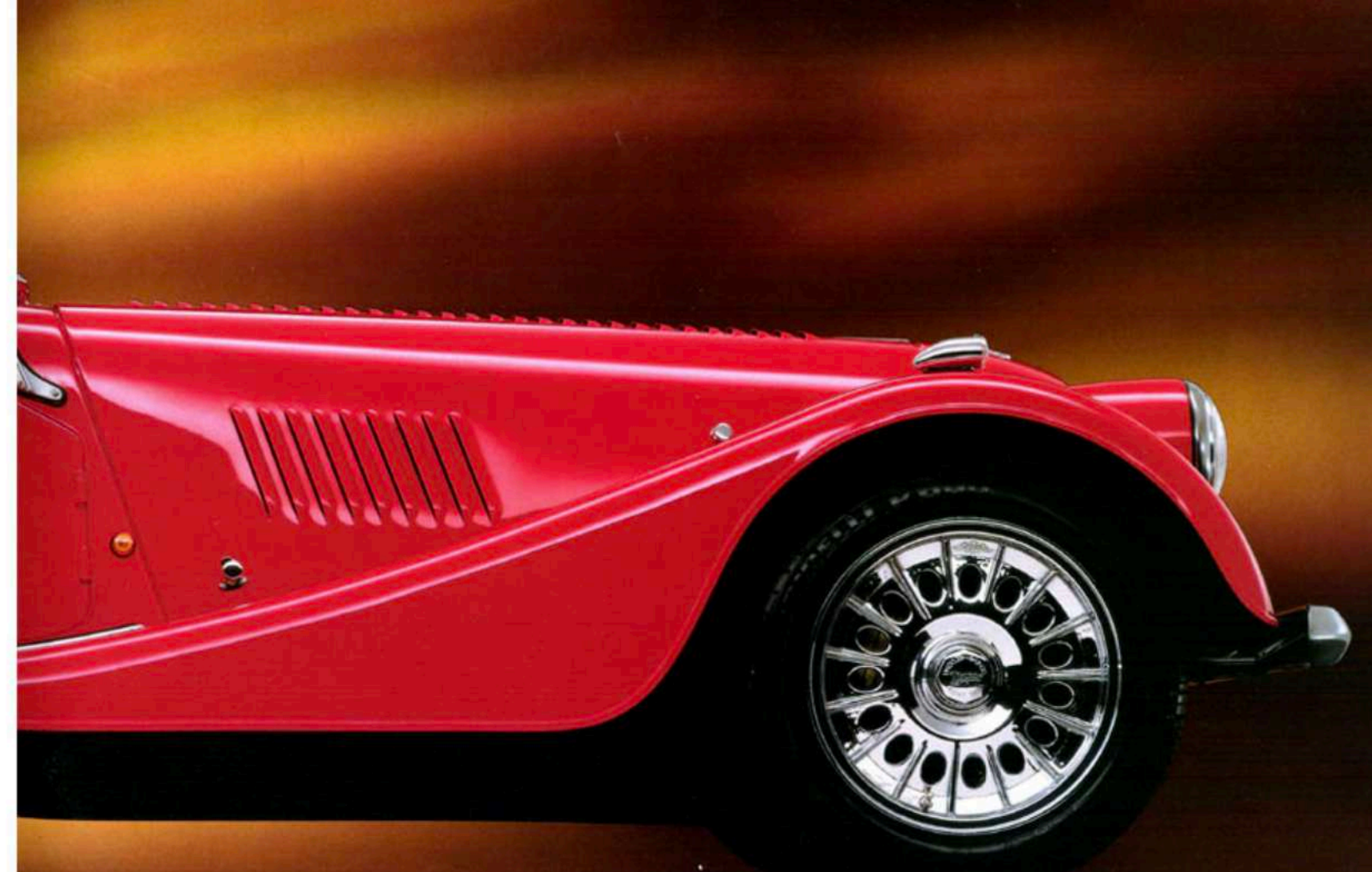
Standard:	Connaught Green, Corsa Red, Indigo Blue, Black or Royal Ivory.
Optional:	Any single or two-tone combination from the ICI Autocolour Range.

Dimensions

Overall:	Length: 3990mm / 13'3", Width: 1750mm / 5'9", Height: 1290mm / 4'4", (wire wheel width: 1700mm / 5'7") Wheelbase: 2490mm / 8'2", Track: front 1345mm / 4'4", rear 1375mm / 4'6", (Wire wheel: track front: 1350mm / 4'5", rear: 1450mm / 4'9")
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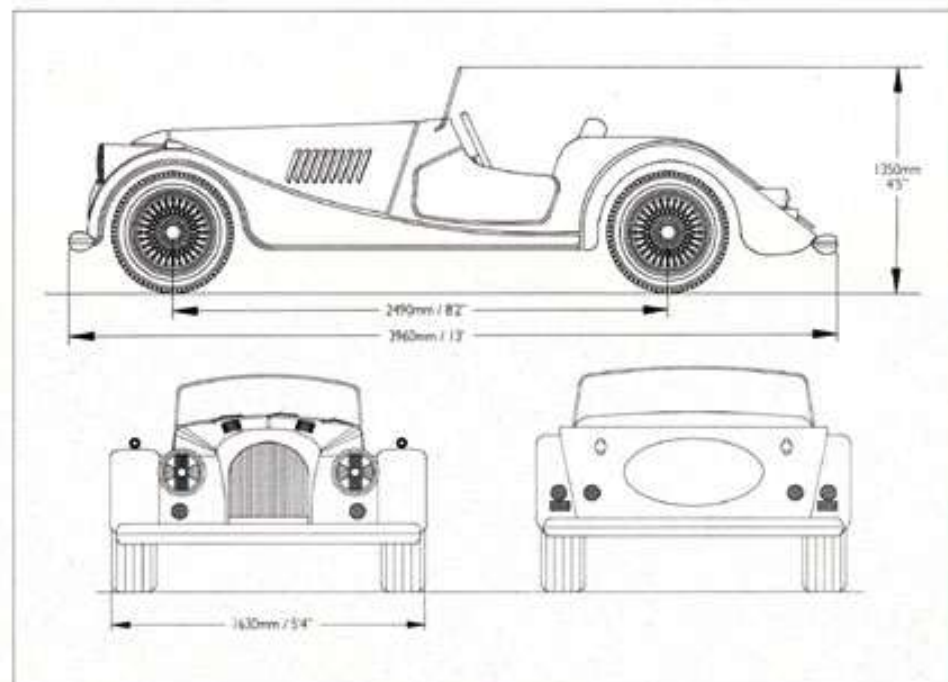
Dry weight:	940kg with alloy wheels
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All optional specifications at extra cost.



The Morgan Plus Four.

Closest to the spirit of one of the most famous Morgans of all, the two litre class winner at Le Mans in 1962, the latest Plus Four combines tradition with the benefits of modern technology. It is fast but economical and has a multivalve engine of proven reliability. From 1994 the four seater has increased leg and headroom in the back.



Technical Specifications for The Morgan Plus Four

Engine

No. of Cylinders:	4 In-line
Cubic Capacity:	1994 cm ³
Bore & Stroke:	84.45 x 89mm
Compression Ratio:	10.0 : 1
Maximum Power:	99kw @ 6000 rpm (134 bhp ps)
Maximum Torque:	184nm @ 2500 rpm (136 lb/ft)

Valve Gear:	DOHC Belt driven Hydraulic tappets, 4 valves per cylinder
Fuel Supply:	Electronic fuel injection
Ignition:	Digital electronic
Petrol Capacity:	2 str. 50 litres / 11 Imp. gallons, 4 str. 40 litres / 9 Imp. gallons
Exhaust System:	Cast manifolds to stainless steel down pipes and single catalyst
Evaporative Control:	Sealed system with pressure relief valve to a charcoal canister

Transmission

Gearbox:	Five forward gears and reverse
Ratios:	5th 0.77, 4th 1, 3rd 1.397, 2nd 2.087, 1st 3.32, Reverse 3.43
Clutch:	Single dry plate 241mm
Axle:	Tubular live axle with Hypoid gears
Ratio:	3.77 : 1

Steering

Type:	Steering box with worm and roller, 2.25 turns lock to lock
Column:	Separate universal shaft with vibration damper to collapsible safety top unit with steering lock ignition switch
Wheel:	381mm/15" or 356/14" diameter
Turning circle:	10m/32'

Suspension

Front:	Independent sliding pillar with coil springs and gas telescopic shock absorbers
Rear:	Semi-elliptic leaf springs with gas telescopic shock absorbers

Brakes

Front:	AP Lockheed 4 pot callipers, 11" diameter disc brakes
Rear:	AP Lockheed 9 x 1.75" drum brakes
Hand Brake:	Sporting fly-off type
Operation:	Hydraulic, dual circuit with vacuum servo assistance

Wheels and Tyres

Wheels:	Centre locking wire wheels with Rudge hubs, 6" wide rims
Tyres:	195/60VR15

Chassis

Type:	Separate deep Z shaped section with 5 tubular or box section cross members.
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Body work

Type:	2 seater, handmade steel or aluminum panels on Cuprinol-treated ash wood coach-built body frame.
Upholstery:	Standard Black Ambia, optional Connolly leather in numerous colours
Hood & Tonneau:	Standard Black Everflex, optional coloured Everflex and Mohair hooding
Seats:	Standard: Bucket seats, optional reclining or sports seats

Electrical & Instruments

Electric:	12v electrical system, indicators, three 2 speed wipers, hazard warning lights, fresh air heater and demister, H4 headlights, reversing lights.
Instruments:	Speedometer, tachometer and warning lights in front of driver. Separate panel with oil pressure, water temperature, volts and fuel gauges.

Colours

Standard:	Connaught Green, Corsa Red, Indigo Blue, Black or Royal Ivory.
Optional:	Any single or two-tone combination from the ICI Autocolour Range.

Dimensions

Overall:	Length: 3960mm / 13', Width: 1630mm / 5'4", Height: 2 str. 1290mm / 4'4", 4 str. 1350mm / 4'5", Wheelbase: 2490mm / 8'2", Track front: 1280mm / 4'2", rear 1420mm / 4'8"
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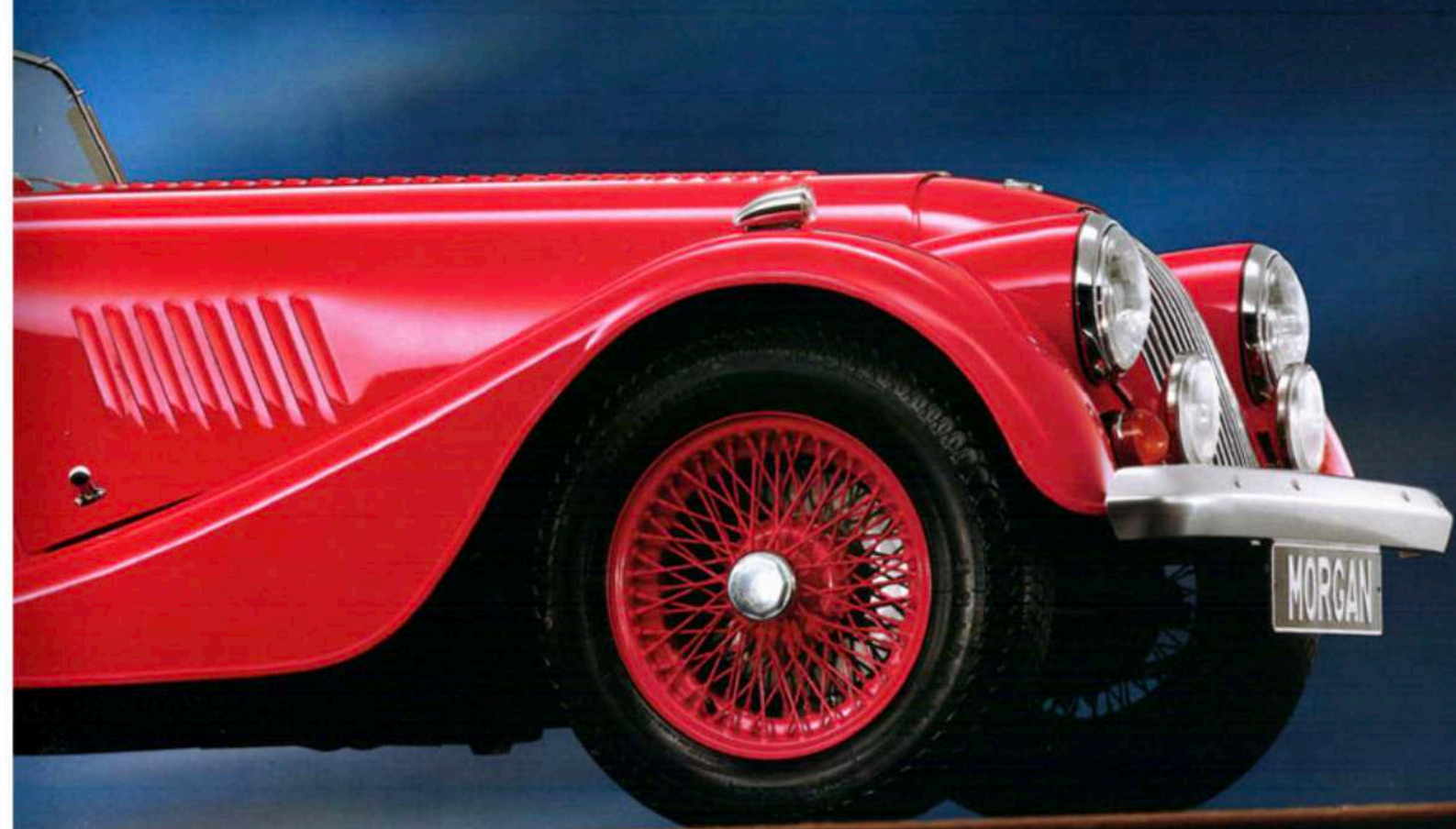
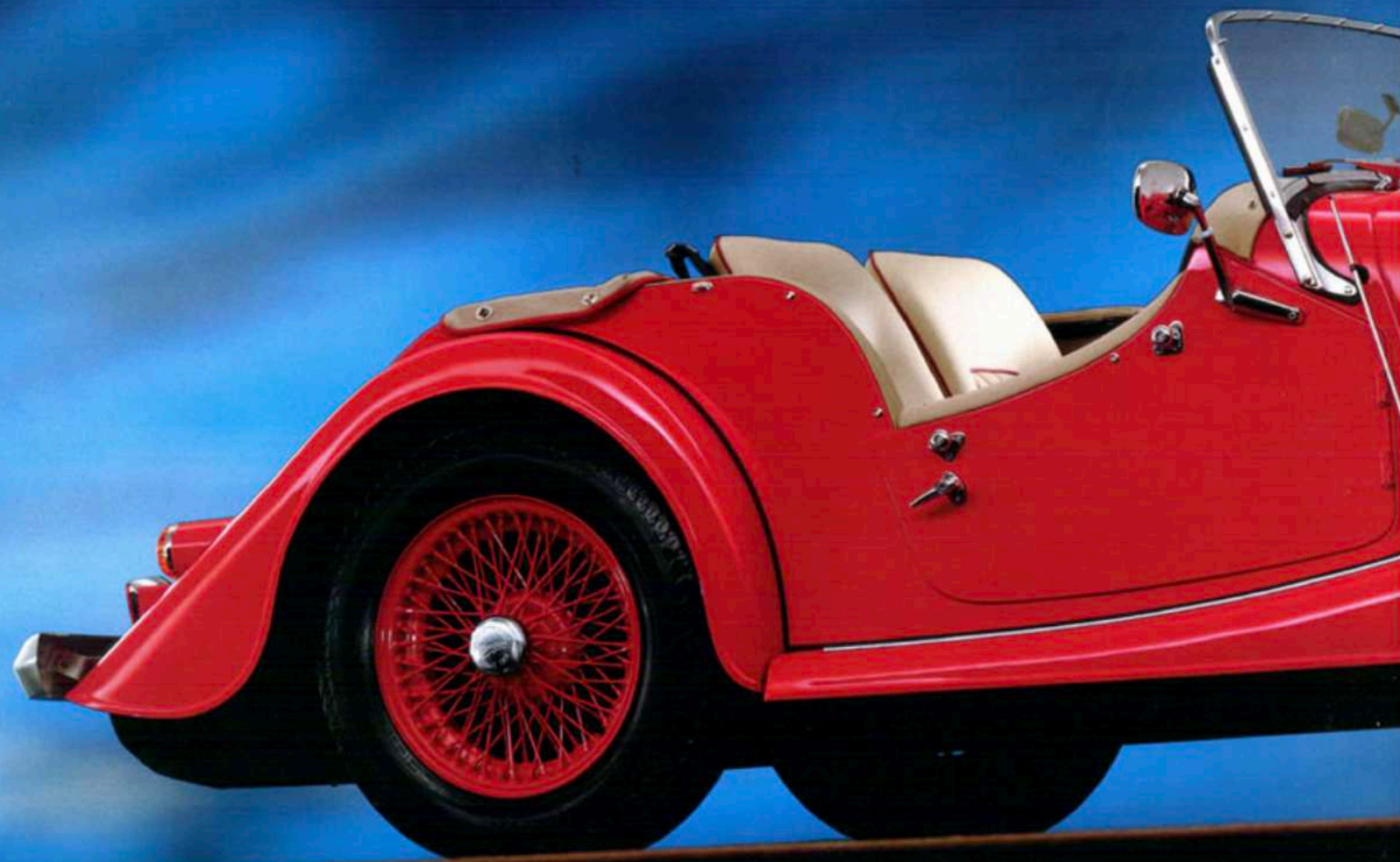
Dry weight: 2 str. 920kg, 4str. 1000kg.

All optional specifications at extra cost.

Opposite: Morgan Plus Four 2 and 4 seaters.

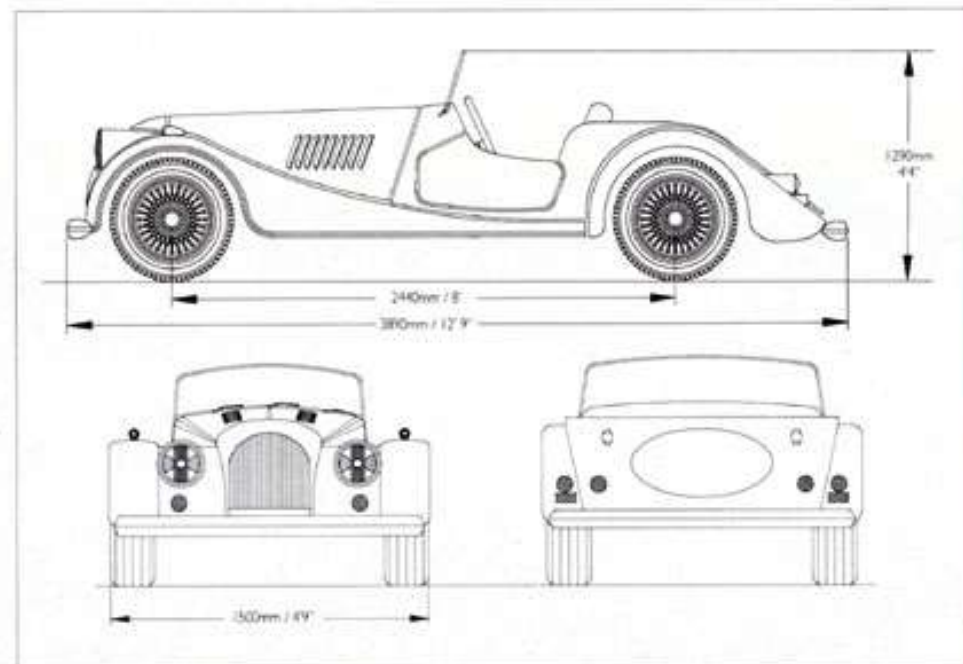
Overleaf: Morgan Four Four with optional coloured wire wheels.





The Morgan Four Four.

The most affordable Morgan of all, the Four Four puts the fun back into driving. Easy to handle and compact, the new engine combines economy with reliability. Like all new Morgans the Four Four has power assisted disc brakes and passes world-wide emission standards. With its light weight and compact overall dimensions it performs as well as any car in its class.



Technical Specifications for The Morgan Four Four

Engine

No. of Cylinders:	4 In-line
Cubic Capacity:	1798 cm ³
Bore & Stroke:	80.6 x 88mm
Compression Ratio:	10.0 : 1
Maximum Power:	89kw @ 6000 rpm (121 bhp ps)

Maximum Torque:	162nm @ 4500 rpm (119 lb/ft)
Valve Gear:	DOHC belt driven, Hydraulic tappets 4 valves per cylinder
Fuel Supply:	Electronic fuel injection
Ignition:	Digital electronic
Petrol Capacity:	50 litres/11 Imp. gallons
Exhaust System:	Cast manifolds to stainless steel down pipes and single catalyst
Evaporative Control:	Sealed system with pressure relief valve to a charcoal canister

Transmission

Gearbox:	Five forward gears and reverse
Ratios:	5th 0.82, 4th 1, 3rd 1.34, 2nd 2.08, 1st 3.89, Reverse 3.51
Clutch:	Single dry plate 216mm
Axle:	Tubular live axle with Hypoid gears
Ratio:	4.1 : 1

Steering

Type:	Steering box with worm and roller, 2.25 turns lock to lock
Column:	Separate universal shaft with vibration damper to collapsible safety top unit with steering lock ignition switch
Wheel:	381mm/15" or 356/14" diameter
Turning circle:	10m/32'

Suspension

Front:	Independent sliding pillar with coil springs and gas telescopic shock absorbers
Rear:	Semi-elliptic leaf springs with gas telescopic shock absorbers

Brakes

Front:	AP Lockheed 4 pot callipers, 11" diameter disc brakes
Rear:	AP Lockheed 9 x 1.75" drum brakes
Hand Brake:	Sporting fly-off type
Operation:	Hydraulic, dual circuit with vacuum servo assistance

Wheels and Tyres

Wheels:	Centre locking wire wheels with Rudge hubs, 5" or 6" wide rims
Tyres:	165 TR 15 or 195/60VR15

Chassis

Type:	Separate deep Z shaped section with 5 tubular or box section cross members.
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Body work

Type:	2 seater, handmade steel or aluminium panels on Cuprinol-treated ash wood coach-built body frame.
Upholstery:	Standard Black Ambra, optional: Connolly leather in numerous colours
Hood & Tonneau:	Standard Black Everflex, optional: coloured Everflex and Mohair hooding
Seats:	Standard: Bucket seats, optional: reclining or sports seats.

Electrical & Instruments

Electrics:	12v electrical system, indicators, three 2 speed wipers, hazard warning lights, fresh air heater and demister, H4 headlights, reversing lights.
Instruments:	Speedometer, tachometer and warning lights in front of driver. Separate panel with oil pressure, water temperature, volts and fuel gauges.

Colours

Standard:	Connaught Green, Corsa Red, Indigo Blue, Black or Royal Ivory.
Optional:	Any single or two-tone combination from the ICI Autocolour Range.

Dimensions

Overall:	Length: 3890mm / 12' 9", Width: 1500mm / 4'9", Height: 1290mm / 4'4", Wheelbase: 2440mm / 8', Track: front 1220mm / 4', rear 1240mm / 4'1" (6" Wire wheels: track, front: 1280mm / 4'2", rear: 1310mm/4'3")
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Dry weight: 868kg

All optional specifications at extra cost.

AROUND THE WORLD

Three Frenchmen calling themselves the Three Mousquetaires set off on the 27th May 1994 to circumnavigate the world by Morgan following the Northern route.

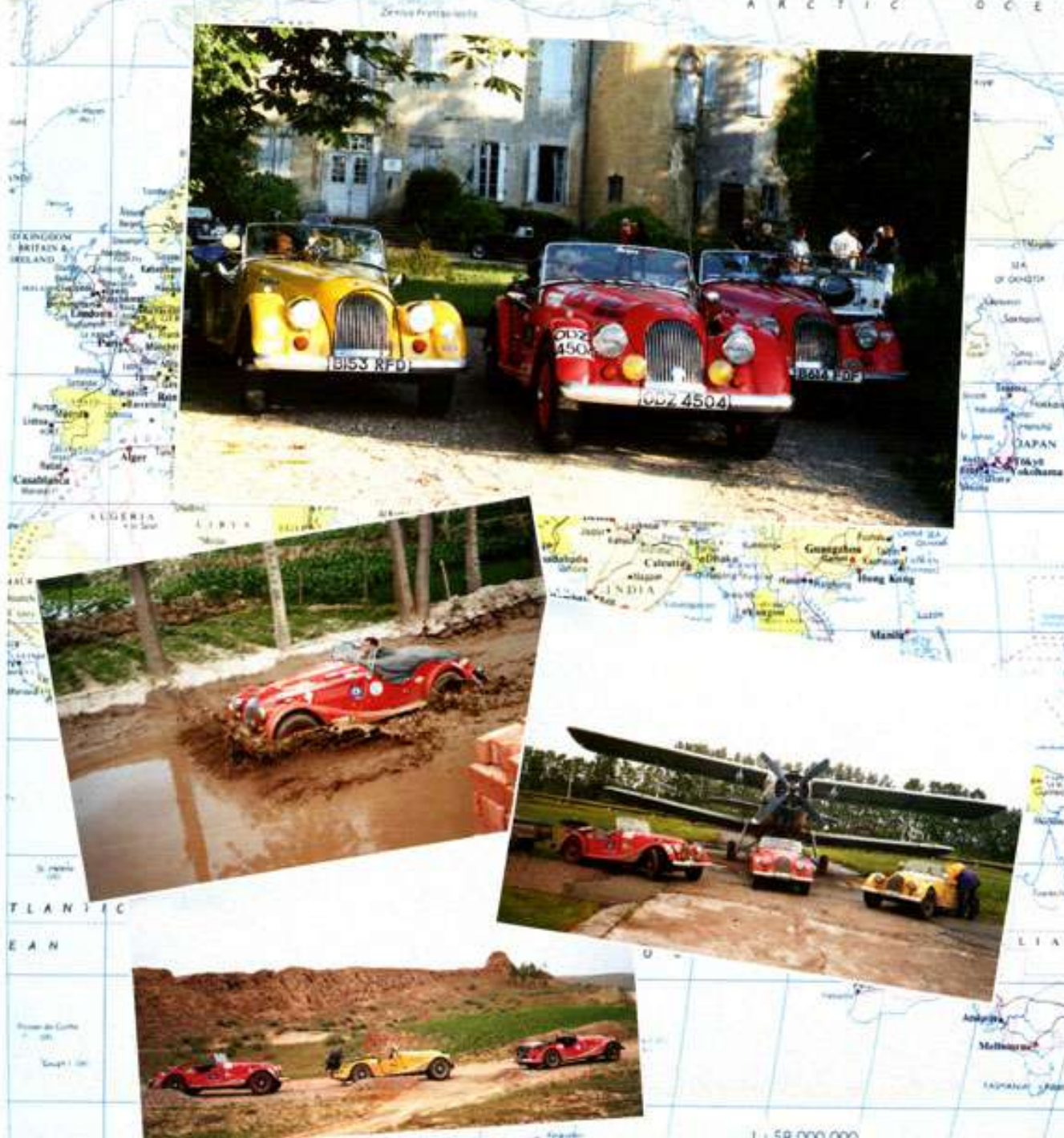
They left the Chateau de Castelmore near Lupiac towing two trailers containing vital medical supplies for hospitals in Russia. Their journey took them through Belgium, Germany, Sweden, Finland, Russia, Siberia, Mongolia and China.

Faced with appalling weather conditions and some of the world's worst roads, they carried on undaunted. Officials at borders waved them through and laughed at the cars with no roof. In Mongolia they met people who had never seen an automobile before. A Mongolian boy asked 'Is this car coming from the sky or paradise.' They crossed the Sea of Japan from Vladivostok to Neegata before crossing both Japan and the USA.

Some 20,000 miles and three months later the cars reached the factory in Malvern. The cars were not specially modified for the trip other than fitting smaller rebound springs at the front and higher spring shackles at the rear to raise ground clearance by two inches.

None of the cars suffered serious mechanical failures on the road apart from a broken damper blade and a faulty alternator. The trailers were not so lucky, both being abandoned in Mongolia with fractured suspension arms.

This is the sort of long term durability you can expect from a hand built car like a Morgan.



WORLDWIDE AGENTS FOR THE MORGAN MOTOR COMPANY

LONDON

Libra Motive Ltd.

2-10 Carlisle Road, Colindale NW9 0HN.
Tel: 0181 205 4488 Fax: 0181 205 2233

Wykeham Limited, 6 Kendrick Place.

Reece Mews, South Kensington SW7 3HF.
Tel: 0171 589 6894/8309 Fax: 0171 589 8886

F.H. Douglass.

1a South Ealing Rd, Ealing W5 4QT.
Tel: 0181 567 0570 Fax: 0181 840 8132

AVON

John Dangerfield Garages Ltd.

Staplehill Rd, Fishponds, Bristol BS16 5AD.
Tel: 011795 66525/66373 Fax: 011795 72058

BEDFORDSHIRE

Allon White & Son Ltd, The Morgan Garage.

High Street, Cranfield, Beds MK43 0BT.
Tel: 01234 750205 Fax: 01234 751736

BERKSHIRE

Richard Thorne Classic Cars, Bloomfield Hatch

Mortimer, Reading RG7 3AD.
Tel: 01734 333633 Fax: 01734 333715

Station Garage, Station Rd, Taplow.

Nr. Maidenhead SL6 0NT.
Tel: 01628 605353 Fax: 01628 663467

CHESHIRE

Donaldson & Evans, The Wolf Garage.

Ashley Road, Hale, Cheshire WA15 9QN.
Tel: 0161 9291208 Fax: 0161 9299247

CO. DURHAM

I&J Macdonald Ltd, Howden Works, Lanchester.

Durham DH7 0QR.
Tel: 01207 520916 Fax: 01207 529860

DEVON

Phoenix Motors, The Green, Woodbury.

Exeter EX5 1LT.
Tel: 01395 232255

ESSEX

Cliffsea Car Sales, 654 Sutton Rd.

Southend-on-Sea, Essex S52 5PX.
Tel: 01702 602042 Fax: 01702 469188

KENT

Brands Hatch Morgans, Brands Hatch Circuit.

Fawkham, Kent DA3 8NG.
Tel: 01474 874147 Fax: 01474 879727

LANCASHIRE

Lifes Motors Ltd.

West Street, Southport PR8 1QN.
Tel: 01704 531375 Fax: 01704 531126

WEST MIDLANDS

Mike Duncan, 250 Ikon Estate, Droitwich Rd.

Hartlebury, Worcs. DY10 4EU.
Tel: 01299 250025 Fax: 01299 250012

WILTSHIRE

Burlen Services, Spitfire House, Castle Rd.

Salisbury SP1 3SA.
Tel: 01722 412500 Fax: 01722 334221

YORKSHIRE

Otley Motors, Cross Green, Otley.

West Yorks LS21 1HE.
Tel: 01943 465222 Fax: 01943 850632

SCOTLAND

Parkers of Stepps.

Hayston Garage,
38 Glasgow Rd, Kirkintilloch, Glasgow G66 1BJ.
Tel: 0141 776 1708 Fax: 0141 775 0255

Thomson & Potter Ltd, High Street, Burrelton.

Blairgowrie, Perthshire PH13 9NX.
Tel: 01828 670247 Fax: 01828 670248

SERVICE FACILITY

Andreas Adamou.

Autorapide Ltd,
The Wells Rd, Latcham, Wedmore, BS28 4SB.
Tel: 01934 712170 Fax: 01934 713266

Harpers, Essex Lane, Hunton Bridge.

Nr Watford, Herts.
Tel: 01923 260299 Fax: 01923 264813

Melvyn Rutter Ltd, The Morgan Garage.

Little Hallingbury, Nr. Bishops Stortford.
Herts CM22 7RA.
Tel: 01279 725725 Fax: 01279 600498

Techniques, Porter Brothers Garage.

Station Road, Radlett, Herts WD7 8JX.
Tel and Fax: 01923 853600

AUSTRALIA

Morgan Sports Car Distributors Australia.

8 Parker Street, Castlemaine 3450, Victoria.
Tel + Fax: (01061) 54722025

AUSTRIA

Max Bulla, Liebenstr 40/6/15, A1120 Wien.

Tel: (01043) 223672898 Fax: (01043) 223671614

BELGIUM

Garage Albert, Anc Ets Stammet Et Fils, S.P.R.L.

84/86 Rue Osseghestraat, 1080 Brussels.
Tel: (01032) 24106443 Fax: (01032) 24108965

CANADA

CMC Enterprises (1990) Inc., RR3 Bolton,

Ontario, L7E 5R9.
Tel + Fax: (0101) 905 573210

CYPRUS

Reliable Sports Cars Ltd, Grivas Digenis Ave.

P.O. Box 5428 Nicosia.
Tel: (010357) 2365839 Fax: (010357) 2472768

DENMARK

Alan Hall, Bromindevej 10, Nørrebro,

6650 Brørup, Denmark.
Tel: (01045) 75381728 Fax: (01045) 75383900

FRANCE

Jaques Savoye S.A., 237 Boulevard Pereire,

75017 Paris.
Tel: (01033) 145748280 Fax: (01033) 145726546

GERMANY

Merz & Pabst, Alexanderstrasse 46,

70182 Stuttgart 1.
Tel: (01049) 711233111 Fax: (01049) 711233638

K.W. Flaving, Hochstrasse 4, 59425 Unna.

Tel: (01049) 230315274 Fax: (01049) 230322376

GREECE

Smash S.A., 96 Voullagmenis Avenue,

16674 Glyfada, Athens.
Tel: (01030) 19648337 Fax: (01030) 19648335

HOLLAND

B.V. Nimag, Reedijk 9 3274 Ke. Heineoord.

Tel: (01031) 18627911 Fax: (01031) 18623478

IRELAND

Scott Macmillan, Holybrooke Hall,

Kilmacanogue, Co. Wicklow.
Tel + Fax: (010353) 12863039

ITALY

Ditta, Armando Anselmo, Via Vincenzo Tiberio

64, 00191 Roma.
Tel: (01039) 63323207

JAPAN

Morgan Auto Takano Ltd, 9-25 2 Chome

Tsumada-Minami, Atsugi Shi,
Kanagawa Ken 243.
Tel: (01081) 337586721 Fax: (01081) 337586761

LUXEMBOURG

Yesteryear Luxembourg Import Ltd SA.

19 Rue du Parc, L-8083 Bertrange.
Tel + Fax: (010352) 502939

NEW ZEALAND

Auto Restorations Ltd, PO Box 22273, High

Street, Christchurch.
Tel: (01064) 33669988 Fax: (01064) 33665079

NORWAY

Hallan AS, Malmøgt 7, 0566 Oslo 5.

Tel: (01047) 22375259 Fax: (01047) 22384154

PORTUGAL

Manuel F Montiero & Filho, Representacoes e

Comercio LDA, Rua dos Correios 71, 1100
Lisboa.
Tel: (010351) 13460600 Fax: (010351) 13462269

SPAIN

Tayre S.A., Principe de Vergara 253, 28016 Madrid.

Tel: (01034) 14577634 Fax: (01034) 14577633

SOUTH AFRICA

Angela Heinz (Pty) Ltd, 6 The Munro Drive,

Houghton 2198.
Tel: (01027) 116489733 Fax: (01027) 116482600

SWEDEN

NYA Wendels Bil & Motor AB, Hornyxegatan

12, PO Box 9021, 20039 Malmö.
Tel: (01046) 40218000 Fax: (01046) 40210014

SWITZERLAND

Garage de L'Autoroute, En Flechere 1261,

Signy S/Nyon.
Tel: (01041) 223610931 Fax: (01041) 223611385

Rolf Wehrlin, Hauptstrasse 132, Aesch BL.

Tel: (0101) 4154331344 Fax: (0101) 4157881850

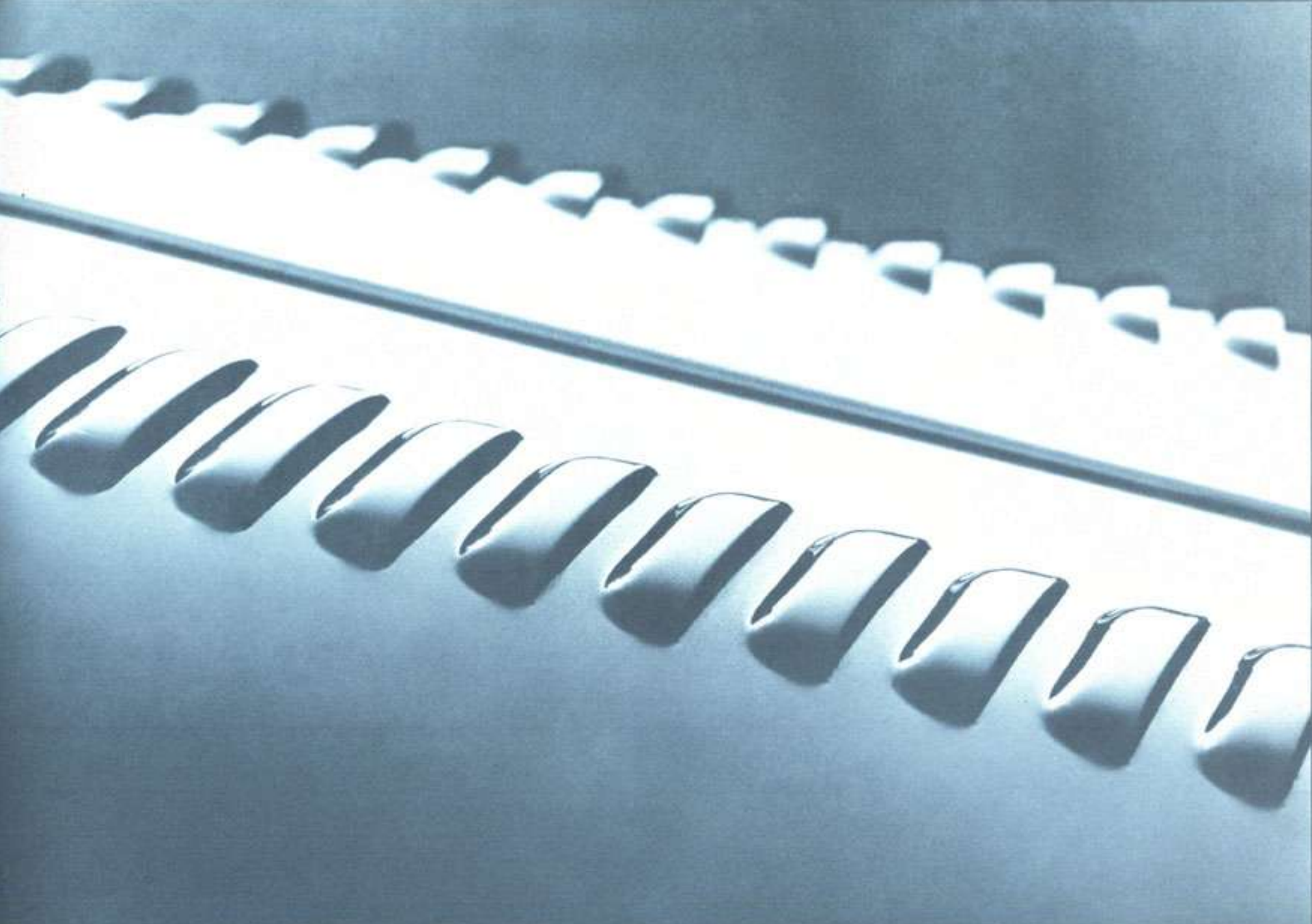
UNITED STATES OF AMERICA

Isis Imports Ltd, P.O.Box 2290, US Custom

House, San Francisco, California 94126.
Tel: (0101) 4154331344 Fax: (0101) 4157881850

Cantab Motors Ltd, RRI Box 537A,

Round Hill, Virginia 22141.
Tel: (0101) 7035542211 Fax: (0101) 7033382944





Peter Morgan and his dog Jade.



MORGAN MOTOR COMPANY LIMITED, PICKERSLEIGH ROAD, MALVERN LINK, WORCESTERSHIRE WR14 2LL, ENGLAND
TELEPHONE: 01684 573104 FACSIMILE: 01684 892295