

LIBRANDS

QUALITY PERFORMANCE IMPROVEMENTS & ACCESSORIES FOR YOUR MORGAN

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Librands Unveils its New Advanced Suspension System

Do you love your Morgan, but only wish it were more comfortable?

Rob Wells has been working on an improved front suspension system for Morgans since the early 1980s. He has now perfected it and it is available from Librands for Morgan owners. Transform your road car with a smoother ride, better grip, reduced tyre wear, less bump steering and fewer harsh shocks through the chassis.

The History

Modsports Winner Rob Wells has built three wishbone suspended cars. The first car was MMC 3, a race car sponsored by Peter Morgan to promote Morgans in competition. Designed and built by Rob with the help of Peter Mulberry at Libra Motive (Rob's old firm), Rob won the STP Modsports National championship outright in 1981. The rules were subsequently changed for 1982, outlawing the car. Traditional sports cars were not supposed to beat Porsches and Lotuses.



Modsports winner MMC 3

First Roadgoing Prototype The second car was ROB 8R. Rob also designed this, a road going Plus 8. It was built into a working rolling chassis at Libra Motive before going to the Morgan factory for bodywork, paint and trim. After completion back at



First roadgoing version ROB 8R

Libra, Rob loaned it to the Factory for appraisal. They did a 1000 miles, said that they liked it and even gave it a chassis number. Were we going to see any production changes? At the time Chris Lawrence was just finishing the Aero 8, so ROB 8R became Rob's Morgan and eventually it was sold to

a good friend, who still uses it as a daily driver. It is serviced by Brian at Techniques.

The Development

Demonstrator MOG 800 is the latest demonstrator for the new system. It was started in earnest in December 2007. Rob had been collecting parts over the years up to the time he sold Libra Motive in 2004. He acquired an old derelict car with a rebuilt wood frame, a Rover V8 engine and a new chassis with the idea of making a demonstrator for Librands products including a front suspension system that could be retro fitted to traditional cars. Like all projects, earning a living intervened, and preparing and racing an Aero 8 with Keith Ahlers in the British GT championship and building cars for, and racing Morgans and a variety of other cars with Malcolm Paul in Historics took priority.



The demonstrator MOG 800

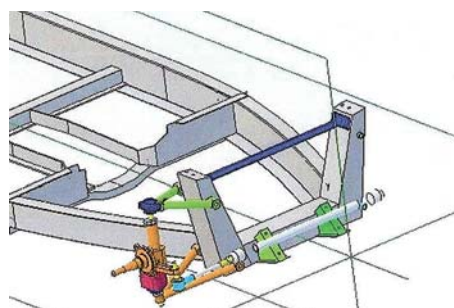
Rob and Ian Grimes, a long time engineer from Libra Motive days, finally got MOG 800 running for the centenary last year. Acknowledgements to Dave Rutherford, who, with

geometry input from Alan Staniforth, the race car designer and suspension guru, came up with the concept of reusing the Morgan uprights. Peter Mulberry of Mulberry Fabrications who with the help of Simon Hall fabricates the parts needed and instigated some further modifications. Peter is also modifying another car with Librands suspension. MOG 800 is now finished and ready for demonstration.

Now Available for your Morgan

First you need to come for a free test in MOG 800 our latest demonstrator. When you are convinced (and we are sure that you will be) we can proceed.

What is involved? We take out the front suspension from your traditional Morgan and remove the suspension front crossmember. This we exchange for the Librands version which carries unequal length wishbones, telescopic coil-over damper units, a new steering rack and an anti-roll bar. We modify the existing stub axles into uprights so that your hubs, brakes and wheels can all be re-used. The new crossmember is then carefully aligned and bolted to the chassis. We add triangulation members for extra stiffness. The crossmember



Librands Advanced Suspension Layout

incorporates brackets for this as well as mounts for the radiator and bumper, or over rider assembly. We fit new front wing support brackets. The steering column is connected to the new rack. The suspension is built up, followed by complete re-assembly of the front end. The alignment is set, and



MOG 800 suspension

we are ready for the first road test. Following a further geometry check and inspection, and after the second road test, the transformation is complete, and you can now enjoy enhanced handling and a new more comfortable experience in Morgan motoring.

The Benefits

More wheel travel - especially useful with today's poorly maintained roads.

Improved camber control of front wheels, giving more grip and less tyre wear.

Vastly improved bump steer control meaning that the wheels do not steer themselves as they ride individual undulations.

Fewer shocks transmitted to the chassis, and subsequently to you!

The Price

It is realistically priced at £6,500 on exchange plus VAT.

If you have already spent £45,000 plus on your Morgan, the extra enjoyment derived from longer journeys will be more than worth the added expense.

Why Wait?

Contact Rob Wells at Librands to arrange a test drive in the demonstrator.

Telephone: 01707 662950 Mobile: 07836 229800

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