

Le Mans 62 Register

News Bulletin

Bulletin No. 25

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Le Mans 62



'LM62's in the mountains!'

Robert Merker (Car 34) ahead of Peter Alt (Car 75) in the beautiful Alps

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Register News

Welcome new Registrants...

Philip & Amanda Standish (Car 00)

Graham Davey (Car 27)

Brian & Jackie Pask (Car 47)

It was particularly interesting in welcoming Philip & Amanda to the Register. You may think that all I do is 'surf' the internet searching for entries for Le Mans 62, well strangely (or not) I don't, however it was for some unknown reason that I decided to do just that and discovered that Car 00 the original prototype car as featured on the publicity material was just up for sale on eBay! The price inevitably rose from any budget that I didn't have and finally sold. I was very pleased that Philip contacted me and requested to join the register. He has told me that he will fill me in on the details of this car and it would appear that it has been completed as the final specification +8 car and had completed very small mileage from new. Strangely the original brochure photographs showed several departures from the final spec. including 'bolt-on' square reversing, rear fog lights, and hard top without glass!

Morgan Day at Brooklands

After what had been a miserable Saturday the Sunday



morning brought a beautiful blue sky autumnal day for the trip to Brooklands. Every year the Museum Trust 'Open their gates' to Morgan's and this year coincided with the Cotton Motorcycle Club, Porsche Club and the august Mondeo Owners Club!

As Mike Evans (Car 40) is a volunteer at the museum he kindly arranged dedicated parking for the Le Mans 62

Register. I was proud to see seven cars on parade and it was great to meet with you all. Charles Yates (Car 18) had certainly travelled a long way to attend and even decided that he would make the most of the trip and have a few drives 'Up the Hill'.



"All Morgan's Day" Waddesdon Manor

Over the past few months I have been in discussion with the Centenary Roadster Register on how I have been able to develop the LM62 Register. During these discussions I was pleased to receive an invitation for our Register to join them at the beautiful National Trust managed Waddesdon Manor in Buckinghamshire (just north west of Aylesbury), not only as a repeat of the successful event that was held during the centenary last year, but as the inaugural meeting of the 'R 100's' Register. The last time 'Waddesdon' attracted over 130 cars and it was great to park on the drive to the beautiful Manor and it would be great to replicate that again. So keep the date in next year's diary - 15th May 2011 clear. Details will follow and will be published in Miscellany of course.

2012 is the 50th Anniversary of the Le Mans win by Morgan AND the 10th Anniversary of our cars!

Several owners (and other clubs!) have already requested what the Register will be doing to celebrate in a suitable manner this important 'dual' anniversary. I am keen to hear ideas from you all and feel that it should include at least attendance to the 2012 Le Mans Classic with a parade of our cars with 'TOK' of course!

I do appreciate that this appears to be a long way off but judging by recent years appears to soon fly by. So please let me know what you would be willing to attend as without your support it will be pointless.

What colour is your Le Mans 62?

You may have noticed in a past Bulletin that Car 24 had changed hands. 'So what?' just another Le Mans 62 changing hands. Well this one not only changed hands but changed colour (admittedly to 'Black' but certainly different from its previous colours).

I was amazed when I first was in contact with Peter Alt the founding Registrar of the LM62 Register and he passed me various photos and articles to see that a French owned LM62 - Car 24 appeared as being painted in a 'Leopard Skin' disguise.



At first I thought that this was a clever piece of 'PhotoShop' digital trickery but now I knew it was true.

The following is a translation (with thanks from Jacques Omphalius (Car 59) from an article that was posted on the Morgan Club de France website regarding the reasoning for this transformation into 'Art'.

"Following a lively discussion during a club meeting. I was amazed by the reluctance with which the French chose the color of their precious cars, and particularly their Morgans, the idea of producing a unique model had emerged. In fact, whilst other 'foreigners' demonstrate originality in creating vehicles in pink or purple, the French prefer the traditional british green Morgan.

The model that provided the basis for this project was already in this colour because it was already a special edition, a "Le Mans 62'. Only eighty of these cars were built for the world market to commemorate the victory of Morgan at Le Mans in 1962.

As I had found the 'Morgan' to be a 'feline like' car the idea was to transform it into a fashion icon by giving it a truly 'beastial' look.

Gerard Sigot, a friend and fellow member of the Morgan Car France, was the owner of the design agency "Creative Space" and drew a model of what was to become, thanks to the talents of Kevin from "Methanol Garage" paint shop, a work of art.

For those that will, for sure cry heresy, perhaps even hysterically, remember that this is just a painting and should be seen as art,

which, according to the dictionary, is the expression of an ideal of beauty. It cannot be a preserve but is simply an operation carried out with skill...

Such a painting is certainly not such a stupid idea to win beauty contests and face the urban jungle!" Alain Harrari

Car 24 as it is today with owners Wolfdieter and Eva. The car has returned to a more sedate colour - Black.



To read the original article visit..

<http://www.morganclubdefrance.com/LeopHarry.htm>

Mountains galore! By Peter Alt

In mid September, a group of twenty-eight cars from Germany, Luxembourg, Switzerland and Austria, went on a trip to the Alps. Robert Merker (Car 34) and Peter Alt (Car 75) were also in the group. Robert's decision to fit the Hard-Top, was a good choice, Peter, as usual "Topless", trusted his very well tested rain gear. The four day tour covered 1600 km. The plan, to take 10 passes under the wheels, with a total climb of 20354 m. Due to the weather we didn't meet our objective however. "Deep clouds", heavy rain and snow above 2000 m, forced us to stay "in the neighbourhood".

A very good reason to return in 2012.



Robert Merker in the dry...and Peter Alt not!

