

Le Mans 62 Register

News Bulletin

Bulletin No. 16 – November 2008

LeMans62



Car 54 in 'pursuit' of Car 79 in the beautiful Cotswolds

www.LeMans62.org.uk

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Number 16



Another Bulletin so quickly?

It was not the intention to publish a Bulletin quite so often but as I have been given so much information I thought why not!

Included in 'this months' (not a phrase that will be repeated in this publication too often I am sure!) is a great article from Achim Niemeyer – *Modifications to a Le Mans 62 (+8)* that was published in the German Morganpost and translated for all to read. It is hoped that either Morgan World or Miscellany will carry this as well but you all have a sneak preview!

So where are we at the moment?

We now have confirmed 32 Registrants and with details of 50 in total from the 80. So I will continue to track down the rest and try and confirm the others, any information of course will be very welcome!

Welcome to new Sixtytwoers!

Car 10 Tim Hooley, London England
Car 30 Mr. Wagner, Wuppertal, Germany
Car 40 Mike & Julie Evans, Surrey, England
Car 46 Ellis Watson, Lothian, Scotland
Car 51 Keith & Elizabeth Wait, Middlesex, England
Car 52 Steve Elsey, Essex, England
Car 53 Kay Petersen, Kropp, Germany
Car 59 Jacques Omphalius, Metz, France
Car 79 Martin & Laura Cooper, Cheshire, England

Rita (left in photo) and I were able to meet up with Martin & Laura Cooper with Car 79 in the beautiful Cotswolds and welcome them to the 'Club'....



As well as meeting Clifford Pratt and his son with Car 9, Mike & Julie Evans with Car 40 (pictured below) at



the Brooklands Morgan Day so a busy time all round!

Regalia

Peter Alt continues to offer his range of Le Mans 62 Regalia and details are available on the Website. I only have a few remaining 'Le Mans 62 Register Badges' so if you don't have one, please contact me directly and I can arrange to get one to you (for a small fee!) I have also included information on the remaining Le Mans 62 Merchandise available direct from Morgan Motors a Key Fob and Lapel Pin on the Regalia Web Page. These are in limited numbers too so be quick.



Website changes

I have been revising the content and now we have new pages to view, we have a German version of the Home Page for our German Sixtytwoers. A 'Hints & Tips' page forHints and Tips! Thanks to Terry Gilmour (Car 25) for GPS mounting tip. (Please keep me updated of any more). Also review the TOK258 page as I discovered a great Video of TOK on the Web, be a passenger whilst doing a lap of the Nurburgring! Follow the links and make sure you have your speakers turned up!**Nearly forgot – want a copy of the Original Sales Brochure – look at the Regalia Web Page!!!!**

Drive Safe and keep it rubber side down!

Keith and Rita Hofgartner
Email: Keith_hofgartner@trimble.com
Or feel free to call me +44(0)1908 524072

Modifying a 'Le Mans 62' (+8)

Written by Achim Niemeyer (Car 21)

The headline may outrage some readers... 'modifying' a Le Mans 62 – such acts on such rare cars should be punished with at least a five years revocation of Morgan cars!

But hold on, even I could not follow the policy of British engineers ("If it ain't broke, don't fix it!"), everything I changed could be easily reinstated – without any evidence like drilled holes or similar. (However, as later described, the exception to this was the modification to the rear number plate mounting).



'Miss TOK' and Andrea in the Champagne Region

Let's start from the beginning. Since our 4-Seater was becoming more of our normal 'day to day' vehicle, since my beloved wife was driving it more herself and since I missed the thunder of a V8 painfully day by day, we had to agree that it was time for a '+8'. But we had to be quick – after all the rumours of the end of the production of the rover engines were getting louder and louder in those days.

So, I started to watch the market of used cars in England very closely – it should be a RHD anyway. Meanwhile the numbers of brochures of the after market sellers grew week by week – after all I realised that all the interesting models were missing exactly those items I desperately needed. Aware of this wish-list the eyebrows of my wife nearly reached the sky. She seriously stated that these offers are priced more on the level of Prada or Gucci than on a level of the 'usual' car parts after market! Tough times ahead!

But I got help from the fortune of the brave (or, the addicted?). By chance I heard from the factory that one of their long-term customers will be taking delivery of a new Aero 8 GTN soon. He is in the need of additional space and one of his very special Morgan cars has to be sold (he is owner of 6 other Morgans), so a LM 62 +8 is for sale – but a quick decision had to be made. A week later this car should be advertised at the "used car locator" on the Morgan web-site.

'A Le Mans 62' !!! Imagine, limited number of production, only 40 +8 built, less than 2.000 miles on the clock and with integrated increase of the value. And the best thing is, equipped to my deepest needs! No new dashboard needed, it included the right steering wheel, a nice fuel cap as well and a hardtop – in case we both like to Morganeer during bad weather conditions. After all, I will never ever change anything to such a rare car, it has to be original like it left the factory – all the after market brochures may go to the garbage immediately'

This must have been the sound in the ears of my wife in November 2004 when I explained why the investment into some new furniture has to be postponed. It was successful. Some weeks later I drove from the Birmingham area back to the Alps in my new LM 62.

Indeed, the intention not to change anything to this car stayed for several months.

But...., the rear number plate mounting! A shame, and in Switzerland, legally not required at all. Finally it was just not acceptable any longer. LM62 or not – I could not look at it anymore. However, the mounting and the cover of the under body are made as one sheet. So the use of metal shears was inevitable. But all my inhibitions have already been overcome with the finished results.

After cutting the mounting I could relocate the intake of the (original) fog and reversing lights and the new adapter of the number plate now takes up one of the (original) light fittings for the registration number.



So far, so good. Besides driving around, taking care of everything (and greasing the kingpins), I did not do anything with the car. But I was still considering the old issue about the hot air at the air intake... There should be a smart solution like I had already made to our 4/4 - the more so as it is rather 'invisible'.



Because it is a RHD it is impossible just to fix a tube down under to let fresh air stream onto the filter– there is no space between the steering rod and the tanks of the hydraulic liquids. An air tube to be fixed at the front near the radiator and back to the air filter was not an option because of aesthetic and technical reasons. On one hand there is very limited space in the radiator area, on the other hand it is still a long ‘warm’ way for the air going back to the filter.

At sometime the idea was born to build a box around the air filter to be breathed through the louvres of the bonnet, I guess in those days I was inspired by the reverse louvres of the new Roadster. There are already enough bolts and holes in this area to fix such a box without drilling any additional ones. A prototype made out of cardboard was designed very quickly and this was the sample to cut a sheet of alloy. With a little folding, cutting and filing – the new air box was ready. At its head the same rubbers used at the heating box are taking care that only fresh air is suctioned through the louvres. For aesthetic reasons I covered the box with the same material they originally used to cover the heating box.

The result...? Power enhancement - not noticeable... But I measured the temperature of the air at the filter, it was the same as the outside temperature. Before it had been something around 140°F to 160°F different. Now then, mission accomplished – for whatever reason...

Whilst these modifications have been more or less ‘invisible’ I was increasingly annoyed by the rear drum brakes – they only ‘look good’ just after maintenance. John Duncan, who made the first service for the original owner, supplied two alloy drums. The mounting was easy and the result, at least visually, perfect. It is not that I had any doubts concerning the technical solution, but shortly after I finished the assembly I heard of another Morganeers accident, probably caused by too strong rear braking. You should never ignore such an alert! So I hurried to a local brake testing service to check the balance of the brakes, all-clear, 160 in the rear, 240 in the front... everything OK!



Now was the time that everything had been done and also aesthetically everything was settled. Everything? Looking at the spare wheel cover of the Lightweight, which was launched in those days, and this cover combined with the hardtop. I would consider how to fix something like that... Some day I shall...No, I did not ring the factory to ask for the price of the Lightweight spare wheel cover. Again I got some help locally. A friend knew a sheet metal shop which uses a “slotting” tool very similar to the one they are using in Malvern. So I measured the needed diameter and a couple of days later I got my cover. And at a price which was far away from the price level of Prada or Gucci. With this I was confronted with a problem - searching for the right paint!

The larger producers of car paints could (or would) not help, so a phone call to Malvern had to be made. No, there is no code number for Le Mans Green, but for a ‘small fee’ of £ 180 one litre of the “golden green” can be mixed, and no, it is not possible to send it by mail – it should be picked up personally! However, a local paint shop then mixed a quarter according to a sample and he matched the tone. Only from a certain angle in a certain light there is a very, very small difference to the original paint, something I do not recognize anymore.



Then Spring arrived and along with it the time to put the hardtop back into the garage. By the way, this is something which is done much easier and faster than assembling the soft-top! Now, gazing at the car in its low line body without the spare wheel – what is still disturbing the flowing lines?

Exactly, the windscreen! You may guess what happened – ‘Brooklands’ are desperately wanted! I had never been convinced by a folding screen and drilling through the leather above the dashboard to fix classic aero screens would never ever happen to my car. But at the International Morgan Meeting in the German Alps at Jungholz I saw a construction which immediately convinced me long before this construction found its way into the aftermarket. Although it could be bought from the Morgan agent in Stuttgart, I started to build it myself. With some good relations to a manufacturer who is using lots of acrylic glass as well as alloy, two screens were made, together with all relevant fittings of alloy were already available Building the construction itself was easier than I expected. In a first step a bar of alloy was fixed at the original mounting of the windscreen, then the bulkhead was covered with some blankets and the bar was folded over to the other side. At the, now horizontal positioned bar I measured with a tight wire where holes for the fixing on this side should be located. After disassembling the bar on the right side, the holes on the left side were drilled and the bar was fixed on the left side. Again the blankets were used to protect the bulkhead, and folding the bar back to the right side. Unbelievable, but I really experienced it. It fits!



The screens are fixed in U-profiles which are screwed with polished cap nuts on to the bar. Also the search for an alternative fitting rear mirror was not as difficult as I had feared. e-bay showed a brand new mirror of a Goggmobil (a very, very small German car of the 50ies) for little money. This mirror seemed to be tailor made for my needs, it had a fixing plate made in a right angle so it could be screwed to the bar as well as to a rubber block which is stabilizing the bar in the middle of the car.

Very British - or better very Morganlike - I now had to sort out the problem concerning the wires for the screen heating. Cutting the wires and assembling normal electrical fittings and laying it on the top of the dashboard, just like in the Lightweight Originally I preferred a solution with a smaller fitting from audio parts which could totally disappear under the dashboard leather, but this fitting melted after 10 minutes!

No spare wheel, aero screens, racing filler cap – regarding so much racing spirit only some stop watches are missing to underline the sporty spirit of the driver! Rather convenient to buy and designed in a cream to match with the original Le Mans 62 instrumentation were Russian stop watches available which are delivered including a mounting plate and a quick release fitting, to ensure no additional drilling. I definitely could not fix the stop-watches somewhere on the dashboard. So I built a slightly bigger plate of wood where the plate of the watches could be screwed on. As I want to use the stop watches I was looking for a suitable place – and not in the glove box! The ideal place is below the smaller instruments in the middle of the dashboard. I painted the wooden plate with the same “rough” paint which was used for the small panel of the control lamps. Now it looks like this has been delivered from the factory.



Definitely not delivered from the factory with the car was the additional spotlight mounted behind the front grill. A smaller spot lamp from the (BMW) Mini was mounted behind the grille. This would not disturb the typical “over riders” design of the front by installing classic lamps. But additional light is always worth having. It is remarkable that the position of the lamp in front of the radiator does not affect the engine’s temperature – something which has never caused me problems anyhow.

Beside these smaller modifications ‘Miss TOK’ (as we are calling our Le Mans, the original registration was V8 TOK) - experienced another, rather big investment, 4 adjustable LEDA shock absorbers!

Those of you who are intending to drive a little faster be advised to have a close look to the chassis suspension before considering a power enhancement of the engine. As already documented in an earlier issue of the Morganpost by Achim Gloger from London, the results of this modification are phenomenal! In difference to his car I am still driving with the original springs but the rear axle was also centred and the car now is some centimetres lower at the back then before. Directly after the LEDA absorbers



were installed I could experience what a difference it is to drive with these absorbers, two well known 'bumps' on the motorway, which normally will kick you 'off line' when you are faster than 75 MPH have been taken without any difficulties, no nervous rear end, no steering corrections – just driving straight on. At my 'personal' testing road-track with several dips along the track I realised it to be 10-25 MPH faster than before: Whilst in the past 50 MPH have been hard on the edge, now it is not noticeable by going over 60 MPH.

At the same time I changed the old (60.000 mls), original shock absorbers to red Koni's on our 4/4 4 seater. Again, a difference like night and day. Nevertheless the LEDAs are even better – but I guess this difference is needed on the racetrack only. It could not be stated often enough how important it is to have an optimal "road contact" for the tyres. I could also directly experience this when I drove the car with the original Yokohama semi-slicks, after an emergency brake the car came to a stand still 8 mtrs. earlier, that is two lengths of a car!



Unfortunately those semi-slicks are not made for a long life, they are gone after 5.000 miles and they are much more expensive than normal tyres – and I am driving approx. 12.000 miles a year. I have found a tyre from Kuhmo rather similar to a semi-slick, the Ecsta MX15. This tyre has proved its outstanding performance on several racetracks, including Goodwood. But I had learnt this summer that this tyre is not available any longer. So I recently changed to the new Hankook RS 2. After the first 100mils it seems to be even better than the Kuhmo – we will see...

That for the time being is the story about the small 'outrages' to the *Le Mans 62*. I am sure, most of you now may forgive these little sins to a very rare and special car – as well as the last modification to the sound. Although a little "louder" than the comparable 35th Anniversary types, I was missing some more of the 'V8 thunder' through the pipes. Incidentally and also influenced by a very interesting exchange rate to the US Dollar, I suddenly became the proud owner of two 200cspi metal cats (Maybe my wife will also read this so I have to describe it this way!). After easy assembling, which took in total approximately half an hour, the big awakening took place (especially for my neighbour, who was snoozing in his garden some way away!) The sound now is deeper and a little louder, but not too much, otherwise it would be too loud for me as well, (particularly when the hardtop is attached). A remarkable result of these catalysts is the power improvement, even though I have not yet measured the power output, I have discovered on my 'bespoke' test road track an increase of 300 rpm in the third gear.



Varied and above all very practical are all the modifications that have been described to 'Miss TOK' during the year. With or without hardtop, with full windscreen or aero screens, with or without spare wheel and /or luggage carrier... oops, that reminds me to improve the brackets of the carrier. ..So long, I have to go to the garage again!

Achim Niemeyer - MSCC 10806

This article was originally written for the Morganpost, the magazine of the Morgan Club Deutschland (MCD)

Le Mans '62 4/4 Wanted!

Alastair Skinner has contacted the Web Site in search of a Le Mans '62 4/4.

I am sure that you are all desperate to sell but you never know!!

He is happy for a LHD or RHD as he is moving to France soon. Please contact Alistair directly by email..

alistairskinner@btinternet.com

www.LeMans62.org.uk

Useful stuff.....

It would be good to share 'experiences' with our cars so that we can all benefit from others. So please keep me informed of anything that you feel you can share with others. Below, have already been included in the 'Tips & Stuff' Web Page.

Relays (by Keith Hofgartner - Car 54)



There has been much debate on various Morgan Blog sites regarding the replacements of the Relays that power the Fuel Management System and the inherent reliability issues. To the left are photos of a relay that was purchased as a direct replacement for the original Bosch unit with part number 0332014112 (12v 30A). (In all photos the replacement for the Bosch unit is shown on the right). It was purchased from Europarts at a cost of £16.07 incl. VAT for two units. It appears to have the 'desirable' components of being sealed (silicon on the base) and rugged. The relays are slightly taller but this only means that the lid closes with a slight fall to the rear to allow water to run off if present. I cannot see how this effects the

'waterproofing' as the unit is open at the bottom anyhow! Several long journeys and all seems to be fine.

GPS Mounting (by Terry Gilmour - Car 25)



You know how it is in a Morgan. You're going on a long trip and want to use your Sat Nav. Well, you have two places for it; the first is in the glove box - However, you can't hear the speaker or keep your travel sweets there either. You also need a separate aerial if you don't want to keep losing satellite reception. How about on the



transmission tunnel? A similar problem with losing reception and it's also difficult to see. Faced with this problem, I asked an engineer friend of mine if he could come up with a solution and here it is. A stainless steel rod fixed to the roll bar with a changeable end fitting for various devices.

Mine's a Garmin Street Pilot and here it is in place. No aerial needed, easy to see and a free glove box. If anyone is interested in one, the contact is; Gra Campbell on 01202 872232. (Terry's mates call it his Morgan Cup Holder.....not sure that there would be much left of a Latte on a normal drive!)

Events



Goodwood Revival

Rita and I attended but was only able to go on the Sunday so not only did we miss TOK in the Lap of Legends but also in all the excitement of the racing, the stalls and the atmosphere was also missed the Paddock and a chance to meet Keith Ahlers! BUT, we did reposition our car just as we were leaving to get a better view of the RAF Memorial Flight and parked right next to Car 40 so that brought Mike and Julie 'to the fold!' Not sure if anyone else from the Register enjoyed the day but we will definitely be back next year.



Centenary Celebrations

At the moment I have a fairly short list but here are those who have confirmed already....

- Car 51 - Keith & Elizabeth Wait
- Car 52 - Stephen Elsey
- Car 54 - Keith & Rita Hofgartner
- Car 69 - Keith Ahlers
- Car 75 - Peter Alt

Please let me know if you are planning to attend with your car so I can estimate the number of spaces required for the dedicated parking/display area and report back to Malcolm Lamb in Malvern.

