

# Le Mans 62 Register

## News Bulletin

Bulletin No. 24

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# Le Mans 62



*'Go 'East' Young 'Le Mans'!*

Viktor Labsky proudly greeting his new pride and joy (Car 37) in Prague.  
As far as I know this is the car furthest East from Malvern. (nice legs Viktor!!)

*[www.LeMans62.org.uk](http://www.LeMans62.org.uk)*

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### Register News

A busier few months.

#### Morgan MOG2010 - Buxton

As mentioned in the last Bulletin Rita and I attended the MOG2010 event in Buxton. I thought at first that we were the only LM62 attending until I read Clifford Pratt's (Car 9) Centre Report in Miscellany, sorry to have missed you Cliff. A fine weekend (at least it was on the Sunday when it warmed up a bit).

#### Silverstone Classic

A great weekend and chance to see and meet Keith Ahlers on top form with the SLR after his 'episode' with TOK in the Le Mans Classic! (Apparently being swiped by an 'E' Type in the Mulsanne Chicane). Keith explained they took advantage of the cover of darkness to set off early for home, he also added that TOK would soon be back in top form. Lots of interest in a display of Morgans arranged by CranMOG amongst the trade stands and opposite Richard Thorne selling a lovely 1965 +4 Racer. Still my car seemed to attract the right attention!!



#### Bentley Drivers Day

Luckily Silverstone is only a 15 minute drive for us as I had the opportunity to enjoy the circuit again but this time with the somewhat lower key (is that any way to describe Bentley Drivers?, but I think you understand what I mean!) event on the Saturday 7<sup>th</sup> August. Phill Thomas an ex-Sixtytwoer, has now purchased a Lightweight Roadster and enjoying the competitive side of Morganearing and was very generous in giving me a ticket for the day event. He kept up with the field and told me that he was really enjoying it being able to 'thrash' around the track and then 'toodle' off home on the roads in the same car. He and Jan had recently returned from a brief break to Germany and taken the car. Whilst chatting with Phill the new owner of his old LM62, Christopher Yates, came and joined us and it was great to meet the new proud owner of Car 18.

### Welcome new Registrants...

Wolfdieter and Eva Werner (Car 24)

Viktor Labsky (Car 37)

Welcome back again with his 4<sup>th</sup> LM62!!

Frank Manclark (Car 48)

Farewell as owners, but I have been requested to allow them to remain as 'Associates' so they can keep an eye on us all!

Nigel and Barbara Johns (was Car 47)

Phill and Jan Thomas (was Car 18)

### Under the Bonnet (+8)

It is always great to hear from fellow Sixtytwoers regarding tips and even more rewarding when it involves the +8 variant to give a balance to all my 4/4 tips...This was received from Terry Gilmour (Car 25).

"A tip for all plus 8 owners. Since new, I have suffered with an annoying alternator belt squeal which eventually goes when the engine compartment warms up. It was embarrassing to be driving such a beautiful car with a squeal that turned heads for the wrong reason. After 8 years of ownership I have finally found the solution. Replace the belt with a "Gates 6PK-1028" cost about £16.50. Keep the other for an emergency spare and hear the difference."

## Under the Bonnet (4/4)

Ever since I have had my 2002 4/4 (last 2 years) I have followed with interest various discussions on improvements to the cars performance. We all understand that the 4/4 is not an all out 'Thrashmobile' but I have always been one for getting the best out of what I already have. The following solution has been very satisfying and certainly appears to increase the breathing and also seems to remove what I thought was a vibration from the gearbox on acceleration I know believe this may have been a starvation of air to the engine as it has now all but disappeared.

The discussions I have read suggest that the starting point is to improve the 'breathing' and the exhaust side of this little 'Rever'. There seems to be plenty of aftermarket Induction Kits from Pipercross, ITG and K&N to name a few for the Ford Focus 'racers' but these all appear to end up with a conical filter that has to be strapped/ fixed in the engine bay and inevitably has to extract hot air from behind the radiator and the engine bay. From what I have heard from other discussions, not the ideal solution. So I decided that I would have a go at it myself and what follows is a description of my alternative solution.

### Firstly the standard air filter and Air Box.

This as we know is from the Ford Focus and appears to work well in the position ahead of the engine and accepts the inlet from the camcover breather (I have also read that shortening the distance from the throttle to the EMC sensor may be problematic so why take the risk. However,



Convolutted original route

it all seems to go a bit 'wobbly' when you follow the convoluted path the air take as it is taken from the bottom of the car through a somewhat narrower flexible pipe and then around a couple of tight bends. Part of this is obviously from the Ford Focus and must follow the contours of the front wing of this Ford. So it makes sense to find a smoother route culminating in a 'Ram Air' system that will force cold air into the system through a reasonable sized duct.

### Here is my 'fix'

Remove the airbox taking care to remove the airflow sensor cable and releasing the jubilee clip to the end of the large hose from the throttle housing and gently 'jiggling' it out from its carrier. I had elected to replace the standard filter with one from K & N (these were very reasonable purchased direct from K & N Online and arrived in a huge box the very next day!) this has no doubt the majority of the improvement but it is worth making the most of it by improving the ducting. Once the airbox is removed the top of the ducting can be seen protruding through the aluminium cast platform that holds it. To remove this simply cut the large cable tie that holds this to the cross frame (being careful of the electric fan cables!) and jiggling it free from below. (It is a good idea to jack and secure the front of the car to a reasonable height to allow simpler access).

Once removed now the fun begins...the airbox has to be very subtly modified. The underside of the airbox that fits onto the duct has a hole that has a number of 'fillets' that serve no obvious purpose and are to be removed to allow the new pipe and 'fitting' to fit around the



One of the fillets removed from the Airbox

than internally as the original arrangement. This is easily done with a sharp knife or junior hacksaw. This is the only modification required to the Air Box. The new duct fitting is formed from a Rainwater fitting available from builders merchants (mine came from Wickes!). The fitting is normally used to join 65mm downpipes together and is perfect as it has the diameter required to take the Airbox flange and the reduced diameter to fit the 63mm Silicone Ducting that was purchased for the new duct. (Available from Car Enthusiast shops and I got mine from [www.cbsonline.co.uk](http://www.cbsonline.co.uk) by the metre.) The silicone duct then fits neatly on this and I used some Amalgam tape or a cable tie can be used. Before this is done the Rain fitting has to be 'tailored' for the job by reducing the depth of the larger diameter section so that the upstand is around (4 cms or 1 ½ inches) otherwise the airbox will not bed down on the carrier properly. Currently I have left this as a 'close' fit between fitting and airbox as there appears no requirement for an airtight seal at this point

Once done, pass the duct with fitting attached into the hole in the carrier (if you are using cable ties it may be necessary to do this after the duct and fitting is dropped into the hole due to the tight clearance for the silicone

ducting). Now we need to secure the bottom end of the hose with a suitable fitting. Again the rain fittings provide an ideal solution in the form of a circular to square down pipe adaptor! I elected to alter the shape by cutting a wedge of the square section and this allows it to be strapped to the front axle and 'present' a wide section to 'scoop' cold air from under the car. (Although this was complicated due to the under body cowling that is fitted to the 'Le Mans 62') I have currently used two long cable ties criss-crossing holding it secure with the duct cut to a suitable length to form a



Photo is deceiving; the scoop is square with the bottom of the cowl

'smooth' path ensuring clearance from the bottom radiator pipe (although as the duct is silicone this will not be a real problem) and also ensuring clearance from the auxiliary belts.

Final path is now more direct and to a 'Cooler' air source



I estimate the cost to be well under £ 70 (including the filter) and certainly cheaper (and easier) than alternatives and still retains the majority of the standard components.

*If there is interest I am willing to supply these adapted materials as a kit for you with instruction sheets for DIY fitting. Just let me know and I will price this up (estimate will be approx. £ 40 plus shipping without filter)*

### Batteries

It seems that many of the Sixtytwoers are running out of energy! Well at least their car batteries are..

Gel batteries have a finite life and even if they are cared for with constant charging they will inevitably give out.

Replacements are available of course through local Morgan dealers but they are expensive. I have had good feed back from other Morgan owners on alternatives

that can be purchased direct from suppliers at a significant saving over dealer prices.

Midland Battery Specialists Ltd.

20 Francis Street, Grafton Ind Est.,

Northampton. NN1 2NZ. Tel. 01604 630 909

Supply a RITAR RT12260 for £ 95 incl. VAT, but if you mention the 'Le Mans 62 Register' they will discount to £ 80 incl. VAT. (You will have to arrange delivery though), just ask for Mike Evans for discount. *(ensure that you get the F13 – round terminal model)*

My car currently (excuse the pun!) has a 'Red Flash 750 Battery' (I believe it is original) that I have found listed by Web Supplier 'Tyna Batteries' – [www.tayna.co.uk](http://www.tayna.co.uk), Tel. 0845 2261860 for just under £ 140 incl. VAT and UK delivery. So go and compare... *(apologies to non UK owners but hopefully you can source alternatives)*

### Idle Valve modification

Sorry to exclude the +8 Sixtytwoers again, but what follows is specific to 4/4 owners and refers to the annoying 'feature' of the engine revs hanging at around 3000 RPM momentarily after the throttle is lifted.

An article was published in Miscellany in July 2007 and was repeated in other publications that suggested a solution to the problem. I have created a downloadable version of this on the website under 'Hints and Tips' and is taken from the Miscellany version. (I hope they don't object!)

Fundamentally the 'fix' is to place a 'Restrictor Plate' in the air flow through the Idle Valve that is mounted on the inside of the Inlet Manifold. The source of the Restrictor Plate in this article was from the Morgan dealer in Austria who had engineered the component. After a couple of unsuccessful attempts at purchasing one from them and a timely discussion on the Talk Morgan website with someone who had one (but yet to install it), I was able to get the dimensions and get a local engineer shop to manufacture one for me. I have now installed it, after what proved to be simpler than feared. It only took around 45 minutes to complete and only required an 8mm spanner. In fact I used a small 'Plug Spanner' used for model plane engines that allowed me to do it from above the engine and squeezing my hand between the Inlet Manifold from the bulkhead end. It works a dream! No 'hanging' revs with the engine fighting braking and a much more pleasant drive. *Not wanting to sound like a 'tradesman' again, but if anyone is interested I can get these made locally for £20 incl. UK postage.*

*That's it for another Bulletin, please keep me informed of anything that you would like to share with other Sixtytwoers – Safe Driving! Keith Hofgartner*