

Le Mans 62 Register

News Bulletin

Bulletin No. 31

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Le Mans 62

**HAPPY
BIRTHDAY**



It had to be done! Why carry a spare wheel when you can carry a spare car!

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Register News

Welcome new Registrants...

I have been informed of the sale of Car 47 to Germany so please keep an eye out for the new owner.

A busy Summer!

First there was the Le Mans Classic, then Assen and for those with the stamina (and understanding partners!) Silverstone Classic.

I cannot claim that I had the stamina as I was only able to do the last two. But it seems Robert Merker (Car 34) enjoyed Le Mans and Assen and whilst at Le Mans was able to catch up with TOK and Keith Ahlers (I am sure that would not be possible on the track even in a +8!)



Rita and I took the direct route to Assen and met up with several Sixtytwoers during a weekend of mixed weather. It seemed it was particularly wet when we were able to take a few circuits of Assen during the lunch time break from the exciting racing.



I am not sure I would want to repeat the experience of seeing brake lights 'over' and 'undertaking' through a mist of rain and spinning cars but at least we claim we made it unscathed.

It was also pretty tricky avoiding 'collisions' on the dance floor during the Sixties, Seventies Night with a very enthusiastic collection of retro dressed Morganeers. Keith Ahlers was certainly displaying some interesting manoeuvres on the dance floor after a successful and entertaining days racing.

The scenic runs were a great way of exploring the local scenery and allowed me to collect a visit to Germany via a short (planned) detour.

The only regret was being unable to gather all attending LM62s for a photograph. It had been planned but proved to be impossible to get the local organisers to allocate an area at the Circuit.

The trip home was enjoyably dry as I had finally resolved the problems of the leaking hard top (more on this later in this bulletin) and was punctuated with a pleasant overnight stay near to Colchester for a sunny days drive to finally reach home.

A few days to relax, wash the car and then the Silverstone Classic. The weather was less than hopeful so we were pleased to meet with Keith Wait and his son and we feared that the area reserved for our cars would be under used but we were pleased to meet up with Adrian Schönborn (Car 29) and Manfred Möller (Car 26) from Germany to make up the numbers. Adrian and Manfred were on a tour of UK and looking forward to some track time at Cadwell Park and were even seen praying for good weather!.



Celebration Snapshots



New switches.

One of the things that I always felt were 'out of keeping' on the car are the pushbutton switches on the dash for controlling the rear fog light, heated screen, heater fan and hazards. So I have finally been able to replace the switch fronts as used on the more modern Morgans.



A full description of the project is available on the Le Mans 62 website. I am very pleased with the result.

Further Hard Top modifications

As you maybe have seen over past Bulletins I am continually looking at ways of improving certain parts of our cars and the one thing that I find particularly frustrating is why the hard top is not as water tight as it should be.

I have made further modifications and now considering the terrible weather we had during the summer feel much happier with the outcome.

Basically I have changed the rubber seals on the hard top and together with 'straightening' the top section of the side screens to allow them to close completely along the top edge of the door. A relatively simple operation, as long as you take care of the method of straightening the aluminium channel.



gently. I used a large 'Black & Decker Workmate' that allows the whole length of the side screen to be clamped at one time. I stress again it is important not to 'crush' the channel as this will make the sliding of the windows difficult.

The existing rubber seal is easily removed by gently pulling from the roof. The new rubber section is then

placed back ensuring that the roof lining is held in place by the rubber when replaced.

One area of water ingress was the area between the windscreen and the side screen.

Since I replaced the side screen brackets with stainless steel ones (from Heart of England, I purchased the last set that were supposed to be for a LM62 but they needed quite some considerable adaption to make them fit) the side screens are less prone to flexing out as the suction effect of the wind tries to pull them out.



fitting it to the windscreen bracket I reversed it and fixed it to the inside channel of the side screen. This means that the 'U' channel faces the direction of the air pressure and so keeps an effective seal at speed. The channel also acts as a 'gutter' and channels water from the roof and windscreen 'down' rather than 'in'!



www.sealsplusdirect.co.uk, they supply by the metre and are very efficient.

Also here is a modification from Ian Hargreaves (Car 57)

I thought I would write and let you know about a modification that I have done to the hard top of my car. I have had problems with the over centre catch at the rear of the roof ever since the car was new, and I finally got around to sorting it out (ok, maybe I am 10 years late with this).

I thought it necessary to keep a little bit of flexibility in the roof, so the fitting that I came up with was a leather bonnet strap from a Mini, available here:

www.minisport.com/mini-spare-parts/info_AJJ3381.html

Fitting it is obviously a very simple matter of carefully drilling some new holes, and screwing it on with self tappers.

That's about it for now so keep safe and hope to see you in the New Year.... Keith & Rita Hofgartner - Le Mans 62 Registrar.