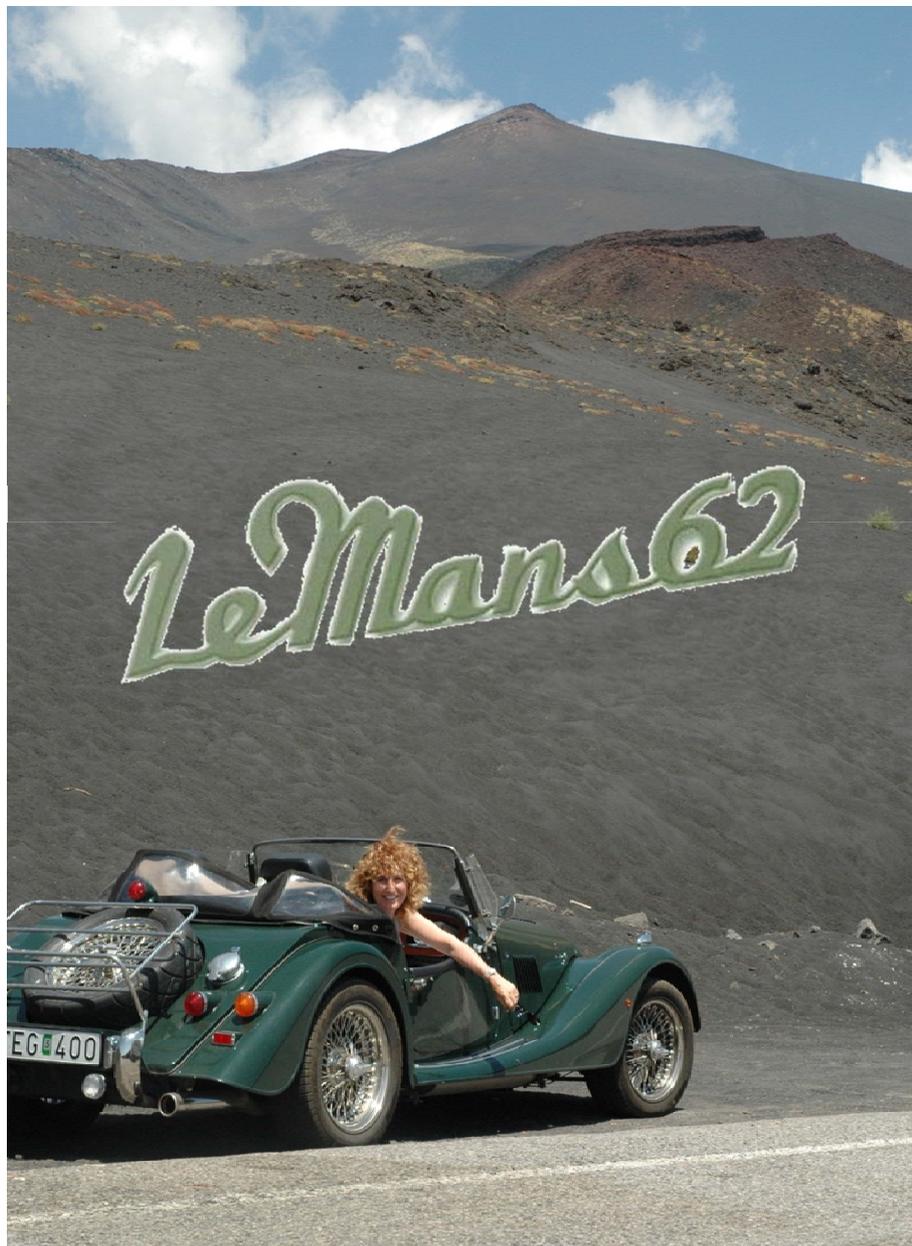


Le Mans 62 Register

News Bulletin

Bulletin No. 32

September 2013



Italian Chic???Roberto Galloni's Car 67, Michela and Mount Etna!

Le Mans 62 Register Bulletin

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Register News

Welcome new Registrants...

Welcome to Martin Strauch (Car 47) joined in May and already looking at upgrading his engine!



Welcome to Mike Smith (Car 66), we had the pleasure of spending a long weekend in May (seems so long ago) with other Morganeers and two other Mike Smiths!! From his photo below he knows how to use the luggage rack properly.



Welcome to Richard Owen owner of Car 33, the timing of his joining the Register is a little 'tardy' as he has owned the car from new since September 2002, so better late than never! It seems from the following photograph that he ordered the 'Fixed Grin' Option from the factory!



It was good to be able to state that the Register has indeed served a useful purpose as I had always hoped. I was recently contacted by a dealer that was checking an old filing cabinet to discover that they still had the original 'Le Mans 62 Certificates for two cars and happily I was able to ensure they got to the current owners.

I was also pleased to be able to assist Roberto Galloni (Car 67) - Rita and I were lucky enough to meet up with Michela and him at his beautiful home in the centre of Florence (Italy!) earlier in the year and he was very proud of the fact that he uses his LM62 as his daily runabout and takes it for a long trip to Sicily every year (a 12 hour drive!) for their vacation. To my surprise I received a text from him stating that he had arrived in Sicily but was concerned that his accelerator cable had frayed to a point where it was about to break (it seems that in servicing the garage had caused the cable to rub and slowly wore through as it enters the bulkhead). I was able to coordinate a replacement from Brands Hatch Motors to enable him to return home safely.

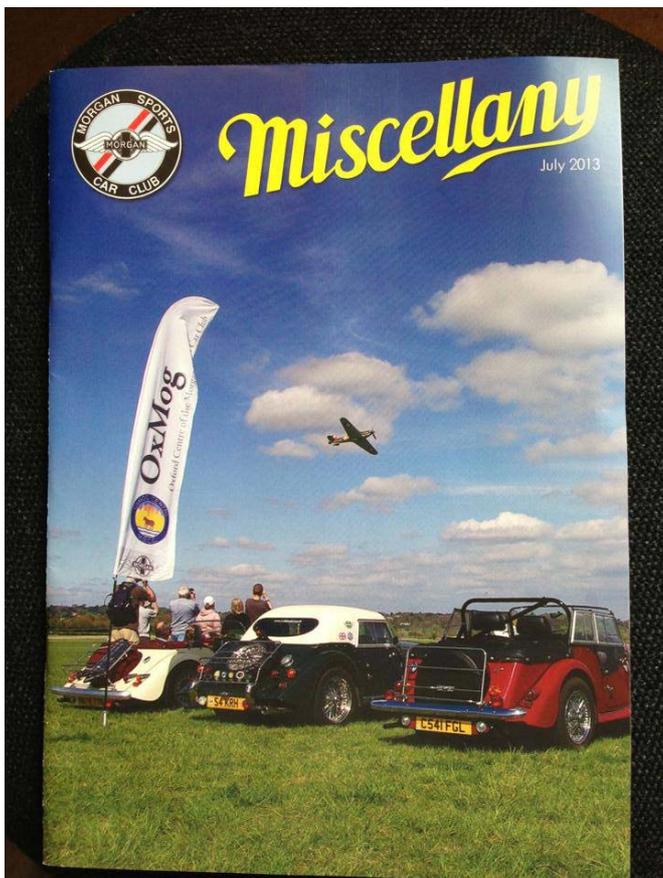
Sometimes we cannot help immediately but we can learn... I received an email from Ian Hargreaves (Car 57) telling me that his windscreen had broken and the factory was having difficulty supplying the correct windscreen. It seems that their records are not as efficient as they could be! After several tries culminating in the dealer having to take the windscreen to them they finally came up with the correct one (it is different from a standard 4/4 due to the increased slope (rake) of the windscreen. What we learnt was the correct Morgan Part No. is MWS0075, anyone know if this is the same for the LM62 +8?

A busy Summer!

I am completely shocked to realise that it is nearly a year since the last Bulletin and can only put it down to the fact that the summer has been so enjoyable (after the late start here in the UK) and sadly, also the lack of anything of specific interest to share. But I think it is important that I try and continue to publish the Bulletin and I do ask for any assistance with interesting stories or tips regarding our cars. I have had some offers and hope that this will allow me to create another edition before another year passes.

During the year I have also tried to ensure that Le Mans 62 cars have a high profile whenever possible..

August cover of Miscellany..



Some of you may have noticed the 'Register' area that is being developed in Miscellany, I felt it was important that our Register along with others that have been developed should be widely publicised to a greater Morganeering audience as after all that is the purpose of the Register to continue to develop and satisfy the interest in our cars.

If not, here is an extract of what was printed in the September edition of Miscellany..

Why a Register?

After the inclusion of the details of the various car registers in last month's Miscellany I feel that it prudent to try and explain the justification that we have for creating these Registers.

These are my personal views but expect are reflected by the other Registrars of other Registers.

Morganeering is not only the joy of driving these wonderful vehicles but equally (some may suggest greater) pleasure of sharing these experiences with fellow minded people. It makes sense that we tend to group into friendships easily as we all have a common interest. This is heightened when there are even more common points of interest in owning a car and this can be as simple as the same model or even colour. Add these together in a car that is particular in some form and you have the makings of strong relationships. Add in the power of the internet and the ease of exchanging information with others, sharing ideas, helping with problems or just having a joke and you truly have the benefits of Registers.

I took over the role of Registrar from Peter Alt, the founder of the Le Mans 62 Register, in 2008 after purchasing my car. At that time a list had been developed of when the cars were built on 2002. From this list and with the development of a website we have now traced the owners of 68 of the 80 (81 actually) cars. These are now spread around the world as far flung as California to the west, Norway to the north, Czech in the east and Italy to the south.

An advantage of such a Register was that I was able to reunite the original signed 'Certificates' with two owners after a dealer discovered them in an old filing cabinet recently and unable to trace the new owners of the cars.

A particular highlight was the formation of a display of over 20 cars at the Centenary Celebrations in Cheltenham in 2009.

So if you want to find out more about our cars then you know where to look for information!

New switches - an alternative

In the last bulletin I described how I replaced the switches in my car. Well it appears that also inspired others to look at this and just as well as they have come up with an easier solution!

Admittedly it doesn't give you the chrome effect surround switches that replacing the units allows but it does mean that the operation can be completed without removing the dashboard...simples!

Posted by 'Rog' (Roger Jones) on TalkMorgan 02/06/13 - www.talkmorgan.com/ubbthreads.php/topics/140217/1

"At long last I have managed to replace those loud coloured dash switches. They have been bugging me from day one of owning the mog. It turned out to be a very easy job in the end. The switch tops are removed from the front of the dash with the special lens removal tool supplied by the manufacturer EAO. They just pop straight out. New replacement clear tops are readily

available, sourced mine from <http://www.scatts.co.uk> . I made up some new legends by printing onto acetate film. (artwork file available should anybody want it). Plain white paper also works but the switches are not as bright when illuminated at night which isn't a bad thing . You can play for hours dreaming up different colour combinations, the only problem is choosing one. Still can't decide what works best, green to match the interior or cream to match the dials.

For the record the EAO part numbers for the switch tops and removal tool are: 61-9642.7 & 61 9730.0. Just search these numbers on the Scatt's site. They also sell the coloured LEDs for the switches.

Here's a link to the website for the lenses:

<http://www.scatts.co.uk/search.aspx?term=61-9642.7&type=partno>

and for the tool:

<http://www.scatts.co.uk/search.aspx?term=61+9730.0&type=text>

You will need four lenses and the tool to remove lenses"



Removing the existing lenses is very simple



Hardest part is cutting out the new tops

A printable PDF file is available to download from the Le Mans 62 Website under 'Tips' and look for 'Modified Switches'



Finished job on Robert Jones car (non LM62).!

Cambelt replacement

This has been mentioned in earlier bulletins but be advised that it is important to replace the cambelts (certainly on the 4/4's not sure on the +8's perhaps someone could advise) on our cars. Despite low mileage these belts can deteriorate and the advice is to replace these certainly after 6 years. So you may be up for the second replacement! A relatively inexpensive (and fairly straightforward DIY) task but can mean the saving of an expensive engine top end rebuild. You have been warned!

Don't forget the tyres as well..they may have tread but older than seven years are not safe. Yokohoma have stopped making the tyres as fitted as standard but other alternatives are available and I favour the Toyo Proxias.

Brooklands Meet

It seems that Brooklands is becoming a focus for Morgan this year with the introduction of 50 of the 50th Anniversary 'Brooklands Edition' cars and 3-wheelers this month. (Not such a limited edition as the 40 of each of our cars though ☺!)

Perhaps those LM62ers that are local could join us as Brooklands as it continues to be an attraction for Morgan on the 6th October at the 'Brooklands Morgan Day'. We have had several LM62's attend and with the thanks of Michael Evans (Car 40) he has organised group parking for us. So let's try and make this an Annual Meet for the LM62 Register (at least those in the south of England).

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