

Le Mans 62 Register

News Bulletin

Bulletin No. 33

June 2014



Pretty Cars all in a row..Spot the LM62

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Register News

Welcome new Registrants...

Welcome to Trevor Harding (Car 10) joined in April.

Time flies when you are having fun!

What can I say..

Many apologies for not getting a Bulletin out sooner, yes the last one was in September last year and I feel very embarrassed that I have not been able to get one out sooner.

So here goes..

Le Mans 62 - Via Mala Tour

Well if it is not too far ahead how about a trip to Switzerland in 2015

30 Rooms have already been reserved (to allow for choices) and we plan to have at least 22 cars in a wonderful hotel in Silvaplana and join up with as many of the Register as we can get there.

[Hotel Website \(English\)](#)

Robert Merker a native Swiss and Peter Alt from Germany are busy organising this event and already have the venue reserved and the routes sorted so all that it needs is us to all attend!



Hotel Bellavista



The dates are August 26 until August 30, 2015.

Itinerary:

Wednesday: Gathering in Silvaplana at the hotel

Thursday: Drive from Silvaplana - Bernina pass - Livigno - Passo Eiro to Bormio - St. Maria with lunch in the Hotel Stelvio - Ofenpass and back to Silvaplana (190 km or 120 miles).

Friday: Drive from Silvaplana - Flüelapass to Davos / Lunch - Albulapass and back to Silvaplana (153 km or 95 miles).

Saturday: Drive from Silvaplana - Julierpass to Thusis - Via Mala direction San Bernardino - Splügenpass and down to Chiavenna for lunch - Malojapass and back to Silvaplana (167 km or 104 miles).

Sunday: Goodbye after breakfast

The **all-inclusive** price for two persons will amount between CHF 1'700 - 2'250 or £ 1'200 - 1'600. (Excluding ferries and any overnight stops en-route)

This price includes the room (for two) for 4 nights: Garage, wellness area, trip up to the mountain peak, all meals (no drinks). (No charge for fine weather or views!)

If you are interested then please let me know and we can ensure we keep you updated with all the plans and if we have a group from England we can organise the travel to Switzerland together of course. Indeed anyone from France or elsewhere can be kept informed for their own travel plans and pairing up.

Email me at keith.hofgartner@gmail.com or Robert Merkers directly on robert@merkers.ch

Refurbished Running Board strips

Ever since I purchased my car some 6 years ago I have been a little bumps in the rubbers on the tread strips on my wings.



I put it down to the fact that the car had been regularly used and perhaps water sitting on the wings had affected the screws holding on the tread strips. I decided that it was time to solve the problem.

I purchased a new set of strips from my local dealer (just over a £ 100) and on investigation saw that they didn't even come with washers or nuts. The bolts were actually captivated into the rails held in place by the rubbers. From the outset I was also concerned at the possible damage to the paintwork if I started to disturb the aluminium strips. Added to the frustration that the rear silencer tight under the wing on my car made it almost impossible to gain access to the nuts without removing it, (an added frustration as the rear hanger seems to be designed that you have to take the whole rear section off to release it!) unless you have the neat tool to spread the rubber fitting that holds on the exhaust bracket.

So after some sole searching I wondered why not use the new rubber and slide it on the existing rails, ..easy.

No.. the strip is slightly narrower and would not be a good enough fit (allowing more water and grit to aggravate the problem in the future) so now I had removed the original rubbers and soon saw that basically the bolts that had been used were the culprits and a layer of rust had been deposited on the heads and thus lifted the rubbers at these points. If I was to carefully 'grind' these with my underused Dremmel tool and then seal

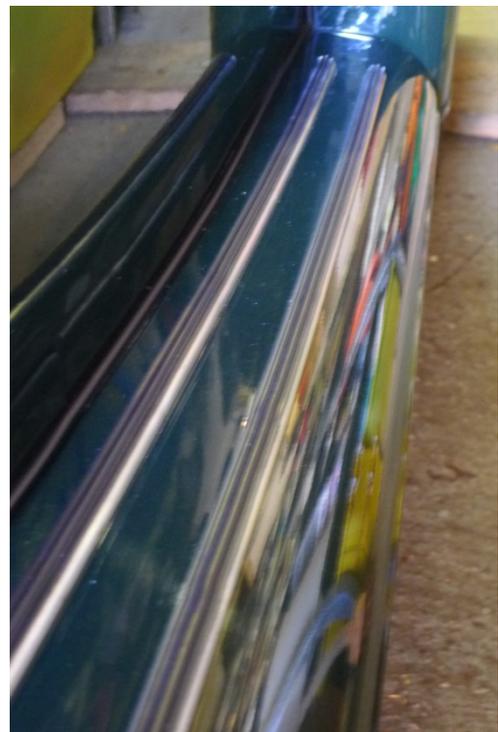
them and replace the original rubbers I felt I would have a satisfactory result.

So this is what I did, finishing with a light 'polish' of the aluminium with VERY fine wet and dry and a good two coats of 'Hammerite' on the bolt heads and after gentle 'grinding' of the rubber to remove the engrained rust went to work to refit the rubbers. A job of patience that was eased with use of silicone grease and a gentle action from each end to finish in the middle otherwise they stretch.



I am very happy with the result and although probably not as good as full replacement, at least I didn't have the risk of paint damage and it still holds a certain 'patina' of the original car. The dealer happily refunded my purchase as they informed me they often use them and will hold in stock.

Perhaps not so often now..!



That's better!

Removable Wind Deflector

For some time after inspiration from another Morgan owner and his 'innovations' known as Dave Wellings I decided that I too wanted to create a Wind Deflector for my car and try and reduce the buffeting that appears to come from the turbulence (mainly according to Rita!).

I was impressed with Dave's version made from acrylic plastic model and was then saw the version that the dealer in south west of England - Williams are offering although I was not struck by the 'curvacousness' of the design but gathered it was from an MX5. I decided to venture on to eBay and see what I could sniff out and came across this being offered (a new MGF Deflector with fittings) and with helpful advise from the seller who has a wide range of deflectors available I discovered that this might be a viable proposition.

So, I bit the bullet and purchased at £ 129.99 plus £ 18 postage.

It arrived quickly and then the planning started. Needless to say what was required was a bracket to fit on the inside of the rear wheel arches in the luggage space to carry the plastic fittings. These had a simple bolt fixing so it was not difficult. The critical thing was the height to get



maximum coverage (effect) and to be able to still fit the (traditional popper) hood without removing. After several attempts this was achieved and the brackets fabricated out of aluminium offcuts and sprayed black.

The deflector is designed to be removed easily (with two wing bolts) and I also made a carpet lined section in the underside of the sloping rear panel and the screen slides in easily and protected when not required. The panel is



'loose fitted' with some angle section runners so that when the screen is out or removed the luggage can be maximised by simply loading the back shelf forcing it back.

Overall I am very pleased with the outcome.

It is effective (as much as these can be), the safety belt is not obstructed, the hood can be erected 'easily' with it still attached if required. It can be stowed away securely and I think it looks neat as well.



The standard tonneau is simply rolled up and by using rubber 'bungies' from a camping shop for fitting to tents it can be neatly fixed to the rear of the car to protect the items inside the luggage area. When you arrive somewhere and want to cover the car, remove the wind deflector and stow away, remove the headrests as usual and roll out the tonneau, "Simples"!

New Soft Top

Recently I decided to ask my local dealer to modify my soft top to include a zip in the rear window to allow access to the rear of the seats when the head rests are fitted. A simple task I thought until I received the call that they had managed to sew into the roof panel and meant they would have to make a new soft top for me. So I agreed and decided that I should have an ivory coloured one to match the hard top (Robert Merker has one already!)



P.S. I have since purchased an original LM62 Soft Top that someone purchased and wouldn't fit their new 4/4 Sport (due to the slope of the windscreen!!)

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