

from the Morgan Oasis Garage

Cuthbert J. Twillie, Proprietor
Box 1010 – North 51 Terrace
Hoodsport, WA 98548

Friends,

After putting on a few cowls, it occurs to me it's a rotten task and it doesn't get easier. The last one I put on was just as recalcitrant and stubborn as the first. Nowadays when I run into an ugly task I think "AHA, Here's a subject for an article." IF I can find a way that's somewhat less difficult, or a tool to make it easier, or a simpler way to accomplish the procedure. The latest cowl was just as nasty as the first cowl, but this time as I was searching through my fasteners for screws I came upon some # 8x32 hex head machine screws. This means I didn't have to struggle trying to get a screwdriver on the head while I'm groveling underneath putting on the lockwasher and nut. The hex head screw allows you to use the box end of a combination wrench or even a small needlenose vise grip plier set which then allows you to use both hands to install the washer and nut when you're down under.

While we're on the subject of cowls I'd like to recommend a cowl lacing I got from R B's Obsolete Automotive in Edmonds, Washington (1-800-426-6607). On four previous cars I used a cowl lacing that worked, but it was so tight I'd wonder if I was really going to get it on without tearing the cowl cuz it was that tight. On the last car I got some smaller lacing and this has got to be the stuff that was intended to do the job as it was just the exact right size for the holes in the cowl. It is part # IR-141, and it's \$1.25 a foot. They also carry fender welt, fuel tank slosh, and I especially like their line of electric radiator fans. They'll send you a free catalog with 350 pages of good ol' goodies.

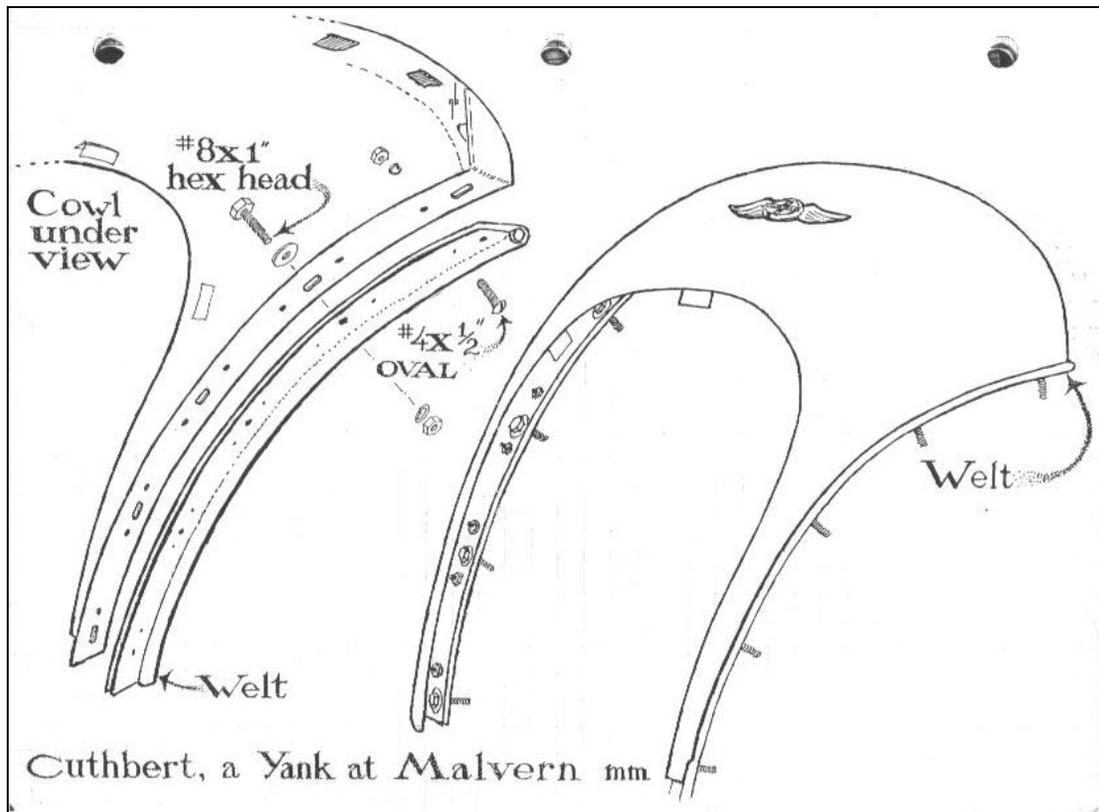
The cowl also needs fender welt, and I want to tell you the method I use which is a great deal easier than pop rivets. I know how the factory applies the welt to the cowl, they use split rivets and what fun it is trying to open the rivets when they're ain't anything to lever against. It'll remind you of all the Lucas jokes and warm beer if you try to rivet it to the cowl. And I'm a guy who loves to rivet. I use #4-40 screws and nuts and I believe it is a perfect solution to the task. And it is actually fun to do. The most recent cowl was done in this order. The lovely Flowerbelle sewed up enough welt, and she finishes one end which goes up and then lends a finished look to the welt at the end most easily seen.

The welt is applied to the cowl with # 4x3/4" round headed machine screws from below. That is the screw heads are underneath the welt. I tape the screw heads with electrical tape so they don't scratch the wings where they touch. They go through the welt and the flange of the cowl, and are fastened with the usual washers and lock washers and nuts. Now taking the hex headed screws in hand, these are put through the cowl flange and welt from above (pushing an ice-pick through the welt to make a hole) so they stick down and can be pushed through the holes in the inner edges of the front wings. I just did this today and it's fresh in my mind. The hex headed screws will reach through the cowl, wing and inner wing if they are at least 1" long. You can then reach up and put on the lock washer and nut.

At this time these are not fastened tight cuz if they're loose you can shift the cowl around to achieve a fit your friends won't laugh at. If you are going to find the correct combination to fit the bonnet halves, a cowl that moves may be the only friend you've got. What else up front will move for you? I've heard of people smashing the inner wings athwatships to center the cowl. This is better to do during a trial setup of the wings, scuttle, bonnet, cowl, inner wings, ad infinitum.....

If you've followed so far; we have the cowl with the welt bolted to it and the # 8 hex headed bolts protruding beneath the cowl. The bolts may then be fed through the mounting holes, one at a time 'til all of them are through the wings and inner wings. Now you can go down under and fit the lock washers and nuts. If the bolts want to turn while you're putting on the nuts you can use a box wrench or a vise grip on the hex head. If slotted head screws are used here you get to try to hold the screw with a screwdriver with one hand while trying to get washers and nuts on with the other hand. Not that this is IMPOSSIBLE, just not any fun and not needed. If you want a struggle, do it on the dance floor with a Sweet young thing.

(Ed. note: Check out Cuthbert's sketch on the next page and with these instructions, you can't go wrong!)



We have it all:
 Mechanical, Electrical,
 Stainless Steel,
 Race and
 Performance items.



Your Direct Connection To The Morgan Motor Co.

We have it all:
 Complete Body Assemblies,
 Sheet Metal, Wood, Interiors,
 Weather Equip,
 Clothing & Accessories.

There's no better source outside Malvern to acquire spares for your Morgan

- The Largest Stock 1936-1999
- Large Inventory Good Used Parts
- We Supply Many Parts No Longer Supplied By Morgan
- Manufacturing Of Obsolete Parts To Original OEM Specs

And As Always-The Best Prices!

- The Best Technical Service Anywhere:
 Peace Of Mind Knowing That You Will Get
 The Best Assistance And The Right Part
- Complete Mechanical Rebuilding Service:
 Exchange and non Exchange
- The Most Comprehensive Web Site
www.morgan-spares.com

• The Original Illustrated
 Parts Book



Morgan Motor Company Authorized

225 Simons Road, Ancram NY 12502
 Toll Free (888) 345-MOGS Tech (518) 329 3877
 Fax 329-3892 E-Mail morganspares@taconic.net

