

## MISCELLANEOUS RAMBLINGS

### ONE YEAR WITHOUT MY MORGAN

I would like to relate to Morgan owners my experiences involving my Morgan Plus 8 which I drive from April to December each year as my means of transportation. This anecdote relates to a specific period of time during which I found myself without the services of my +8 due to a "Fender Bender" I was involved with in September, 1972. Damage was to the right front fender, ooops, I mean wing, and the left rear wing with small cracks in the frame flowing through the motor mounting holes. The damage to the right front ripped out the head lamp and spot lamp on that side and twisted the wing to to interfere with the turning of the front road wheel.

With the help of a fellow Morganeer, we towed it (quite shamefully) home and quick hid it in my garage from the public. After one week which consisted of two days for nasty rumblings, four days of laying out a plan of attack, one day for putting the Morgan on blocks and one day of staring at the cracks in the frame by the motor mounts, I began dismantling procedures.

The front wings were the first to go. The small #8 round head machine screws were relatively easy to remove on both sides, and after one hour, both front wings were off. Presoaking with penetrating oil helped considerably. All lights and electrical connections were removed. All the hardware was taken from the car, placed in cans and labelled. I am notorious for losing bits and pieces. The trim pieces were then removed from the wood chassis by means of a flat 3/8" wide screwdriver, but those bloody tacks and aluminum nails would not come off, causing small nail head holes in the trim where they ripped through. This was the first of many disappointments experienced. The interior decor was similarly removed with the same problems. The rear wings were next. The machine screws holding the rear wings were broken off with a pair of vise grips, bending them back and forth while gripping the nuts. You guessed it... rusted up solid... another set back. Two hours for the rear wings



before they were removed. Then came the body panels. With screw driver in one hand and hammer in the other I set to work taking out all the screws I could find attaching the body panels to the wood chassis (the easy part). Then another trip around wedging the screw driver under the metal, prying and trying to loosen those tacks and aluminum nails. This  $\frac{1}{2}$ " portion of the body panels was in poor shape... bent and torn, by the time the body panels were removed. But, at last after one week, the Morgan sat very naked with ribs showing, a very cold sight to say the least. At this point, I am still full of vigour with a dozen cans containing bits and pieces from everywhere on the car and body panels and wings all over the garage floor. I must admit that taking a Morgan apart is not all that difficult, only time consuming if done properly with minimal damage.

In the basement I pounded and checked and pounded and checked for two weeks, an hour or so each night until I had the rear wing straightened out. The front wing had a twist in it that I couldn't remove. This discovery came after about 20 or 30 hours of honest effort. The body shop appeared to be the only answer. As a result of that effort the fender was only put in shape to allow the front road wheels to turn without interference. This, at least, was a start, with discussions indicating such parts of a Morgan can only be properly repaired on the car to ensure a proper fit.

Next newsletter I will talk of some of the cracks in the frame and tell you of the surprise I found which feally deflated my ego.

P.S.- There was no event in December due to Christmas, New Years, etc.(For all you who were wondering)