

Cooling: The +4 Fan

Bill Button

Should one use an electric or mechanical fan on a Plus 4? Here is my take on the electric fan in front of the radiator (the only place it will fit).

I have used an electric fan with success in the past. In slow traffic on a hot day the electric fan saves you. However, at 70 mph and climbing (gaining elevation) I think it blocks the air from passing through your radiator.

I am presently not using the electric fan but a mechanical one supplied by Morgan Spares. They have one of their design that really moves air, but at slow traffic speeds my +4 heats up. At fast speeds and climbing hills it works very well.

When I do get in stop-and-go traffic I turn the engine off when I can. If I were using my +4 regularly in commuter traffic I would reinstall the electric fan.

The electric fan draws about 20 amps - that is why I have an alternator. Also engine tune is extremely important to help the heat problem. It must be spot on.

Wood Rot Repair with Epoxy

Bill Button

Wood rot is the scourge of a Morgan. The body frame is made of ash and is prone to rot. It happens to the best of Morgans because of water. Keep it dry and it won't rot. The way a Morgan is built, however, it is very difficult to keep the water out. Even if a car is garaged, water can remain and do damage. Rot usually manifests in the rockers, sills, and door posts where water can seep in. The preferred repair is to remove and replace the damaged wood. This is expensive if you have a professional do it and isn't easy to do yourself. This tech article is about "alternative medicine."

There are various treatments to try to insulate from rot. I really do not think they work very well. A well ventilated, dry garage is a big help, but other than that I have no idea.

First, how does one find the rot? I found it when I noticed the door post moving back and forth when I closed the door. After stripping the upholstery and padding that covers the sill, it was obvious that the rocker and sill were badly rotted plus the bottom of the door posts. This happened in less than five years, as only five years ago I had this all exposed and it was sound. I hate to suggest it, but one needs to remove this covering and inspect the wood now and again. If you can catch the rot early, then the cure is very much easier and less expensive.

I used epoxy to fix the rot problem. Although epoxy certainly isn't inexpensive, it saves a lot of labor. The brand of product I used is "Rot Doctor" (learn more at www.rotdoctor.com). Their three products deliver via UPS.

CPES, their first product, is a thin epoxy designed to be injected into wood, allowing the capillary effect to distribute it throughout the timber. One drills holes into the wood and injects CPES with a big hypodermic-type needle that comes in the kit. It turns the rotten wood into a solid piece of epoxy. If the wood is so rotten that the CPES falls out, they have a two other products (Fill-It Epoxy Filler and Layup & Laminating Epoxy Resin) to fill voids in order to maintain structural integrity.

Next time you see my +4, open the door and take a look. I no longer have the upholstery covering the sill and rocker. Instead it is a solid piece of epoxy with wood pieces in it. If I were to do it again I would do a nicer job, but you'll get the idea.

Stub Axle Greaser: Alemite

Bill Button



I recently wrote an article for stub axle greasing using an electric "Perma" greaser. Over time several things bothered me about using a Perma:

1. Too many moving parts
2. Not knowing how much (or how little) grease is getting to the stub axle
3. Sort of out of my control

I found an "Alemite" grease gun. This grease gun meters out grease, under pressure, on every turn of the handle. That is, by turning the handle one dispenses as much or as little grease as you desire.



The Alemite grease gun has a "zerk" fitting that allows it to be filled using another grease gun without removing it from the Morgan. I will mount the Alemite grease gun on the underside of the bulkhead just above my feet for easy access while driving.

Of course the king pins must be drilled so that the grease comes out in the stub axle. This set up is one to accomplish when you determine new king pins and bushings are to be installed.

Parts Interchange List Project

Steve Hutchens

Several members have sent me contributions to the parts interchange list and the feedback seems to be that this is a worthy undertaking. I am still adding to the list and will publish what I have in the next NWMogazine. If you have been thinking you'd submit something, don't hesitate!