

Morgans at Devil's Punchbowl X Heinz Stromquist

This year's Devil's Punchbowl event is less than two months away, so it's not too soon to start planning and making commitments. Please contact Heinz Stromquist as soon as possible and add your name to the roster.

WHAT: A three-day MOGNW event at the Oregon coast.

WHEN: June 24 – 26, 2005. Gather Thursday evening, June 23 in the Portland area and depart from there Friday morning, June 24 at 8:00 AM, for a full day's motoring trip through the backcountry to the coast. Return Sunday midday.

WHERE: The Alpine Chalets are located on the south bluff of Otter Rock, eight miles north of Newport, six miles south of Depoe Bay.

ACCOMMODATIONS:

Thurs., June 23: Accommodations in the Portland area have not been finalized at this writing, but participants will be furnished with details by mid-May. As in the past, Thursday evening is a chance to get together for dinner and drinks and to plan for the weekend ahead. Most locals tend to stay over to socialize and to get breakfast and a fresh start Friday morning.

Friday & Saturday, June 24 & 25: Alpine Chalets, Otter Rock, OR.

Please contact Heinz to arrange reservations – I have all the rooms blocked out. During past events, we managed to accommodate most everyone at the Chalets by doubling up in units with two toilets. If demand should exceed the room supply, I have information on other room options located just minutes from the Chalets.

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DEVIL'S PUNCH BOWL:

[www.oregonstateparks.org/
park_217.php](http://www.oregonstateparks.org/park_217.php)

Cleaning the Toolbox and Upper Bulkhead Moggie Mechanic

Spring has sprung and every Morgan owner's heart turns to driving his car in the sunshine, which means it is time for a little renovation. Most of us look with envy at the beautifully restored cars and wonder how we could make old Moggie at least presentable for the summer car shows, but it all takes time and doing a little can make your "Pride and Joy" a little more presentable. If you have the hood (bonnet) open one of the first things that is noticeable is the toolbox compartment and the ledge that it sits on. It is exceptionally easy to make this presentable with a can of black spray paint, new stainless nuts and bolts and some elbow grease.

Firstly remove the toolbox by undoing the many nuts and bolts that bolt it to the firewall (bulkhead). You may find that some of them on the sides go right through and support the cross bar that support the steering wheel. Don't worry just undo them and support the bar inside until you are ready to reassemble. If your car has not been disassembled for a long time you may have difficulty undoing some of the bolts but usually soaking in WD 40 will loosen them and if all else fails use a nut splitter available at most hardware stores and split off the nut. When the toolbox is removed you should then remove all the other parts bolted to the top surface. The windshield wiper motor can be removed by undoing the bolts from underneath and it can be removed from the surface but still remain attached to the cable that drives the wipers. If you wish to remove the motor entirely you will have to open up the motor and remove the drive cable. It is quite easy but make sure that you remember how the parts go back together especially if you have self-parking wipers. The voltage regulator can be removed by undoing the nuts and bolts holding it down and just flip it forward out of the way with all the wires attached. The fuse box top is just friction fit and can be removed easily to expose the nut and bolt that holds it to the bulkhead. Again remove this and flip it forward into the engine compartment out of the way without removing any of the wires (watch your spare fuses don't drop out). If you have a four seater you will also have to remove the battery and the battery support but if you have had your car more than a few years this should be easy as you will have previously replaced the battery.

Now you should have the horizontal part of the firewall clear and also the

upper vertical part. Remove as much of the old paint as possible using a wire brush and sand the surface until it is smooth. The more effort that you put in here the better it is going to look in the end. If you have some really rusty parts treat them with rust destroyer compound. I have found that Rust-Mort by Sem is excellent and is obtainable from a bodyshop paintsupplier. Do the same to the toolbox unless you have access to a sandblaster where you can clean it down to bare metal.

Next mask off all but the part of the bulkhead that you have cleaned off, make sure that it is a dust free as possible and spray it with rust destroying primer. You can use as many coats as you like and sand between coats to get it really smooth depending on the amount of time you want to spend. Do the same to the toolbox although this may be easier as you can suspend it and spray away from the car so you don't have to mask. Finally finish with a couple of coats of gloss black paint making sure that you follow the instructions on the can. Your bulkhead and toolbox should now look as good as new.

From the hardware store get yourself enough #10 dome head, slot, stainless steel nuts, bolts and lock washers. Half inch will do for the majority but you may have some really long ones and also it looks good to use them to fasten on the voltage regulator and the fuse box. Renew the bolts that hold on the wiper motor only if you can find the correct thread and length as they don't show. Get about 4 times the number of flat washers as you have bolts and put a washer under the bolt head, two washers between the toolbox and the bulkhead and then a washer underneath the bulkhead before you put on the lock washer and the nut. The double washers between the toolbox and the bulkhead allow water that enters the toolbox to drain out and not allow it to make your bulkhead rusty again. Put in all the bolts finger tight and then tighten them all so that the lock washer is flattened. Usually this is a two person job as someone has to tighten the nut and someone to hold the screw head. Be careful that your screwdriver does not slip by holding it close to the point with one hand while tightening with the other or better still tighten the nut from underneath.

It should now look great and ready for the next show. All that it needs to be finished is some rubber matting from the local automotive shop cut to size so that it fits into the floor of your toolbox so that all the "junk" that you carry in there does not scratch your new paintwork.

Happy motoring!