

from the Morgan Oasis Garage

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It has been my sad experience that the factory applied drought excluder was falling off one car I worked on and not even there on another car, my own faithless steed, #4447, a '61 Plus Four, four seater. On one car I tried to silver solder the wire back on the side of the scuttle, with miserable results. My next plan was to fasten an excluder to the scuttle mechanically, nuts and bolts, not solder. Solder worked for a long time, but nuts and bolts is even more user friendly than the almost as simple, soldered fastening. If I were to try bolting it on it would have to be flat metal, not the wire that Malvern uses. I chose to use a 3/16th piece of square brass bar bought through a company named Special Shapes in Romeoville, Illinois, phone # 1(800)517-4273. One of their standard lengths is three feet, and that is enough to do one car. One piece 3/16th square brass bar, 36 inches long. I cut it in half, then in a vice I bent it by hand to suitably match the front of each door as the old excluder does, with an eighth inch gap. Bending very little at a time and constantly checking against the door it is to match. Bending it is almost as easy as it is to describe doing it, surprisingly simple. And easy enough to go back to improve an area. When the bar is perfect it is then "good enough", and then it is fastened to the scuttle. I used #4-40 flat head brass machine screws 2 inches long. I found those locally at Stoneway Hardware in Seattle. If they're out they'll get them for you. They have an excellent selection of fasteners, and they speak Morgan. While you're there you'll need a 7/32 drill bit and of course nuts and washers to suit the screws. A countersink is needed so the screws will sit flush with the bar. So the bar is drilled, and countersunk, then offered up to the car. I put the top fastener in first, then worked down, easy as falling off a dog. Drilling through the body metal and the wood frame that makes up the door surround, and pushing the screws through and putting on the washers and nuts. I know these are drastic measures drilling through those sacred Malvern panels, drilling through that venerable ash. However when you see those excluders falling off your car you begin to look for solutions. I'm not claiming this is the only solution. I did it on two cars, and it looked good, and unless I point it out you'd never notice. Maybe if you lived in Boise you'd notice.

