

Handbrake Rattles by Len Taylor

For quite some time (many months) I had noticed that my handbrake was difficult to engage and also an occasional knock on the gearbox cowling when going over a reasonable bump.

I wasn't too concerned. After all it is a Morgan.

The problem manifested itself on a recent trip to our wheat belt country on a wildflower tour. We were 280 klm from Perth, right on the rabbit proof fence - Three Morgans and three Aston Martins. The clunking / knocking on the cowling finally reached terminal stage after travelling on a corrugated gravel road. The noise was horrible and we thought it was a collapsed universal joint on the drive shaft because the noise was constant even while free wheeling out of gear.

To cut a long story short, the RAC were called and took my car back to Perth on a flat top. Next day I had it up on the hoist, expecting the worst. Even removed the driver's seat and leather covering over the gearbox housing. To my pleasant surprise, it wasn't the uni joint.

What had happened is that the bolt holding the handbrake lever at the pivot point had worked completely loose but could not come out completely because it was held in place by the yoke on the uni joint. Consequently, every revolution of the uni joint created the knocking noise.



The bolt was a bugger to get at from underneath. Had to (hate to admit) grind away a small portion of the cross member also acting as the gear box support just to get a spanner on the bolt. In fact I had to use both an 18mm and a 3/4" open ender, turning just 1/8th of a turn at a time. The bolt had unwound about 10mm. Anyway, problem fixed at no expense.

You may like to share this information via and suggest the tightness of the bolt be checked at routine servicing.