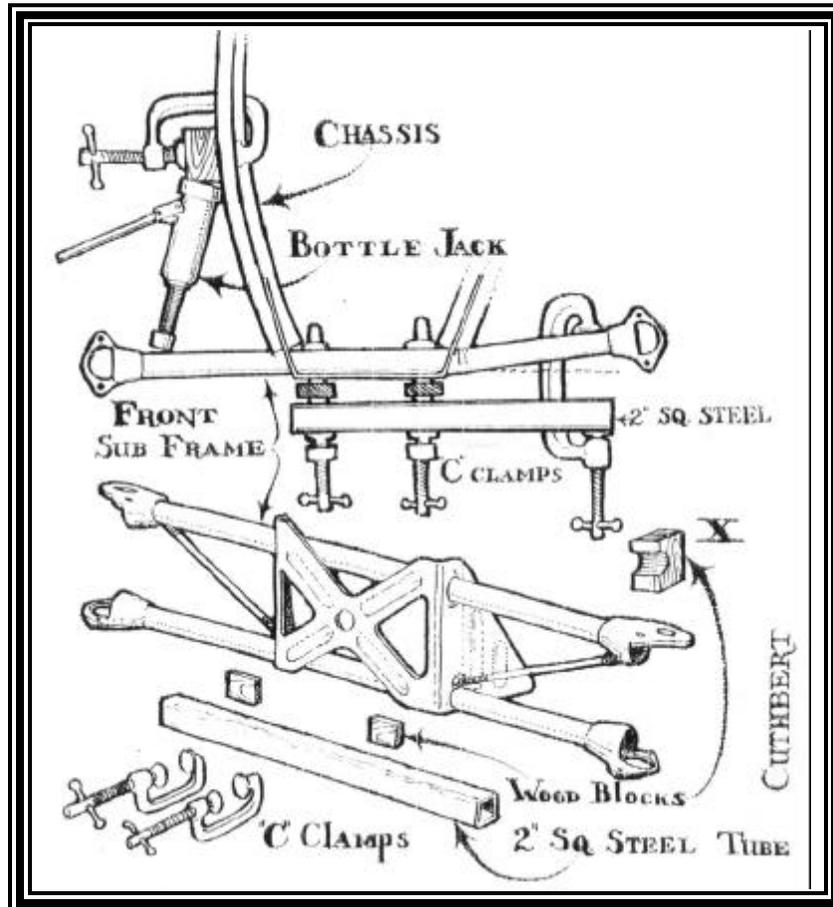




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Cover story.....

from the Morgan Oasis Garage

Cuthbert J. Twillie, Proprietor
Box 1010 – North 51 Terrace
Hoodsport, WA 98548
(360) 877-5160

Friends

Recently another Morgan found it's way to Cuthbert's shop. This poor little thing had been hit and repaired, but not correctly or perhaps I should say not completely, as the bodywork was done but the suspension was bent on both sides.

I had my favorite welder come over to look it over. His opinion was to not use heat to straighten the lower crosstube, as that would soften the metal. So then the task was to bring the tubes back in line cold.

There was a piece of 2" square metal tube from an engine stand. This was clamped to the center of the front subframe with two pieces of 1x4 between so that the crosstube could be pulled a bit more forward as it would spring back. Using "C" clamps to pull the crosstube up to the square tube, both sides were back in line, not without some profanity and travail. I do think British cars have added to my vocabulary.

Now that things were all straight again it was decided that a tube of 1" steel would be driven inside the lower tube for more strength than it ever had. The owner brought me a piece of solid round 1" steel. I was a bit reluctant to use this

solid stuff but this owner is one of the many who've proven time and again to be smarter than the average bear and also Cuthbert. The steel weighed eight and a quarter pounds, and was driven into the lower tube with a splitting maul.

This wasn't the first bent front suspension I've seen. The ex-owner had bent the left side, the right side was bent even worse and I think it has been that way for years. The moral here might be to "get out and get under" if you're going to drive these lil' darlings the way some do.

Cuthbert



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