

## from the Morgan Oasis Garage

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

Friends,

Ten years ago the lovely Flowerbelle and Cuthbert bought a Morgan in Sunnyvale, CA. Dennis Morrison loaned me a Morgan towbar to bring the little darlin' back to the rainy city. Dennis' towbar bolts to the front bumper brackets; problem was my "complete" Mog had no brackets.

Being more than somewhat familiar with Volkswagens, I knew a VW towbar would work on a Mog's front suspension, and a nearby shop had a VW towbar for \$50.00. A Mog's front end is similar to a VW's in that both have 2 crosstubes running athwartship just behind the bodywork; Dr. Porsche's crosstubes are 2 inches; HFS's are 1 1/2 inches in diameter. To fit the VW bar to a Mog we must pad the Malvern lower crosstube. An old radiator hose slit and fitted over the tube makes the towbar a snug fit. Another two wraps of hose on both sides of each

end of the bar will keep the whole rig centered. All this rubber is kept in place by hoseclamps, as many as you like, or as few as you dare.

On the tow back to Seattle, I'd go back at every opportunity to adjust the rig. Most of this adjustment wasn't really necessary as the Mog was a v. pleasant traveling companion all the way back.

Towing any car one must observe some strict rules. For brake and signal lights I bought a set of trailer lights, fastened them to a board and "C" clamped them to the back of the Mog. The propeller shaft should be removed to protect that precious Moss box, the differential needs to be full of it's fluid and all wheels need attention as to tight lugnuts and cotter pins in place, etc.

I still have that towbar and would be pleased to loan it to anyone reading this; you could leave the Rolex or wife for security.