

from the Morgan Oasis Garage

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Friends

The car that Terry Campbell bought from Bill Beavers has proven to be a treasure trove of wonderful dimensions if one happens to be writing articles on Morgan restoration. It seems everywhere you look there is something that needs attention toot sweet, Toots.

The plywood that is the rear of the cockpit had been chopped away so a battery could fit there. In England this is called a Bodge. Now I know you can have a battery without chopping away at the rear bulkhead, I've seen it done. When I'd removed the chopped bulkhead and the battery, I found the steel angle that carries the floorboard upon which the battery sits had been torn away and the board resting on air. Now then we replace the angle, but over on the left side welded to the angle is a tab that the steel line that takes hydraulic fluid to the rear brakes is connected to, and there is where the flexible line connects to the steel line. If you remove the angle you break the hydraulic line and then you get to bleed the brakes. If there is some way I can avoid bleeding, blood or brakes, I'll take it in a New York minute. The way this was done here was that I sawed the old steel angle on either side of the tab, then removed the old angle. The new angle was offered up and bolted in place, then the old tab was bolted to the new angle. The hydraulic line was not disturbed at all, and I didn't have to drag the lovely Flowerbelle away from her task of making pictures of dead presidents over on her two thirds of the shop.

Cuthbert

