

from the Morgan Oasis Garage

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This week Terry Campbell and your faithful epistler Cuthbert attempted to get it running -, it of course being Terry's '66 Four Place Mog that's been resting for a couple of years while undergoing an engine rebuild. Last summer it ran, and I've been asking whether he's been driving it yet, as that's what these cars are for. The reason for the extended rest has been that the brakes were locked on the rear wheels. In order to remove the rear brake drums we needed to adjust the shoes down. The adjusting is done by turning a 1/4" square peg on the backing plate. A quarter inch wrench is not even four inches in length and I couldn't get near enough leverage to move it with this delicate little combination wrench. I asked Terry for a quarter inch socket and a Vice-Grip wrench. With the Vice-Grip clinched very very very tightly around the socket and the socket's wrong end on the adjuster's peg I could move the peg counterclockwise and release the drum from the shoe's grip. Off come the drums toot sweet. The brake lining had "grown" onto the drums during the rest period. We cleaned, dried, and sanded the drums, put them back on and bled the brakes. Viola, we had a runner.

This month's epistle then is on how to make a brake adjusting tool that has more leverage than the wimpy Quarter-Inch combination. A steel flat bar eight inches by one inch by one eighth inch thick from any hardware store, a quarter-inch drive seven-sixteenths socket, and a quarter-inch bolt whose length is three quarters of an inch, a nut to fit the bolt and two washers completes the list. A home style propane torch, silver solder, and some tinning fluid allows us to put all these bits together to make Cuthbert's Ideal Adjuster. The bolt is silver soldered to the socket. This assembly is then bolted through the flat bar with the washers in their usual places and we have a tool for nearly any British car, if there are any of you out there who are dumb enough to own other Limey machinery.

