

from the Morgan Oasis Garage

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

Terry and I found ourselves in Bob Hauge's garage late last year. We were there to pick up a few goodies Bob was willing to relinquish to the Desperate. While I was snooping around I noticed a short piece of angle iron bolted to the garage floor. I asked Bob what it was for, and he said he'd straightened his chassis with it. He'd fastened the rear of the chassis to the floor by connecting it to the angle iron, and then with a bottle jack directly under the bend he was able to convince the chassis rail to get back on the straight and narrow.

This took me back a few years when I brought my Moggie home and discovered a really whupped chassis under the brand new body frame I was so proud of, and had rescued from one of them Californiacators. The chassis was so snaky I didn't want it under my Mog so I bought a new chassis from Don Simpkins in Demorest, Georgia. I wanted a NEW Morgan, a new Plus 4 Morgan. At that time I did not realize that every Mog bends there, right under the rear axle. On the drawing this place is marked with an X and if you're still confused here's another way to find it. Lay that old body down and sight the chassis rail from the rear to the front. You'll see what I'm referring to. On either side the rail is bent up some or even somewhat. A half inch, a quarter inch, three quarters? Fred Sisson discusses this condition in his "Notes From A Morgan Garage" and his "Bedside Reader" and he also shows us a procedure to rectify this situation. I do recommend reading Fred, and anyone else who can help keep our steeds galloping.

My method works, perhaps no better or worse than any others. I just did this to the car Terry got from Bill Beavers, so I know it does the job. Once it's straight, however it's going to bend up again unless it is reinforced under the axle. It's the nature of the Beast. I'm using a piece of eighth inch steel, three and a half by twenty two inches long, centered on where the axle passes over the chassis and plug welded to the chassis. It doesn't add much weight and I feel sure it's stronger than the chassis was when it left dear old Blighty.

