

## from the Morgan Oasis Garage

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Friends:

Last month in the article on steering dampers I touched on today's subject; the strut which bolts to the lug on the end of the lower crosstube of the front subframe and goes diagonally back to the chassis. The factory uses half inch (1/2") steel tube flattened and drilled for this strut. Malvern Macaroni.

Is it presumptive to wonder if such delicate struts might contribute to the dreaded St. Malvern's Dance? It is a simple task indeed to obtain two pieces of 3/4" OD steel tube 15" long, squeeze the ends in an average bear vice – one at a time – to match the length of each one removed – and drill it to the EXACT measurements. Doing them one at a time ensures us that none of the relationships are altered – except for the strength of the strut which is going to be near twice as strong.

Jack Tinnea could work this figure up on his trusty sliderule and Mike and Ken Miles could correct it! Putting all this back together gives us an opportunity to replace (one at a time again) the fastenings with Grade Eight or Grade Five (at least) nuts, bolts and washers. Local Taiwan hardware store bolts – smooth head – are perhaps 35,000 psi. Grade Eights are 165,000 psi – you do the math if you like. In Ballard, that's more than four times stronger.

