

Adjusting the Steering Box

Cuthbert J. Twillie, of the Backbay Twillies

Friends,

Finally getting some drives in the newly rebuilt Phantom Mog. Of course this requires some dialing in as little oopses come to light. The toe in was at a half inch, and this makes for a really twitchy car.

Next was the two inches of play at the steering wheel rim. First call is to Toby Tuttle for a little hand holding. Toby's soothing words are; "figure the steering box has never been adjusted." Jack up the car, remove the front wheels. I did this but still wonder why I removed the right front. Drop the drag link from the box's steering arm so you can feel the action on the steering wheel without additional dead weight. Fred Sisson's advice is to ensure the bolts are tight on the top and on the bottom end of the steering box.

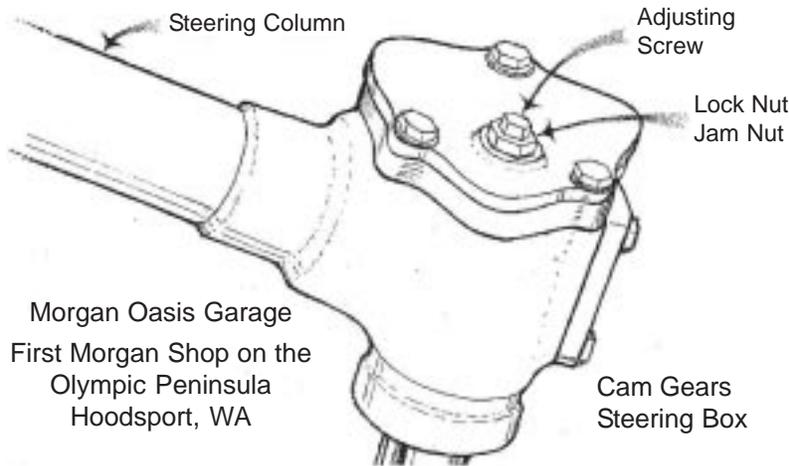
There is an adjust-

ing bolt and a lock nut on the adjusting bolt. The lock nut is loosened and the adjusting bolt is turned clockwise. I did this maybe two times at an eighth of an inch (1/8") and this was way, way too much and it tightened the steering wheel almost solid. So I backed off and adjusted it probably a sixteenth of an inch (1/16"). A tiny little amount. This gave about a half inch of play at the steering wheel rim.

I put it altogether and drove the car. It WAS better BUT it could be even better. So back on the jack, off with the wheels and drop the drag link. Now, with a little experience and confidence, I adjusted it to likely a quarter inch (1/4") play at the dear old Brooklands wheel rim.

In reading Ken Hill's Morgan Trilogy, he says to back off the lock nut two full turns, then turn the adjusting screw down until it stops hard. Then back it off an eighth (1/8) of a turn. He also says that 1/4 inch of play at the wheel is the correct adjustment. Mr. Hill has written many books on Morgans and owns a lovely LeMans replica he inherited from Dick Pritchard.

Cuthbert's Epistles to the Mognoscenti



Morgan Oasis Garage
First Morgan Shop on the
Olympic Peninsula
Hoodsport, WA

The Role of Oil in a Classic Car (from the Castrol UK website)

www.castrol.com/castrol/sectiongenericarticle.do?categoryId=9002095&contentId=7003942



The formulations required for modern vehicles are very different from those needed for older vehicles. Oils for modern engines comply with the latest API ratings of SG and SH and are ideal for the design of a modern engine. A classic car engine has the opposite characteristics with cork/

graphite/rope seals, low pressure cog driven oil pumps, wider oil ways with greater dependence on "splash" and "cling" lubrication, lower revving with lesser machine tolerances. Such a widely different specification demands a totally different lubricant.

The Castrol Classic Oils range offers formulations for older vehicles that have been specially blended for the work they have to do.

Inadequate detergent will result in gum and lacquer clinging to the hotter engine components - too much detergent can cause a build up of metallic ash in the combustion chambers of older engines. In older engines with traditionally high oil consumption, this will cause detonation and pinging.

In older engines where the carbon has built up over a number of years the detergents can also have a scouring effect causing the carbon to flake off, blocking up oil galleries and spray jets. High levels of detergent will "wash" traces of carbon from seals and gaskets, revealing oil leaks.

Inadequate antioxidant and the oil will permanently thicken

during high temperature motoring, with large amounts of gum and varnish clogging filters and piston rings.

Inadequate anti-wear additive and the oil film between moving parts breaks down prematurely, resulting in metal to metal contact and irreparable damage.

Inadequate corrosion inhibitors and engine internals become pitted with corrosion and rust from acids and water formed during combustion.

Inadequate dispersing results in soot, wear metals and the by-products of combustion settling out in the sump to form a thick sludge, that will block filters and oil ways. Inadequate pour point depressant and the oil ceases to flow at low temperatures, with excessive strain on the oil pump or in certain cases, oil starvation on start-up causing complete failure of the lubrication system.

Castrol Classic Oils are formulated in the style of the original products but using the most appropriate additive technology to provide the best protection for your classic engine.

[Editor's Note: Apparently Castrol Classic has been available in numerous formulations in the UK for quite some time. For more, go to castrol.com, select UK, and search on "Castrol Classic."]

