

## from the Morgan Oasis Garage

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Friends:

Recently while putting the front end together on Terry's car, I went into a rant, as Clink and Clunk are wont to say. The reason for the rant was I had all new pieces for the steering damper assembly and after carefully getting it all together there was still a tiny bit of fore and aft play at the blade. Here was every piece, brand new, assembled with love and devotion, and the gotterdammerung whole rig wasn't correct.

It couldn't be adjusted up to where there was no fore and aft play cuz the holes in the shims were stopping the shims before they were snugeling up eversotight to the blade. I loosened one end, then pulled one shim out and made another shim with enough play to assemble it properly. Now this isn't brain surgery. It's as simple as engineering can get, even English engineering. So why do brand new pieces require modification? Not that it's that difficult to do, but when you buy new stuff there's a suitability implied.

All this, at least, gives Cuthbert the opportunity for more epistles to the Mognoscenti. The way the steering damper works on Morgan cars and no other is one of the engineering simplicities I love. The steering damper isolates the suspension main spring's tendency to steer the wheels as it winds and unwinds while the car goes over the road. The damper blade must be able to move athwartship, but not fore and aft. The shims are adjusted so the blade has NO movement fore and aft, but is able to move across the car as the suspension goes up and down. I adjust the shims so they are just snug, then with a tiny screwdriver the shims can be moved up to the damper blade so there is no movement. That's all ffffolks.

P.S. No mention has been made about lubrication. A good grease should be applied to both sides of the bronze pad and the inboard end of the damper blade.

