

The Minor van (right) is owned by Brooklands Museum and is seen sheltering under the wing of a BAC 1-11? British Caledonian was a private, British independent airline, operating out of Gatwick Airport in the 1970's and 1980's. It came into being in November 1970 when the Scottish charter airline Caledonian Airways, at the time Britain's second-largest, wholly privately owned, independent airline, took over British United Airways (BUA), then the largest British independent airline as well as the UK's leading independent scheduled carrier. The BUA takeover enabled Caledonian to realise its long-held ambition to transform itself into a scheduled airline. The merged entity eventually became Britain's foremost independent, international scheduled airline.



REAR VIEW

Photo by Tina Waller, info on Bcal from Wikipedia

A series of major setbacks during the 1980s as well as the airline's inability to grow to the minimum size to become a viable "Second Force" as envisaged in the 1969 Edwards report led to increasing financial difficulties during the second half of that decade. This was the time the airline began looking for a merger partner to improve its competitive position. British Airways emerged victorious in the ensuing bidding war and gained control of its erstwhile competitor in December 1987.

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MORRIS MINOR REGALIA - DORSET BRANCH



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MORRIS MINOR OWNERS CLUB

DORSET BRANCH



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MARCH 2011
VOLUME 14
ISSUE 5

WWW.DORSETMMOC.CO.UK

DORSET BRANCH NEWSLETTER

Dorset Branch of the Morris Minor Owners Club

Helping to preserve the post war Morris Minor in the Dorset area and beyond

The MMOC Dorset Branch

was founded in 1977 by Graham Melly and chaired in the early days by Aubrey Batt. It is a Branch of the National Morris Minor Owners Club but has its own accounts and organisation (see Constitution for further details) **We meet on the first Wednesday of every month (7:30 for 8:00)** at the Bournemouth Electric Club, Broadway Lane, BH8 0AA. We have an active calendar of events throughout the year – particularly in the Summer months when we attend many rallies and other shows. The monthly Clubnight is an opportunity to meet the other enthusiasts and enjoy a presentation or other activity organised by the Committee.

Membership currently costs £10 per year, £12.50 for joint membership.

Please ask Branch Secretary if you require a copy of the Dorset Branch Constitution. For more details contact Laurie Blewer on 01202 522673 or John Jenkinson on 01202 576690

Advertising: Cars or spares for sale or wanted £5 per entry (Free to members). Traders advertisements: £30 per year.

FRONT COVER

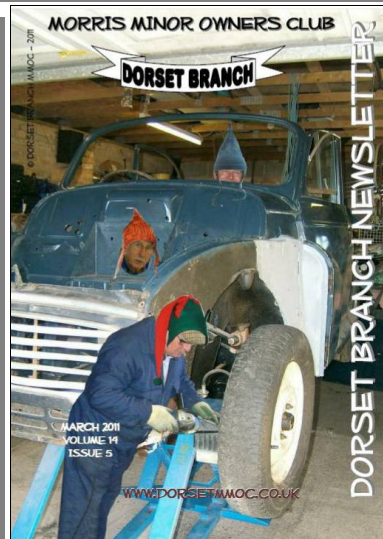
John's (larger than life) Convertible is being mended, as hopefully, regular readers might have noticed. There is a bumper, 3 page update in this month's newsletter.

Committee Members 2010-11:

- President: Graham Jarvis (07856 918136)
- Chairman: John Jenkinson (01202 576690)
- Secretary: Laurie Blewer (01202 522673, 07947 525884)
- Treasurer: Jacky Wood (01202 573501).
- Membership Secretary – Des Waller (01202 573403)
- Events Organiser/H&S Supervisor – Neville Gerry (01202 747687)
- Newsletter /Website Editor: Brian Wood (01202 573501) (brian@dorsetmmoc.co.uk)

Non Committee posts:

- Raffle Coordinators: Chris Tilly and Val Palmer
- Spares Manager: John Bainbridge (01258 458749)
- Regalia Manager: Richard Cyster – (01202 526660)
- Catering Executives: -Sue Blewer, Lyn Gerry



(Don't forget to check the website for latest updates to events)

- 2nd March – Clubnight – Talk by Reverend Timbrell
- 6th March – Vintage Transport Day – B'mth Aviation Museum
- 6th March – Brooklands Austin-Morris Day
- 6th April – Clubnight – Voting for Branch Charity
- 16-17 April – Bristol Classic Car Show, Shepton Mallett, BA4 6QN
- 15-17 April, Spring Weekend, Glen Hotel, Sidmouth.
- 17th April – FBHVC Drive it Day
- 25th April – Spring Vehicle Meet and Autojumble @ Wyke Down, Andover. (springvehiclemeetandautojumble.co.uk)
- 4th May – Clubnight – Talk on Minor Servicing – Brian & Laurie
- 8th May – Aubrey Batt Run
- 14-15th May – Beaulieu Spring Autojumble
- 22nd May – Visit to Forge Garage (MOT Centre) SEE P.14**
- 1st June – Clubnight – Talk on Visit to China by Phil Traves
- 18-19 June – BPPC Steam Up – Canford Park Arena
- 6th July – Clubnight – TBA
- 9-10 July Dorset Branch Rally – Avon Heath Country Park
- 17th July – Muscliffe Community Day
- 17th July – Poole Bay Classics at Breamore
- 3rd August – TBA
- 7th August – Mid Summer Saunter
- 12-14 August – Purbeck Rally
- 29th August – Verwood Rustic Fayre
- 2-5th September – IoW Trip
- 7th September – Clubnight – TBA
- 5th October – Annual General Meeting

2012

28th Jan Club Dinner and Dance – Elstead Hotel

**NEXT CLUBNIGHT:
VOTING FOR ANNUAL CHARITY NOMINATION**

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VISIT TO WINTON MOT CENTRE

Karl Payne (owner of the Forge Garage) has kindly offered to carry out up to 6 MOT's for member's Minors on 22nd May Branch Visit to the Winton MOT centre for a **very reasonable £20**. If your MOT expires at any time between 22nd May and 22nd June you may be eligible for this opportunity. YOU MUST PRE-BOOK and this can be done on line (see advert below).

<p style="text-align: center;">Forge Garage (now incorporating Winton & Moordown MOT Centres) GENERAL SERVICING AND MOT'S</p>	<p style="text-align: center;">Call: 01202 528 667</p> <p style="text-align: center;">Car MOTs £39.95 Morris Minors (Members only) £35.00 FREE RE-TEST</p>
<p style="text-align: center;">DISCOUNT FOR CLUB MEMBERS (MUST SHOW CARD)</p> <p>Book your MOT test on-line at: www.forgegaragebournemouth.co.uk</p>	

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MMOC DORSET BRANCH NEWSLETTER

MARCH 2011

VOLUME 14 ISSUE 5



DORSET BRANCH

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• Talk by Rev Timbrell

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The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid-up members. It is also available for download from the Internet usually about 10 days before the clubnight.

EDITORIAL

Hello again and welcome to the March Newsletter. Last month's Blind Auction in aid of charity did very well to raise a



brilliant £182 – so thank you and well done to Roy (auctioneer) and all those who dug deep. We will be holding a vote soon to decide the charity which will get our support this year. Get your thinking caps on – to decide upon which (preferably) local charity you would like the Branch to support. If you wish, you will be able to make a short 'pitch' at the April clubnight for your preferred charity.

We have a 3 page update on the 'Kinson Konvertible' this month and the body shell is featured on the front cover in honour of the occasion.

We have a technical article written by yours truly – on how a driver's door was repaired. (Hope its not too much 'techy' stuff for you this month, but there is not much else going on at present!)


A group of 6 of us went to the 2nd Great Western Autojumble at the Royal Bath & West Showground, Shepton Mallet on on the 13th February. The weather was truly awful with heavy rain both ways! That didn't really matter, but it gave the Audi's wipers a good work out. The consensus was that the event was not as good as expected or as it was last year. There were many fewer stalls there and I came away with a few purchases, but nothing that was on my list! The blurb said that there would be '150 stalls'. I didn't count them but I would be surprised if there were anything like that number. Last year there were the two side halls with trade stands, but this year only one, but with some in the main hall. Only 5 out of 10 for effort, but still – it was a good day out with the lads! John's wallet came out not once, but many times in his quest for Convertible parts. He nearly bought a set of tyres, but we said he might have to walk home if they wouldn't fit in the boot.

Laurie, John and I recently attended Beaulieu for a planning meeting for the 2013 Morris Centenary at the Beaulieu Spring Autojumble where we are hoping to arrange a display of as many Morris cars as we can muster. We 'floated' some idea and we will be trying to find an example of every type of Morris produced – so if

you have, or know someone with a rare Morris, please let us know so we can follow it up.



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FOR SALE & WANTED & CLUB NOTICES

Please let me know if you no longer wish your ad to be included in the newsletter/website. *Editor.*

FOR SALE

1963 Morris Minor Convertible. (Conversion from 2 door professionally done 1996.) Rose Taupe with cream hood and red interior. 1098cc. Same ownership for past 19 years. Mot till May (Maintained by Arthur Cox) Good condition, plenty of spare parts (Location: Iford) Sale due to lack of use.£2,995 ono. Contact Julia Pearson 01202 424777.

BOOK CLUB PLUS (BY DEREK SHEARMAN)

Hello everyone - in the last Newsletter I talked about World Book Night.

This is an attempt by World Book Club Ltd, a registered Charity, to make a free distribution of one million new books on one night - 5th March. The aim is, of course, to re-introduce to people the pleasures of reading a book. There was a total of some 25 different titles available for me as a Distributor to choose one. Listed below are some of those titles.....

The Prime of Miss Jean Brodie / All Quiet on the Western Front / The Spy who came in from the Cold / New selected Poems 1966 to 1987 / Alan Bennett - A Life like other People.

As the distribution night is a Saturday and we meet on a Wednesday, I am to be allowed to give away my allotted 48 books at our April meeting

The title I chose was Agent ZigZag which is a biography written by Ben Macintyre (author of the no. 1 best seller Operation Mincemeat) about Eddie Chapman who was a Double Agent during the second World War. I chose this book for two reasons: 1. 1939/1945 is a time which holds memories for some of our Members and/or their Parents. 2. I once 'met' Eddie Chapman in the 1960's and he gave me the most frightening few moments of my life!

Hopefully, I will be given the opportunity - 5 minutes - at our April meeting to distribute these books and give you some personal information about this extraordinary man, which does not appear in the book.

Please visit worldbooknight.org for further information of this ambitious project.

Derek Shearman

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DODGY DOORS (CONTD.)

(Continued from page 11)

under the upper part of the remaining door skin, when you have cut away

the old bit. The remainder of the old skin bottom has to be carefully removed bit by bit, particularly the folds around the edges and bottom. A dustpan and brush is very useful for the considerable quantity of rust and 'compost' that comes out of the door. The inner section of the door bottom can be purchased as repair panel, but if you are a bit tight (like me) you can make your own quite easily with a flat piece of steel with one fold to get the bottom edge. Don't forget to replicate the drain holes, though. This plate can be easily welded to the inside edge of the door and also to the reinforcing panel at the front. The panel I used was galvanised



(and you should grind off the galvanising where you are welding - to avoid toxic fumes). This should be done first and sealant applied to the joints.

When you fit the new outer panel, the most important bit (in my humble opinion) is the alignment of the curved bit in the middle with the curved bit in the rest of the door. The ends can be adjusted to suit, if necessary but if you don't line up the curved swage top and bottom, the finished door is never going to look right. It's a

good idea not to do too much welding at once, doing a little at a time to avoid heat build up. I always keep a damp cloth handy to control the spread of heat. I almost exclusively use my mig welder but I would not gas weld the top joint due to the potential for distortion. Mig welding is inherently cooler than gas welding. Distortion of the door skin is probably more of a worry than the bottom edge since there is a greater unsupported area to look out for. However, the 'joggle' should help to slightly increase the stiffness of the panel. The completed welding of the external panel is shown in the photographs and after final spraying. I would also recommend lead loading to finish the joint, but on this job I used a bit of good quality body filler.

Also recommended is the fitting of 'lip' type door window seals. We live close to some large Oak trees which shed a lot of leaves etc. My theory is that these stop a lot of the debris etc entering the door between the drop glass and the 'felt' strip, which collects in the area just repaired. This 'compost' then acts as a sponge and causes rusting. They also make a better job of clearing the water from the window if you wind it down!

Good luck!



EDITOR'S INBOX



Hi there, First things first I just want to say what a great website you have. There seems to be a lot going on in the Morris world! I am emailing because I was wondering whether you might be able to include a link or story to my service called Giveacar somewhere on your website? Giveacar is a not-for-profit company that organises the sale or disposal of cars for charity. Started in 2010, it has already raised around £250,000 for various charities. I am not saying that Morris Minor owners would want to scrap their cars. We don't scrap all cars, and aim to salvage them where possible. However, if ever one of your viewers did need to scrap a car, or simply wished to donate an old car to charity, it would be great if you could refer them to us so we can help the charity of their choice. We are an environmentally friendly operation, recommended by Keep Britain Tidy and recently covered by the Ecologist:

http://www.theecologist.org/green_green_living/out_and_about/687787/recycle_your_car_dont_scrap_it.html

<http://www.keepbritaintidy.org/GetInvolved/GiveaCar/Default.aspx>

If this sounds of interest to you, please do not hesitate to reply and we can provide you with some content and a link. We could even go one step further and provide a tailored news or blog style piece if necessary?

I hope to hear back from you, but if not, keep up the great work.

Kind Regards, Harry Achillini Giveacar Ltd.

Thanks to Dave and Pam for sharing their 'issue' with Rupert with us. I tried to come up with a few suggestions, but the problem was a bit more obscure than the more obvious things as you will read below. Might try to get to the Brooklands 'do' this year. (Ed)

Hi Brian, David is having a problem with Rupert, the 1971 Austin Minor van. Please can you help? He was put away in mid November running perfectly, not started for 8 weeks. He started perfectly, reversed out of the garage and was left ticking over. But then cut out after about 20 mins when the temperature reached 85c and would not restart until he cooled down. He then starts straight away, but although will not idle, he runs well out on the road when driven.

David has tried 3 new coils, new distributor cap, new fuel pump, plugs, leads etc. Rupert has electronic ignition. He just refuses to idle. Any thoughts please?

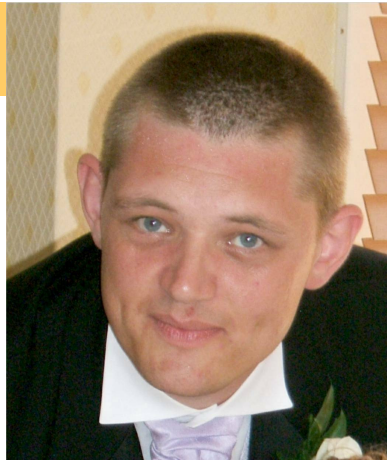
And the Feb newsletter is great. Kind regards Pam

Hi Brian, After lots of meddling we finally got Rupert fixed. As we told you he would start and behave fine out on the road for say 10 miles but then would not tick over at a standstill and then would not start again until he had cooled down. David checked all the obvious things - coil, fuel pump, filters, spark, distributor etc! Rupert is fitted with Lumenition electronic ignition and luckily at the National Rally last year a new Lumenition kit was bought so as a chance try, David fitted the new magnetic disc and hey presto all is well and Rupert is up and running. It seems one of the 4 magnets had moved out of place. Also saw in Minor Matters that E.S.M. Minors of Tonbridge were advertising "Mr. Grumpy's Heat Shield Kit", so sent for one of those which is now fitted and that should take care of any fuel vaporisation problems if they occur. All in all this small problem has taken quite a few hours to sort out and many thanks for your help. Hopefully Rupert should be at the Austin/Morris Day at Brooklands on Sunday March 6th travelling under his own steam (perhaps not steam) as last year he went on our trailer. David will send you a report about the day. Kind regards Pam and David

PS. The chap at ESM was very helpful on the phone when David was ordering the heat shield

SECRETARY'S REPORT

Good evening and welcome to the March clubnight. A big thank you to all members who came along last month and managed to raise such a fantastic sum at the blind auction. As far as I know it was a record amount. Please put your thinking caps on to decide on a charity for this year as we will be deciding on this soon. Tonight we welcome along the Reverend Stuart Timbrell who will be giving another of his excellent and entertaining talks. I will not be at the April meeting as we are going on holiday but in May I will be assisting Brian with the talk on 'Servicing the Minor'.



Entry forms for various summer shows are already coming in and are available at clubnight. The dates for all the shows we know of so far are in the events diary. Plans are coming together for this year's Dorset Branch Rally and your entry form should be with this newsletter.

Last month John, Brian and I went to Beaulieu for our preliminary meeting about the 2013 centenary event we are planning for that year's Spring autojumble. It will be along the lines of the event we staged in 2008 but we hope to have in excess of 200 vehicles in attendance. We will be looking for Morris' of all kinds not just Minors so if you know of anyone who may be interested in coming please let me know and I will add them to my list to whom invitations will be sent.

I am looking forward to the Devon weekend next month and am planning to go down in the Traveller. I will need to give her a service beforehand though as she hasn't been out very much over the winter months.

The Great Western Autojumble last month was disappointing as far as I was concerned. I only spent a fiver on some brake adjusters for Victoria. John had better luck I think managing to find quite a few bits and bobs for the convertible. Unfortunately, the Bristol Classic Car Show is taking place whilst we are away on the Devon weekend this year which is a shame as it's a day we normally enjoy. All these things and many others are taking place on 17th April which happens to be Drive It Day so if you don't do anything else please get the Minor out and give her a run or at the very least park her out on the drive for all to see.

I can't think of anything else this month so until next time, Happy Minor

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DODGY DOORS



aged areas, but it is easy to miss other areas which are partially rusted which will emerge when you have painted it in the near future. If a job is worth doing... etc. It may be better to consider replacement of the entire lower panel(s). Jacky's car had several bubbles appearing in the area of interest, so I had a go using a repair kit. The repair panel kits are available with the inner panel at about £25 and the outers at

Following on from our look at door handles in September 2010, we now take a look at the rust situation. Do your doors have those tell-tale rust bubbles along the bottom or even large orange outlined holes? If you think the doors are OK, have a look underneath. The rust bug often lurks there and sometimes only emerges through the outer door skin when there is terminal damage to the door. It is often ok to cut out rusty bits and 'graft' in new steel in the dam-



about £25-£30 depending on the model (2 or 4 door). They are actually not that difficult to fit, provided you take your time and make sure you check the panels for a good fit at each stage. Previous welding experience is recommended, however. You can, if you are really keen, get the entire door skin for the thick end of £200 each, but I have never felt the need to do one of these myself. If the door is that bad, you can probably find a less rusty one at the next autojumble!

Whilst it is probably easier to do the repair with the door off the car, you may wish to leave the door shell on the car while you at least tack-weld the panel in position.



In this way, you will be able to make sure you haven't induced any distortion and can check that the door still shuts properly! Also, I always clamp a piece of stout angle or square section to the bottom edge to prevent (or at least discourage) it from turning 'banana' shaped.

Start by laying the new outer panel over the door marking out about 12mm (1/2") lower than the height of the new panel - which can then be 'joggled' with a step

(Continued on page 12)

CONVERTIBLE PROJECT (CONTD)

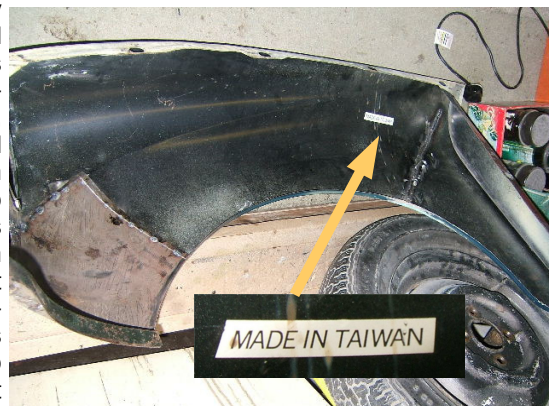


John surveys the further repair surgery required to the front wing.

(Continued from page 9)

trunnion links. You can then fit the trunnions, tighten them up and lock the nuts as necessary. This *also* avoids the need to lower the car onto the ground before you tighten everything. Such loading is usually necessary so that all the bushes are correctly centralised when you nip them up. The bodywork side is not going quite so swimmingly, however! As noted in previous updates, we have encountered some 'minor problems' in the fit and finish of the body, which has had some serious repair work done in the past. After much fettling and remedial work, the majority of the bodywork is pretty much the right shape now. I had a genuine, but second hand front nearside wing which fitted the car with little trouble. However, the offside one, is a new, but *pattern* one, which has a 'Made in Taiwan' sticker underneath. Brian thought I had stuck this on for a laugh but as far as I know, it came from there. (*Has anyone else used one of these?*

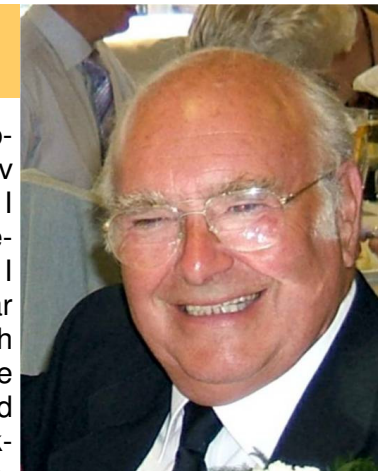
We'd be interested to find out – Ed). It looked fine... until we fitted it. Either the back end (adjacent to the driver's door fitted) perfectly, or the front bit fitted on the inner wing – but not both together! We decided that the only solution was to put a carefully positioned cut across the wing to relieve the stress allowing it to fit at the front and back simultaneously, then weld it up again. This, we did and all seemed fine until we fitted the front bumper. Whilst the bumper fit on the passenger (left) hand side seemed to be acceptable, you could get your fingers between the new wing and the bumper on the right hand side! We concluded that the 'Taiwanese' wing shape was completely wrong at its lower front edge. (This further defect may have been partly due to our earlier 'adjustment', however). We got out a scrap wing and cut off the bit that seemed to be the wrong shape and welded it in place of the equivalent bit of the wing. Finally, the wing has been fitted and we are now happy with it! We then finished off the rubbing down ready for the spray job. First, though, we re-schutzed the insides of the wings (had to take them off again) and did the inside of the boot just to tidy it up. The lower part of the engine bay was done with stone-chip so that we could finish those areas in body colour. The boot lid wasn't too bad so we cleaned up the lower bit and drilled out the small rust holes. These were then welded up and ground back. There were a few more holes on the inside, which had been caused by the sponge boot seal which seems to work better at sealing the boot but often *causes* corrosion by entrapping moisture and when you peel it off – bits of bootlid come off with it! The engine bay looked like it had been treated with a 'textured' finish before, so it just needed tidying up. Using 'stone chip' will allow us to apply some cellulose paint to it. Which brings us on the painting process. More next month...



The inside view of the front wing showing the first adjustment 'scar' (top right) and the replacement bottom corner (left of pic.)

CHAIRMAN'S REPORT

Good evening and welcome to March Club-night. A warm welcome this evening to Rev Stuart Timbrell for one of his interesting talks. I went to Shepton Mallet Autojumble show recently with some of the Branch members and I thought that the show was very poor this year with not many stalls. Some of the Branch members have asked whether I could arrange a weekend on the Isle of Wight to correspond with the IoW Morris Minor Rally on the weekend of the 2-3-4 September returning on Monday 5th. I have arranged the weekend for £153 per person and £20 return for the ferry. We will be staying at Warners Norton Grange (Yarmouth). If you would like to go please let me know. Entry details and forms are available from me and also on the website. Deposits of £65 per person will be required by 2nd March. The 'boys' are cracking on with Ann's Convertible Morris Minor. It is now ready for paint spraying. Laurie, Brian and myself were invited to a meeting at Beaulieu with the events team to arrange a display commemorating 100 years of Morris. The meeting went well, more information later. At April clubnight, we will be inviting anyone to tell us about their favourite charity so that the voting can take place that evening. Please let me know beforehand if you wish to speak. Happy Motoring, John.



ISLE OF WIGHT WEEKEND - 2-4 SEPT

John has arranged a weekend holiday on the Isle of Wight taking in the IoW Rally The venue is the Warner's Norton Grange at Yarmouth. If you are interested in attending please check the Website News & Events page for more details or speak to John.

WESTPOINT ANTIQUES & COLLECTORS FAIR

This event is on 16-17th April and coincides with our Branch weekend at Sidmouth so it might be a possible activity for us on one of the days. Westpoint is nearly at the end of the A3052 which goes from Sidmouth to Exeter

The convertible rebuild project is coming along fairly well now.

CONVERTIBLE PROJECT PT. 3

(BY JOHN JENKINSON AND BRIAN WOOD)

The 'little' gang of

Pixies (see front cover) have been very busy! We had one or two 'Minor' setbacks recently – these involving some further bodywork welding jobs which had to be re-done to make things fit properly. The door alignment is OK now and we have started to prepare the body for spraying. The mechanical side of the 'Project Convertible' is coming along nicely now – largely thanks to Eddie Pateman, who has grafted away quietly putting the engine, gearbox, rear and front suspension together with barely a stop for a quick cup of tea! Eddie has finished assembling the engine and it is ready to go back in the car. The gearbox has been inspected and found to be in good condition. We seemed to have a 1098 gearbox, possibly from an Austin A35 which has a different clutch actuating fork to the Minor. When we swapped it for what we thought was the correct Minor part, we noticed that the thrust bearing wouldn't fit over the first motion shaft of the gearbox. We then discovered that the thrust bearing fork is different on the 948 and the



two are not interchangeable. Roy Gale kindly supplied us with a spare 1098 one. The engine was treated to some upgrades to make it a little easier to maintain and to better suit today's conditions. The dynamo has been swapped for an alternator. Since the alternator is shorter than the dynamo, you need a special rear bracket. The front bracket is slightly different also. We already had a suitable, new alternator so only had to buy the front and rear brackets, the fan belt plus the wiring harness to connect it up. If you buy the kit from ESM or Bull Motif, you will get all you need in one box. We already had the new wiring harness, but you can order one with the alternator harness already built in if you are really on the ball! We also fitted a 'spin-on' type oil filter conversion. These make future servicing so much easier and we would have been daft not to fit



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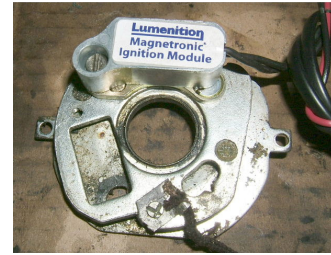
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Norman J. Kimber

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BRANCH REBATE SCHEME

You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly clubnights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise Des Waller (or any Committee Member) of your MMOC membership number and renewal date and make sure that you sign the attendance sheet at the clubnights. Thank you.



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one while we had the engine out! They are dead easy to install, you just need to replace the two studs in the side of the engine with the supplied, shorter ones, reconnect the steel oil pipe to the new filter head, fit the disposable filter and job done! We also opted for a Lumenition Electronic Ignition kit. This involves fitting a small electronic module inside the distributor to replace the points and condenser. You need to remove the small brass pivot post on which the points are mounted, so you can't easily go back to points. You could,

however, always carry a spare base plate (out of another distributor) fitted with points and condenser if you think you might need it as insurance. I believe that these systems are pretty



reliable, but if you are equipped for the worst cast scenario – sod's law states that you will never need it! The final upgrade, which you can see in the picture is the duplex timing chain kit. Again, this is fairly simple to fit in place of the old simplex set up originally fitted. The only alteration you need to do is to countersink the screw holes behind the crank sprocket to take a countersunk screw instead of the original

hex head screw. This is needed because of the extra width of the pulley. We already had a timing case with a 'proper' oil seal, but it is advisable to replace the old type case (with a felt seal) with one of these – if necessary.

We had a potential problem encountered during the dismantling and re-assembly of the front suspension. If you have every tried this on a car with no engine fitted, it is not easy! If you try to jack up the lower suspension arm



Surrogate steering leg being tightened prior to fitting stub axle and trunnions.



Eddie tightens the hub nuts with yet another home made 'BMC Service Tool'

to relieve the load so that you can undo the bolts, you find that the whole car goes up in the air and it is difficult to 'unload' the tension on the steering leg which comes from the torsion bar which is trying to push the lower wishbone downwards. You could load up the engine bay with some heavy items to do the job, but Brian remembered that he made a unofficial 'BMC Service Tool' to do the same job on his Traveller about 15 years ago. It involved a couple of exhaust clamps, some flat bar, some 12mm studding and a bit of welding. The idea is to clamp the top shock absorber arm to the lower wishbone and tighten it just enough to release the upper and lower

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