



## DORSET BRANCH SPARES NEWS

**New Morris Minor Spares** are available through the club. The current list is posted on the website under the 'New Spares' tab. *We can also order other items for you—usually saving the postage cost.*  
**Brian. 07411 116336**

No new lines this month—but spares will be available over the holiday period (with the exception of Christ-

mas Day, Boxing Day, New Year's eve and

New years Day.

Don't forget, we have the alternator brackets with coil mounts for £12 each and re-conditioned carburettors at the very competitive price of £95 each (exchange). The current list is posted on the web site under the 'New Spares' tab.



## MORRIS MINOR REGALIA - DORSET BRANCH

Our Branch Regalia stock is managed by **Richard Cyster** and is available at clubnights and our outdoor events. (The illustrated stock list is shown on the website [www.dorsetmmoc.co.uk](http://www.dorsetmmoc.co.uk))

Tax Disc Holders	£ 1.00	'Zoodies'	£20.00
Coasters	£ 1.00	Waterproof Jackets	£ 15.00
Branch Keyrings	£ 1.99	Caps	£ 12.00
Pack of 6 Cards	£ 7.00	Polo Shirts	£ 15.00
Single Cards	£ 1.35	Sweatshirts	£ 14.00
Postcards	£ 0.50	Fleeces	£ 20.00
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Model Vans	£ 3.50	Money Boxes	£ 5.00
Small Cars	£ 1.50	Ceramic Mugs	£ 5.99
		Club DVD's	£ 3.50
		Morris Minor Hangers (lge)	£ 15.00
		Morris Minor Hangers (small)	£ 9.00



This is my young grandson, Leyton (6) whom I thought might benefit from a bit of information on the subtleties of servicing techniques for the Morris Minor. *(Editor)*



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MORRIS MINOR OWNERS CLUB

# Dorset Branch

## NEWSLETTER



January 2013

Volume 16

Issue 3

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[www.dorsetmmoc.co.uk](http://www.dorsetmmoc.co.uk)

## 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. Please note that the Dorset Branch MMOC will accept no liability in respect of goods or services provided by advertisers. No recommendation is implied.

**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. (Also available on website.) 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.

### Committee Members 2012-2013

**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)  
**New Member:** Brian Ford  
**New Member:** Eddie Pateman

**Newsletter / Website Editor:** Brian Wood (01202 573501) (brian@dorsetmmoc.co.uk)  
**Non Committee posts:**  
**Raffle Coordinators:** Chris Tilly and Val Palmer  
**Spares Manager:** Brian Wood (07411 116336)  
**Regalia Manager:** Richard Cyster – (01202 526660)  
**Catering Executives:** -Sue Blewer, Lyn Gerry

### FRONT COVER

Continuing the 'cold' theme (from last month) this month's cover picture is taken from a booklet produced by Castrol in 1964 called 'Car Care'. The car spent 24h at 30deg below zero and (apparently) started on the first 'pull'.

**Dorset Branch of the Morris Minor Owners Club**  
**Helping to preserve the post war Morris Minor in the Dorset area and beyond**

## Forthcoming Events (see also [www.dorsetmmoc.co.uk](http://www.dorsetmmoc.co.uk))

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

**2013**

2nd January—CLUBNIGHT—Quiz  
6th February—CLUBNIGHT—Blind Auction  
19th Jan—Annual Dinner and Dance—Liston Hotel, Boscombe  
6th March—CLUBNIGHT— Morris Memorabilia Evening (Bring your period Morris 'stuff')  
3rd April—CLUBNIGHT—Talk on Crystal Palace  
14th April TOY Club 'Drive it Day' Run (Carle 01305 771760)  
19/20/21 April—Spring Weekend Holiday, Sidmouth  
1st May—CLUBNIGHT - Mystery Object Quiz  
18th-19th May Beaulieu Spring Autojumble (MORRIS CENTENARY EVENT)  
2nd June—TOY Hardy Country Classic Tour (Nick 01305 260038)  
5th June - CLUBNIGHT—Phil Traves' Antiques Evening  
30th June—TOY Annual Show/Fun Day Chickerell—Free (Carle 01305771760 or Nick 01305 260038)  
12-14th July—DORSET BRANCH RALLY  
7th August—CLUBNIGHT—Talk by Reverend Timbrell  
6th November—Call My Bluff type quiz  
22nd December—TOY Xmas Vehicle Meet, Sun Inn, Lower Burton 12:00 (Nick 01305 260038)

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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. Thanks.

# ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

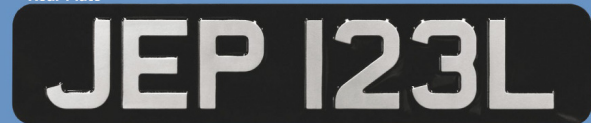
*"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"*

John Jenkinson, Chairman  
Morris Minor Owners Club, Dorset Branch

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# Dorset Branch Newsletter



January 2013

Volume 16 Issue 3

CLUBNIGHT ACTIVITY:  
**Quiz**

MORRIS MINOR OWNERS CLUB

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**NEXT CLUBNIGHT  
Blind Auction**

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.

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## Editorial

Hello everyone and welcome to 2013—the year in which we will celebrate the 100th Anniversary of Morris with plenty of activity both by the Branch and the National MMOC. I hope you all had a relaxing Christmas holiday break and those that attended, enjoyed the Mistletoe Meander, last week. Thanks to John Jenkinson for the loan of the Castrol book which supplied the cover photo and inspired the material in the 'Winter Survival Guide' on the facing page.

Thanks for the feedback on 'that programme' (Channel 5's 'Classic Car Rescue' and subject of last month's editorial rant)

Dave Holton was glad that they didn't get their oily paws on a Minor and sent me some cuttings from the classic motoring press which seemed to agree wholeheartedly with the phoney nature of the whole thing and the potential damage to the perception of the classic car industry. Let's hope and pray that there is no second series!

Thanks very much to Andy Dibb for his timely update on the 'Van from Uncle' which, as regular readers will know is a rather 'long-term' restoration saga. (See page 7)

Garage activity, these past weeks has involved a new venture for me. Gearboxes. I don't know about you but I have always considered them 'too difficult' to do other than fit a replacement one. That demon has now

been put to rest thanks to a bit of expert guidance and two old boxes to practice on. Might even get an article or two out of it as well!

We were told about Bob Rees' heart scare at the December clubnight, but I am pleased to report that he is making a good recovery and hopes to be on the Mistletoe Meander.

This is pretty much your last chance to book for the 2013 Dorset Branch Dinner and Dance on January 19th. See Jacky with your entry form and mamoney. Don't forget to bring a raffle prize or two, and we will see you there at about 7:00 for 7:30.

On the subject of Beaulieu next Spring, you may know that we are planning a display of Morris cars, Morris motoring memorabilia and collectable items in the main marquee. If you have anything interesting, that you would be prepared to loan for the weekend, we would be pleased to talk to you.



## 2012 in Pictures



(Facing page) Nev and Mike Brewster's newly restored saloon at the Aubrey Batt Run. The Breamore spring meet, the 2012 Dinner Dance and Three in One Run to Dorchester are also show below. (This page) The Isle of Wight rally top left and the National rally

(right) depict Roger Ware's and Phil Traves' cars (respectively). Our very own Dorset Branch enjoyed good weather and Tin and Des' cake stand (below) did very good business for the Club. Mike Pattison sent in some photos of 'Smokey' his 2 door, pictured here at Breamore.





With the cold weather now upon us, it is perhaps appropriate to mention the preventative maintenance items you might wish to attend to on your Minor (and other cars, of course).

The main one, of course, is the presence of anti-freeze in your radiator. The first thing to check is the concentration which dictates the degree of protection. Down here in the balmy south of England, the temperature does not dip down as far as it does 'up North', so you can get away with a lower concentration. 33% will suffice for down to about  $-18^{\circ}\text{C}$  and 50% should protect down to  $-34^{\circ}\text{C}$ !! (unlikely this side of the next Ice Age!) You should not be tempted to use it at higher concentrations *or even neat*. It is a good idea to flush and change it every 2 or 3 years to maintain its effectiveness and reinstate the corrosion protection. The second point is to make sure you use the correct *type* of antifreeze, since it is not all the same! I have seen a couple of cars lately with the 'wrong colour' antifreeze. **Blue is best** (but, confusingly the colour is not always a definitive indicator).



The other colours of antifreeze compound that are available are mostly based on organic technology ('OAT') and the usual advice is not to use them in 'classic' engines, since they tend to break down seals and gaskets. You need to look for a product that is 'IAT' compliant which means Inorganic Additive Technology or 'suitable for cars built before 1992'.



The battery is another important element in the 'will it start in the morning?' question. Batteries don't last forever and often tend to die slowly—finally giving up on that cold morning when you need to get somewhere in a hurry. If you have been thinking about replacing it—do it now, before it lets you down. With the Minor, of course, you can always give the engine a swing on the handle (if you are so inclined). Don't forget to give the terminals a smear of petroleum jelly (Vaseline or similar).

Also, don't forget all the other obvious things such as fan belt tension, washer fluid, wiper condition, tyre pressures etc and good luck with your winter motoring. (Editor)

## Secretary's Report

Good evening and welcome to the first clubnight of 2013 – happy new year to you all. Many thanks to everyone who sent me cards, emails and those who phoned to see how I was following my hernia operation last month. I'm writing this only 10 hours after the op. but I'm doing well and hopefully by the time you are reading this I will be more or less recovered. I have to say though, that doing nothing is very boring!

Well, 2013 is finally here and it is going to be a very exciting year in the "Morris World" with the centenary events taking place throughout the year. Of course, it's not only the centenary of Morris but also the 60<sup>th</sup> anniversary of both the Traveller and the LCV versions of our beloved Minors. Plans are now well advanced for our own centenary event at the Beaulieu Spring autojumble in May. We hope to have the official invitations ready this month to be sent out to all Morris owners who have expressed an interest in the event. I understand that lots of you have put your names down to help us out over the weekend and your help will be very much appreciated. There will be a lot to do to set up for the event as well as marshalling of the cars etc. As I am sitting here, I am sorting out pictures and memorabilia for the display in the main marquee. If anyone has any display cabinets we could borrow to display the many items in, we would be grateful.

As you know the March clubnight will be a period Morris memorabilia evening. Please bring along anything you might have which you think could be of interest. I have accumulated a very large collection of items over the past couple of years since we decided to host this event. But we could always do with more. We may want to borrow your items for the weekend.

I was very saddened to hear of the death of Mr Orson Crane from the Royal Glen Hotel in Sidmouth. Those of you who have been on our annual Devon weekend will know that he was a true gentleman who could always be seen in and around the hotel wearing his signature beige linen suit and bow tie. He always enjoyed seeing our cars on display in the hotel car park and usually would bring his Morris 8, 2 seat tourer down to park with us. Believe it or not he had been at the Royal Glen *since 1957* and he will be sorely missed. Our deepest sympathies go out to Mrs Crane and all the family. Whilst on the subject of the Royal Glen I hope all of you who plan to come with us on the Devon weekend this year have booked your place. I can assure you that you will have a very enjoyable weekend at this lovely old hotel. Please see Jacky or Nev if you want to come but haven't booked your place yet.

I think that's enough from me for this month. So let's all look forward to a very busy year of club events.

Happy Minoring, Laurie.



## For Sale & Wanted & Club Notices

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

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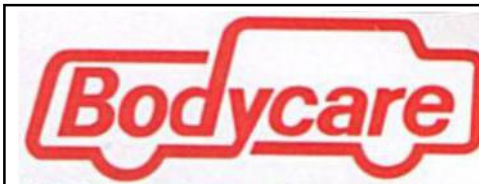
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The Branch Website has a '**Spares Shop**' which advertises (mostly) spares. Why not browse the bargains or send me an ad or two with a picture.

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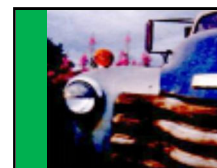
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## DMMOC Dinner & Dance (by Neville Gerry)

Don't forget the Dinner and Dance which has been organised for Saturday January 19th 2013 at a new venue. It will be held at the **Liston Hotel**, Wollstonecraft Road, Boscombe Spa, BH5 1JQ. The cost will be £25 for members and £27 for non-members. The wine is paid for by the Branch and entry slips were issued last month (See Jacky if you need one). Rooms are £20 pppn (01202 394588) AND **forms on the website.**

## Dave Walker's Morris Cowley (continued)



simply a loose nut inside the drum but another stud was in two halves! What was even worse was that that stud had at some stage in the past been arc welded to the hub. So we have the car leaning over on it's side on a Sunday, a hub with a broken off welded stud in the brake drum and me due to go into hospital on the following Tuesday for an operation on my hand. Enter saviour Brian Tilley who milled off the broken welded stud, drilled out the remains and fitted a new stud. It was all back together by 16:00 hrs on Monday and the car was driven round the garden - yippee. It even started easily after setting the timing settling down to a steady tickover. So I could go to hospital the next day leaving a mobile car for Jackie to move if necessary.

Now all I have to do is get it charging as the Lucas Dynostart is working as a starter but won't charge. Have we any experts in this field in the branch?

Some things did go well:- Five litres of Unipart Antifreeze from Shepton Mallet Show for £9:99p (*hope it's the right colour!* - Ed) - thanks Peter for pointing that out. "In Time" in Boscombe sorted out the time clock within one week. Added it on to the Fleet Insurance

policy £15.75p and Taxed it. No M.O.T. required. Motorbitz in Ferndown did an incredible price on a Yuasa battery with a three year guarantee for £45.00p. They will beat any other quoted price- see Graham at the Branch and he will help. They even had the correct 18mm spark plugs in stock at £3.00 each which was cheaper than I paid twenty years ago. This car has a Lucas Magneto which has been overhauled several times and each time it fails I have to revert to my spare one that I bought for 10 shillings at an Autojumble in 1966. Graham Gould in Bransgore has taken on a full overhaul of the original at a fraction of the price quoted by others. This was a local recommendation.

Now the paint is scruffy and I still have to make up part of a floorboard but I am hopeful that it will get to Beaulieu, although I will probably have to con someone into driving it! Oh and I enclose a photo of the calormeter just to prove that it did get up to working temperature. Thanks to all of those persons who helped: without you and Laurie to prompt me Sarah would still be sleeping.



## Chairman's Report

Good evening and welcome to the January 2013 Clubnight. I hope you all had a good and enjoyable Christmas and New Year. As you know, this year is the big one for the Dorset MMOC with some new runs and ideas for the clubnight and, of course, the big Centenary Weekend and our Beaulieu event. So far we have over 200 vehicles booked in, but we could do with a few more Morris commercial vehicles. I would like to thank all the members who put their names down to help at the Beaulieu Weekend. I will leave the list on the notice board for those who missed the December clubnight.

Tonight is the last opportunity to give your names to Jacky for the annual Dinner Dance night at the Liston Hotel in Bournemouth. Also please remember to bring raffle prizes on the night. I have just given Bob and Betty Rees a call last night to see how Bob is getting on and I am pleased to say (at the time of writing) he is doing very well. I would like to thank all the traders for all their support for the club magazine – it does help with the production costs. Also, thanks to the members who made the additional contribution towards the postage for the newsletter. That's all for now, have a good 2013, good motoring, John.



home in the pouring rain !!!!! Anyway my promise to dear Ron Newman has been honoured and with a few more bits of tidying up she should be ready for the coming year. May I wish everyone a Happy Christmas and a good New Year.

Kind regards **Andy Dibb (DMMOC no.19)**



Hello Brian, thought you might like to know the van has had its repaint by good friend Bob. He usually works on lorries, coaches etc., so she looked a little forlorn in his industrial sized workshop and oven. It looks like a dinky toy straight out of the box and I had to drive it



## Morris Cowley 'Flatnose' (by Dave Walker)



This Flatnose Morris Cowley car has always been called Sarah. I was told this by the person that I bought it from and he confirmed that was the car's name from the previous owner. I bought the car in 1964 and on getting it on the road found that it was not running properly. There was a light rattle from the big ends and after a short time it got so bad that a full engine re-build was needed. The car's engine is actually a Hotchkiss. William Morris started fitting them in 1919 replacing the original supplier, Continental. This continued until 1923 when Morris bought the designs and manufacturing rights and then they were produced by Morris Engines in Coventry. By Minor standards the engine is quite primitive but usually reliable and long lived. It has a clutch which runs in the oil from the engine (deliberately) and even today would be considered smooth and progressive. It is even quite light in its action. The engine has a low pressure oil system, 2lbs/sq.in is enough, and this feeds the main bearings and the timing gears. The oil then runs out of the main bearings into four troughs from which the big ends scoop it up using the dippers fitted to the big end caps. The bearings are all white metallised on to brass shells. It's also odd having non standard metric threads and whitworth dimensions on all nuts. A full

(expensive) engine re-build was carried out and the car put back on the road. The big ends lasted 1500 miles. In fact Sarah managed to destroy the big ends every 1500 miles so there are three re-builds. In desperation I left it in the garage about 1990.

Comes 2012 and Laurie asks if he can have Sarah for the 2013 Beaulieu Morris celebration. I agreed and felt that something needed to be sorted. After many enquiries I was given some information by a friend of a friend showing the probable cause. The tell tale sign is if there is high oil pressure. Sarah's oil pressure was always "off the clock". Before you think that is amazing the gauge only goes up to 10p.s.i. and has a 200 p.s.i. overload built into it. The gauge never quit so the pressure was somewhere between the two probably about 15 p.s.i. The theory being that the main bearings were too good a fit and not allowing the oil to come out into the big end troughs. I contacted three engine re-builders who initially agreed to do the work but on further discussion about the reason for the failure cried off. At this point I was given the name of Alec Jacobs an engine re-builder in South Gloucestershire who was not only prepared to tackle the job but understood the problem as he had re-built several Hotchkiss engines over the past 25 years. There were never any come backs and one Cowley was still running happily after 20+ years of wedding hire work.. On stripping the engine down the main things he found were:-

- \*Half of one big end bearing in the sump.
  - \*Main bearings much too tight and the correct oilways not cut.
  - \*All four big end bearings loose in the conrods.
  - \*All big ends had "run" some where the white metal had not adhered properly.
  - \*Big end oil grooves not cut properly.
  - \*Oil feed to the timing gears was via an outlet twice the correct diameter allowing what oil there was to go onto the wheels rather than into the big end troughs.
- I was amazed that the engine had kept running for 1500 miles.

Alec re-built the engine and I tried to re-fit it. Now the clutch is a strange arrangement and when fitting the gearbox to the engine it is possible for the clutch plates to slide into a position where you cannot connect the engine to gearbox. With the engine in place the gearbox had to come out a further three times to get the thing to fit. At this stage let me say that without Steve Brown's help the gearbox would still be on the bench. His strength and patience are amazing. Jackie and I could not do it, we simply didn't have the strength. Even fitting the engine was a problem as one of the engine mounting brackets was loose on the chassis due to the rivets being loose. Bruce Eggleton came to my rescue this time even making new fasteners. Thanks again Bruce. The only other problem that I knew about was that one of the rear wheel studs was loose in the brake drum and I assumed that it had stripped the thread. On removing the rear hub I found that the loose stud was