

Rear View



Whilst re-assembling the engine for my convertible, I noticed what appeared to be rather untidy bit of brazing inside the sump. Further investigation revealed an equally untidy blob of body solder on the outside. I then spent best part of a morning, making and fitting a replacement piece which was welded top and bottom, tested for leaks overnight with paraffin and found to be OK.

(Yes I know it would have been much easier to find another second hand sump—but you know how I like a challenge!) Brian.

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Our Branch Regalia stock is managed by **Dave & Jackie Walker** and is available at clubnights and our outdoor events. (The illustrated stock list is shown on the website www.dorsetmmoc.co.uk)

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Greeting cards each	£1.35	Hoodie fleece	£20.00
6 pack greeting cards	£7.00	Waterproofs	£15.00
Key hangers in shape of cars, made in steel		Polo shirts with logo	£15.00
	£9.00	Caps with LED in peak	£12.50
Same as above with 2 cars	£15.00	Beaulieu clock	£5.00
Ice scrapers	£ 0.50p	Key rings/bottle openers	£3.50



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Dorset Branch MORRIS MINOR OWNERS CLUB NEWSLETTER

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November 2016
 Volume 20
 Issue 1

www.dorsetmmoc.co.uk

The MMOC Dorset Branch

was founded in 1980 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 2016-2017

President: Graham Jarvis (07914 637429)

Chairman: John Jenkinson (01202 576690)

Secretary: Laurie Blewer (01202 522673, 07947 525884)

Treasurer: Jacky Wood (01202 573501).

Membership Secretary – Brian Ford (01202 699277)

Events Organiser/H&S Supervisor – Neville Gerry (01202 747687)

Welfare/Technical Adviser: Eddie Pateman (01425 476634)

Newsletter /Website Editor: Brian Wood (01202 573501)

(brian@dorsetmmoc.co.uk)

Non Committee posts:

Raffle Coordinators: Chris Tilly and Margaret Pateman

Spares Manager: Brian Wood (07411 116336)

Regalia : Dave & Jackie Walker

Catering Helpers: -Sue Blewer, Lyn Gerry

FRONT COVER

This year's visit to the Sherborne Castle Show saw a good turnout of Branch Cars.

**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)

5th October— Clubnight—AGM

2nd November—Clubnight—Talk by Kevin Patience on 'The Dorset Victoria Crosses 1857-1944'

7th December—Clubnight—Noggin and Natter

27th December—Mistletoe Meander

2017

4th January—Clubnight—Hobbies Evening

7th January —Dinner and Dance

28th May Pecorama Classic Vehicle Rally, South Devon.

1st February—Clubnight Blind Auction

1st March—Clubnight

4th April—Clubnight

3rd May—Clubnight

7th June—Clubnight

24-24 June—MMOC National Rally—Crawley RH10 4PE

5th July—Clubnight—Run out

Dinner and Dance 2017

7th January 2017 Dinner and Dance at the Liston Hotel in Boscombe Spa.

Starters: Leek and potato soup, Melon Platter, Stuffed Mushrooms with blue cheese.

Mains: Turkey, Beefsteak Pie, Cod in white wine sauce, Vegetable Hot pot.

Deserts: Bread and butter pudding with custard, Fresh Fruit salad, Trio of baby deserts, Cheese and Biscuits. Followed by tea or coffee with mince pies.

Christmas Pudding has been reinstated to the menu—by popular demand!

£28 per person (members) £30 per person (non-members) Rooms £30 Standard £35 Superior (Book directly with hotel 01202 394588 (Entry forms with newsletter or online.)

Mistletoe Meander

The Mistletoe Meander is being arranged for 27th December (which is the Tuesday after Christmas) and a bank holiday. There should be an entry slip with the newsletter. The entry is £7 per head and includes coffee, mince pies, road run, fish and chip lunch with dessert. (Slips also available on the website).

DEVON WEEKEND 2017

We are arranging a weekend in Devon next year, staying at the Royal Glen in Sidmouth and visiting the Pecorama Classic Car Show in nearby Beer on the Sunday. Accommodation prices to be announced shortly but the date for the diary is 26-29th May 2016. If enough of us book this we can get £5 off the prices shown.

Dinner, Bed & Breakfast Selected en suite £83.00 pppn, Standard en suite £89.00 pppn, Superior en suite £98.00 pppn Please let us know if you would like us to hold some rooms for you and a deposit of £40.00 per person will be required in January 2017.

For Sale & Wanted & Club Notices

Please mention where you saw the ad when you respond, thanks

FOR SALE: Morris Minor lowlight convertible . Some marks from use but no rust. Will rock on for several years to come. £275 **07748 154474 (T)**



FOR SALE: NISSAN MICRA. Nov 2006 1.2 3 door hatchback, under 38k miles. Metallic blue, 2 lady owners, local car, parking sensors, central locking, service history, 2 keys, MOT June 17, £2,300 or offers. 01425 673989.



WANTED: 4 DOOR Morris Minor, preferably with original reg. number and trafficators ('56-'62). No projects please. Contact Sean 07896 867759



FOR SALE: Refurbished trailer. Approx dimensions 6' x 4' body—overall length 8'8". Galvanised frame, new side and floor panels, new light board with good tyres. Don Carey, 2 Heatherdown Rd, W.Moors , Fern-down BH22 0BY 01202 876691 (pm)

WANTED: VAN rear doors in good or repairable condition. Phone 07889 380760

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Dorset Branch Newsletter

November 2016

MORRIS MINOR OWNERS CLUB

Volume 20 Issue 1

CLUBNIGHT ACTIVITY:

Talk by Kevin Patience 'Dorset VC's'



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**NEXT CLUBNIGHT
Noggin and Natter**

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.

For Sale & Wanted & Club Notices

Please mention where you saw the ad when you respond, thanks

Hello everyone. Here we all are again with another year of exciting club activities. We welcome existing Committee Member, Brian Ford to his new 'portfolio' being that of Membership Secretary. I would like to take this opportunity to thank Des and Tina for their hard work with the newsletter distribution in the past. Brian will now be the contact for future membership enquiries and will handle the distribution of the newsletter. Grateful thanks to Roger B for his interesting article on servicing Minor brakes. Hopefully you will find it interesting—there are a few hints and tips which will help to make the job easier. Sorry the photos are a bit small, but the space is a bit limited. Look out for Part 2—coming soon to a newsletter near you!



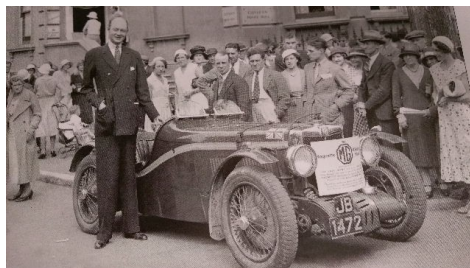
Work on the convertible is coming along nicely (nowhere near finished yet, so don't get too excited!) The engine and gearbox were fitted—mainly so that I wouldn't have to keep moving them around the workshop. I thought it would be easier to install them and fit the smaller bits and pieces with it in the car. I have rust proofed it now using Dinitrol (instead of my usual Waxoyl). This was a very messy job with lots of oily puddles appearing around the garage. It is much runnier than Waxoyl but it seems to be favoured more these days. Hopefully it will afford better protection. I recently repaired the driver's door on the Traveller which had rusted through and a 'post-mortem' of the rusty bit revealed that the Waxoyl had not run fully into the bottom of the door and the rust started where the Waxoyl ended. Anyway, that's all for now, Brian.

Morris Minor 'Tall Test' from Ashley Miller



Mr 'High Test' – a nearly 7' tall publicity representative for Pratt's 'High Test' Ethyl Fuel beside a new Morris Minor Tourer at Grosvenor Garage, Bournemouth in Spring 1930. The man's name is unknown. (Ken Martin's Collection)

An unknown man over 7' tall beside Earl Howe's MG Midget K3001 on show in Bournemouth in June 1933. This car was in the 1100cc class winning team in its first race, the Mille Miglia in April. The co-driver was Hugh Hamilton. It also came fourth in the International Trophy Race at Brooklands



FOR SALE Porter Lancastrian Air Compressor. 240 volts ac, very quiet running. Large & heavy duty would suit small workshop. Any offer considered, buyer will need to collect. Contact Andy on 01590 674557 or 07765507150.

FOR SALE: New repro hood frame for Morris Minor convertibles (not splitscreen models). Powder coated in Old English White £245. New old stock pair of genuine Lucas rear lamp assemblies, not repro items, in excellent condition. £275 07748 154474 (T)

FOR SALE: 1966 Van, New MOT, recent complete rebuild including brakes, wiring, engine (and ancillaries), 2 pack respray. Best restoration and best in class at Dorset Rallies. £9,500 Andy on 01590 674557 or 07765507150 (Photos and more info on dorsetmmoc.co.uk Cars for Sale.)



FOR SALE: Set of four 4.5" van/pickup rims, ESM repro items. Approx 1 year old, have been fitted, could do with repainting. £200. 07748 154474 (T)



FOR SALE: New unfitted Ford based disc brake conversion Kit contains everything required to fit disc brakes to your Minor (1954 onwards). It uses a steel hub that retains the original 4x4" PCD stud spacing. £425. 07748 154474 (T)

FOR SALE: 1959 Morris Minor factory convertible. Smoke grey / OEW wheels. Later 1098cc engine and gearbox fitted. Unleaded cylinder head, recent new black mohair hood, original blue part leather interior in good condition. Several receipts for replacement parts fitted in recent years. Mot and tax exempt. £6250. (May px another Minor?) 07748 154474 (T)



FOR SALE: 1968 Snowberry white 2 door. One owner from new. Bare metal respray. Excellent mechanics, all new wheel cylinders. Bills for £25,000 in last 10 years. 9k miles on new engine. Electronic ignition and alternator. REDUCED PRICE—NOW £7,995 01823461861 (T)





Editor's In-Box

"Greenwich & Southend Trip!

Just a huge thanks to both John & Ann Jenkinson for organising the recent 2 coach trip to Greenwich, Southend & Leeds Castle. It was great fun and loads of laughs, plenty to do and see. Very enjoyable and we appreciate the time and effort these things take to organise and encourage people to come along. So, thanks John & Ann. From, Helena & Kate"

Wheel Cylinders (part 1) by Roger Blakeley

American comedian George Carlin is credited with saying "When you step on the brakes, your life is in your foot's hands." He has a point, however we can go some way towards giving the foot the best chance by keeping our brakes in as good a condition as we are able. There are many different components in a car's braking system, here we deal solely with wheel cylinders, a common source of trouble particularly with cars



that are not used frequently. The wheel cylinders of the Minor suffer the same two basic problems as any other vehicle's wheel cylinders, leaking and seizing. Their design leaves every opportunity for dampness to instigate corrosion and a small amount of corrosion leads quickly to seizure. Fig. 1 shows the rust formed after a short lay-up in damp conditions. Once piston and cylinder have rusted together it is almost impossible to free them without causing damage. If your car is laid

up for the winter it's not a bad idea to give the footbrake a few pumps on a regular basis. It may help to keep the moving parts free. Many owners fear tinkering with the brakes, but with correct preparation and of course the appropriate spare parts, changing wheel cylinders can be executed without too much trauma. This article will give the novice a few tips which don't appear in the service manuals.

Front wheel cylinders feature here; the same principles apply to those at the rear, however there is the handbrake arrangement to be taken into consideration. Series MM cars differ, but again the principles apply. It should be noted that although rear cylinders are interchangeable, at the front there are two left-hand cylinders which both go onto the left (near)side of the car, and two right-hand, which go onto the right or off-side. Sometimes they are marked, often they are not but it isn't a problem as it will be found that offered up wrongly, the bolt holes won't line up. If time allows, it is advisa-

(Continued on page 7)

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

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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 the Membership Secretary of your **MMOC membership number** and renewal date and make sure that you sign the attendance sheet at the clubnights. Thanks.

Secretary's Report



Good evening and welcome to November's clubnight. Thank you to everyone who came along to last month's AGM and for your support over the last year. The question of the Public Liability insurance brought up a lively debate. I would like to put your minds at rest over the matter by saying that we are dealing with it and it will get sorted.

Tonight we welcome back Kevin Patience for another of his very informative talks— this time on Dorset's V.C's.

John and I have been to Beaulieu to discuss next year's Moggyfest at the Spring Autojumble. As this will be our Branch Rally next year, it will be called "Moggyfest and Friends" so that all our non-Morris Minor owning friends can come along too. The date is looking to be 13-14th May 2017 at the moment, though this is not set in stone at the moment.

You should all have had a booking form for the annual dinner and dance by now, and to satisfy the comments at the AGM—Christmas pudding is now available— just mark your form accordingly if you would like it. On the subject of the Dinner and Dance, can I please request that the annual trophies are returned to me by December clubnight, thank you. The booking slips for the Mistletoe Meander should also be with you by now, so please get these back to Jacky ASAP. There is another booking slip with tonight's newsletter— this is the form for the weekend away at the Royal Glen Hotel in Sidmouth incorporating the Pecorama Classic Car Show on Sunday 28th May 2017 where we have booked a club stand. The weekend will be from Saturday to Monday but you can stay longer if you wish.

We will be having another toy appeal at work this year. Thanks to your generosity last year I was able to purchase a really nice selection of toys from the MMOC. I am giving you a bit more notice this year to enable you to actually BUY the toys if you wish, for those children less fortunate than your own. If you would like to help with this appeal please bring along any toys to the December Clubnight or drop them into the Nat West at Castlepoint Centre— thanks.

Nothing done on the cars over the last month but I have been working on the garage itself. So far, I have painted half the floor and insulated and started to line the walls out with tongue and grooved panelling. The first half is nearly finished then it will be time to move everything from one side to the other and do the other half! Its looking very posh in there now but I keep getting asked when I'm actually going to decorate the kitchen!!

That's all from me this month, so until next time happy minoring, Laurie.

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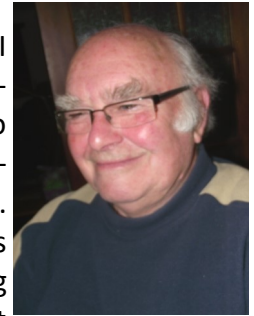
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Chairman's Report



Good evening and welcome to November clubnight. I have heard from Diamond Holidays regarding the Waverley weekend. As you know, it was unable to sail due to technical problems, so they have offered us £23 per person refund, which I will get to you as soon as possible. The AGM went well and a big thanks to all the members for voting for the committee for another year. Also a big thanks to the members for their continued support. Next year's club rally will be at Beaulieu at the May Autojumble weekend—we are currently awaiting the confirmation of the date from Beaulieu. Tonight is a talk on Dorset Victoria Crosses 1857 –1944 by Kevin Patience. I hope you will enjoy the talk. Two weeks ago, Charlie, my grandson, broke both his arms playing football in the park with his mates and they are still his mates! His arms are healing up well now, however. Dave and Jacky have some new lines for the club regalia, such as new colours for the jackets and polo shirts. They will make good Christmas presents. I would like to thank Des and Tina for their hard work doing the Membership Secretary job for the past 8 years. Owing to the success of the Branch Spares operation and family commitments of some of the committee members we have had to rationalise the Committee Members' positions to comply with the club constitution.

I hope all the members have got their entry forms for the Mistletoe Meander in December with fish and chips on the 27th at 10:30. The Dinner and Dance is on the 7th January 2017 at the Liston Hotel. Before I finish my report I would like to thank all the businesses that support and advertise in the Branch Magazine. Good Motoring—John.

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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

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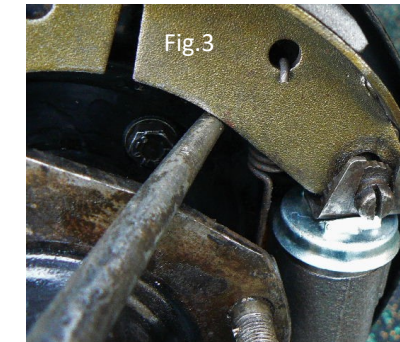
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ble to clean the brake backplates with a wire brush and to douse all pipe unions and bolt heads in paraffin or penetrating oil preferably several days before work begins.

After removing the wheel, clamp the flexible hose to prevent undue fluid loss. (fig. 2) Doing this now will ensure that it is not forgotten until fluid dribbles onto your clean garage floor. Use a pair of grips or a small clamp. Protect the hose with rag or cardboard; it



car. This will serve as a reminder when reassembling. If the shoes appear worn, damaged



or are wet with fluid, replacement will be necessary. Remove the short pipe connecting the two front cylinders. Use a good-fitting spanner and start carefully. Often the nut is seized to the pipe and turning the nut will twist the pipe off. A little care here can prevent this happening. The flexible hose can now be loosened from its cylinder, but only by half a turn. The bolts holding the cylinders to the backplate should now be removed, these are two different sizes and awkward to get to. Use a socket spanner of the correct size, don't struggle with ill-fitting spanners as the bolt heads will become rounded and life

will become more difficult! Once the bolts are out, the cylinders may be detached from the backplate; the flexible hose can be undone by turning the cylinder, once it is free. There is a copper washer on this joint; don't lose it!

Now the backplates are free of any fittings, and can be cleaned thoroughly both sides. If

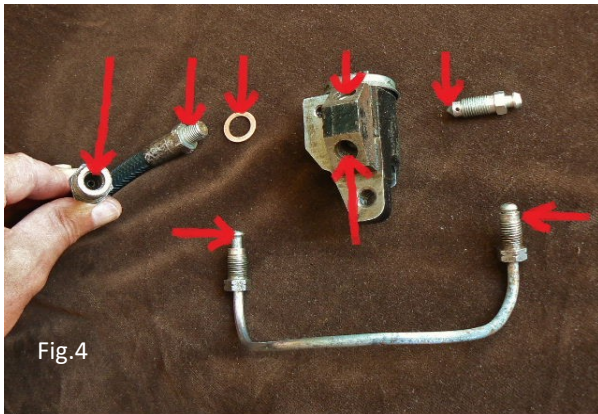
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Brian. 07411 116336

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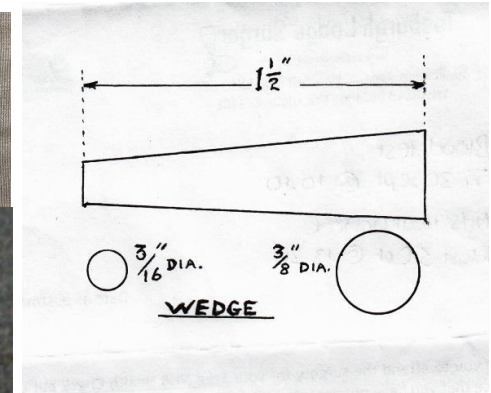
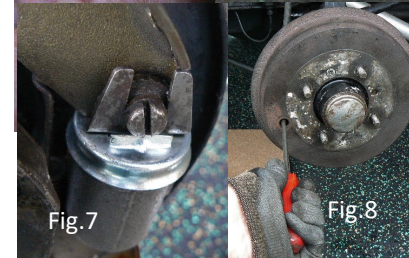
the opportunity exists, give them a nice coat of black paint. Retrieve the copper washer which you didn't lose; rub both faces lightly on a piece of fine wet and dry, laid on a flat surface. When even and shiny, heat the washer gently in a flame until it turns cherry red, then quench in cold water. This will soften the metal for a better seal. If the washer shows signs of damage, replace it! Before fitting any part of the braking system it should be remembered that cleanliness is far above godliness. A small amount of grit in the wrong place will cause a leak of fluid so pay particular attention to all parts especially the hydraulic connections. Crucial areas are shown arrowed in fig. 4. When all



parts which are to be fitted have been cleaned, inspected and replaced where necessary, reassembly can commence, and will be dealt with next month. Pass the hose through the front slot of the backplate, place the washer over the free end of the flexible hose and screw the upper

hole of the cylinder onto it. With any luck it will end up within a quarter of a turn of the original. If not, the union at the inner end of the hose will need to be slackened in order to take any twist out of the hose. Keep the clamp on whilst this is being done. The front cylinder can be secured, renewing screws if necessary. Threads are 1/4" and 5/16" UNF; socket (Allen) head screws are advantageous here. (available from Branch Spares—Ed) Screw the rear cylinder into place then fit the short joining pipe, ensuring that its flared ends and nuts are clean and that the pipe is not touching the lower end of the steering gear. A little judicious bending may be needed here. The brake shoes can now go on, as shown, wooden pegs as seen in fig. 5 will help to keep the spring ends in place. Make yourself a set of four pegs before reassembly begins and keep them in the toolbox for next time. Fit the adjusters last, ensuring that they are clean and wound fully back (fig. 6). They must fit snugly into the shallow channel formed on the top of the piston, as in fig. 7. Knock the brake shoes central and refit the brake drum. Do not attempt to adjust the brake yet. The replaced cylinders can now be bled. With a bit of running around, this can be achieved easily by one person, as the master cylinder incorporates a rudimen-

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tary valve to prevent fluid flowing backwards when the pedal is released. Admittedly, it's much easier with an assistant! Firstly, use a clear bleed tube so that the outflow from the cylinder may be inspected at source. Attach bleed tube firmly to the bleed nipple, which should be nipped up fairly tightly then slackened by half a turn. Ensure that the master cylinder is topped up with the appropriate fluid and temporarily replace the inspection cap. This is to contain the small fountain of fluid which spurts up directly below the inspection hole when the pedal is depressed. Pump the pedal firmly a couple of times, then quickly undo the clamp; return to the brake pedal and give three or four steady but full strokes then nip up the bleed nipple. Take a look at the fluid in the bleed tube. If it is free from bubbles, try the pedal for firmness. If it is spongy or there were bubbles present in the tube, repeat the bleeding process. Twice should be enough. Inspect all pipe unions for leaks, using a good light source, and re-check all nuts for tightness. The bleeding operation will have moved the shoes around a little and they should now be nicely centred so the final job is to adjust the brake (fig. 8). Turn the drum by hand and advance the adjuster until the drum tightens, then back off the adjuster by one click. Try the pedal again, to ensure that the bleeding process was successful. If the pedal is spongy, bleeding will need to be repeated. It's better to do this now than to find out later that the brakes don't work!

As a little extra touch, I have made up a set of protectors for the bleed nipples on my car. Simply some pieces of rubber tubing with one end plugged with a rubber disc. They keep mud and water from entering the hollow nipple, thus preserving it for future operations. Maybe I need to get out more?