

EL1068 RESTORATION - 1991 to 2024

1991 to 2003

Kingsley Newman collected the car on 30th September 1991. He removed the metal body frame which had been built for the drophead body and the front mudguards in October 1991. Also, in that same month he had a radiator cleaned out, a new filler neck and bottom tank fitted at Motor Radiators (\$100).

The engine was dismantled and some machining done in early 1997. Two heads had been reconditioned with new valves fitted and one camshaft had the lobes ground.

In September 1997 he removed the sides of the car and both engine bay sides.

In December 1997 he had the springs reconditioned at Universal Springs and new silent block bushes fitted. The rear shock absorber brackets had been welded to the new 'bed iron' metal frame and chassis, once removed they were found to be no good. He sourced two replacements from Mike Osborne in the UK.

He had a new C section fabricated and fitted to the rear of the chassis (which also strengthened it) and the chassis professionally welded at the rear end in January 1998.

He bought new pistons for both engines, a good secondhand 10 thou undersize crank (which he brought back to Australia as hand luggage on the airplane - originally for use in the other motor), two sets of crankshafts seals, a set of new head studs, some gaskets and had the engine dismantled. The crank was crack tested.

He procured two exhaust mufflers and had a total of 12 hubcaps and two sets of kickplates rechromed as well as acquiring two new replica bonnet mascots and a few other trim fittings. He also bought five new tyres for the early AC 2-litre 5.25/5.50 x 17 and had one 17 inch wheel sandblasted. He also purchased some wood for the framework as well as plywood for the flooring of the car. He cut out two sets of floor panels.

He also had two triple carby sets overhauled, two gearboxes overhauled, generator and starter motors reconditioned, one front beam axle and hubs overhauled, set of four springs overhauled and a set of wheel drums cleaned and two backplates painted (albeit for a later model car). Work was done on a metal floor pan, a set of wheel nuts were cleaned, numerous gasket sets were made up - including some for the exhaust manifold.

In addition he bought numerous other new or reconditioned spare parts from England and Australia, including suspension shackle rubbers, air cleaner elements, bonnet catches, two chrome coach lock keys, front springs rear dust boots, eight (four sets of two) springs for the brake shoes from Southern Springs, four new U brackets for holding the leaf springs, boot handle with lock & key, distributor cap, six spring loaded coach lock covers, rotor arms and points, three AC rondel badges, pair engine mounts, a new clutch plate, pair telescopic shock absorbers and two universal joints.

He had a clutch pressure plate overhauled and two flywheels machined and overhauled. He started repainting various brake, steering and suspension parts.

Kingsley also bought a couple of Ford water pumps as an option for replacing the originals. However, he had one water pump reconditioned. He investigated the possibility of finding 'off the shelf' bearing shells to replace the original white metal bearings.

2003 to 2010

No work was undertaken during this period as the car was stored (in bits) in a shipping container.

January - February 2010

During this period considerable research was undertaken to check on the availability of parts and suppliers who could undertake restoration work.

From February parts were slowly relocated from Marleston to Elizabeth Downs.

March - April 2010

Started work on the artwork for the replacement ID/Lubrication plate and got quotes for engraving. Repro operation manual was purchased from the ACOC.

Cleaned some corrosion off sump and sprayed CRC over numerous parts.

May 2010

Restoration commenced on 3rd May 2010.

The chassis, two wheel drums, crank handle, gearbox supporting bracket, two rear bump stop brackets, a pair of rear bumper support brackets, the two inner engine bay panels and two wheel rims were bead blasted and etch primed.

A few bolts were drilled out of the chassis where the bolt heads had snapped off.

Two brass rods were purchase to replace those missing in the radiator grill and some dent knocking on one front mudguard took place. Got quotes for chroming the grille.

The basic artwork for the ID plate was finished which only left the correct font to be organised.

Parts were also sorted and put in boxes.

June - July 2010

More bead blasting and etch priming including: fan blades, speedo outer cable, steering arm, two cast spring holders, two inner rear bumper support brackets and front grille surround.

Checked out the availability of repro pedal pads.

Sorted firewalls to find the best one and started dismantling it. Bought more parts including instrument cluster. Dismantled grille for rechroming and cut new rods to length.

Painted speedo outer cable, pair rear inner bumper support brackets, fan blades, steering arms and most of chassis. Measured the various front mudguards to see if the original guards from EL1068 would fit EL1203 body shell. All were slightly different so some adjustment will be necessary.

August 2010

Finished off painting the chassis while Allan Price started work on reconditioning the diff.

September 2010

Worked on brakes. Sorted the correct cylinders for the front brakes and had them reconditioned at Power Brakes. Also had new flexible brake hoses made, two front shoes relined with 3915 linings and the brake master cylinder reconditioned.

Dropped off steering wheel to Graham Tonkin for recoating.

Diff reconditioning complete - it was in very good condition and only required minimal machining and new seals. Allan also reconditioned one rear wheel brake adjuster.

Allan Price took the steering box to recondition but it was found to be water damaged. Removed steering box from EL1203 to make one good one from the two.

Bought new head gasket, engine mounts, front and rear gearbox mounts from Brian Eacott. Also bought five new 17" inner tubes from John Biddel.

Sorted brake drums and had two brake backing plates, tailshaft and two brake drums bead blasted.

October 2010

Painted back axle, wheel backing plates and brake drums.

Steering box finished. Bead blasted three brake drums at Austcoat.

Had new hydraulic brake lines made at Power Brakes for the front brakes and discussed options for the brake fluid reservoir as the can type is no longer available in SA.

November 2010

Although reconditioned by Kingsley there was quite a bit of rust coming through and blistering on the set of four springs. Took them to Austcoat for beadblasting and painting.

Power Brakes welded metal onto one of the shorter brake shoes to make it the correct size. Then had two shoes relined with 3915 linings.

Organised the grey paint from Alltype Paints for painting part of the car. Michael took six wheel rims for painting. Graham Tonkin finished the steering wheel recoating and I collected it from him.

Spoke to various suppliers at Bendigo Swapmeet regarding parts for the AC. Vintage Wiring Harness require the old loom to replicate.

Bought pair of NOS 461 stop/tail lights from Classic & Vintage Bulbs. Ordered a pair of repro 461 side lights.

Sorted two good headlight rims from Morris Oxford spares. They are OK to use on car. A

Soaked a seized door catch to try and free it up.

Sanded back some drips on the chassis and repainted.

Had the three brake drums machined to increase the centre diameter to 99.5mm at Kent Automotive and afterwards had them bead blasted again at Austcoat. Then painted them black with POR-15.

Had tailshaft cover, oil can holder, brake rod and fittings bead blasted at Austcoat.

December 2010

Reassembling of the car commenced on 26th December 2010.

Bought heavy black 'sponge' rubber from Clark Rubber and then cut out three rear bump stops.

Sorted brake shoes and found a good set of four to use on the rear. Linings still quite thick. Cleaned them up and painted with POR-15. Reconditioned the rear mechanical brake cylinders and fitted to backing plates. Also reconditioned the other rear wheel brake adjuster. Fitted rear brake cylinders and brake adjusters. However, the painted brake shoes previously selected were too big (possibly from a later model AC front wheels). Sorted four smaller brake shoes ready to get them the relined. Checked two shoes on the rear axle and a perfect fit.

Bought grease nipples and assorted BSF nuts and bolts from various suppliers. Later purchased a BSF workshop pack from Classic Fasteners, as well as trim clips, double coil washers, screws and chrome nuts for the steering wheel.

Cleaned up and then painted the small alloy tailshaft cover (converts covers from oblong to rectangular) and then painted with POR-15. Soaked more items to either free them up or just clean them, including steering wheel centre boss and later model front brake cylinders.

Michael started preparation work on the six wheel rims ready for painting and had five of them finished and painted on the 28th December.

Bound a 'workshop' manual and organised engine rebuilding information for Allan Price. Allan Price returned the reconditioned steering box and took the engine (UMB1071) and numerous parts for rebuilding.

Organised the font (Gills Sans) for the ID plate and finished the artwork ready for engraving.

January 2011

Sorted the seats (3 sets of both front and back) and have good enough early ones for use as a pattern.

Organised more parts for Michael to paint - bumper bar support brackets (set of 4) and engine bay side panels.

The two rear brake drums were measured at Power Brakes and only 30 thou wear. They relined the brake shoes.

The five tyres and tubes were fitted to the painted wheel rims and balanced at City Discount Tyres.

A pair of AC pedal pads (with block) were purchased from Europa Specialist Spares and the following were purchased from Brian Eacott: new timing chain, another head gasket, valve stem seals, set of figure 8 cylinder liner gaskets, four rubbers for the pedal pads and a thermostat adjuster rim.

Allan Price started checking on the motor and parts. A few parts were missing to complete a rebuild of the engine. The block will need building up, in particular around two head stud holes. The crank is in good condition (had been machined to 24 thou undersized) and cleaned up well, as did the cylinder liners. Plenty of new smaller bearings but no new larger ones. All main bearings will have to be white metallised and line bored to match the crank.

Bought a couple of extra inner tubes and a secondhand stop light switch from John Biddle.

Assembled both back wheels - axle is now complete with drums. Shoes may still need to be machined as they are just touching the drums with the adjustment fully off.

John Fear answered the add in the Morris Register newsletter with regards to building the wooden framework to support the body. He came out to look at the project.

Bought more nuts and bolts from Classic Fasteners.

Dropped the artwork for the new ID plate into Trophy House for engraving onto a brass plate.

Placed the back axle and diff on the chassis and with the wheels fitted it is now a rolling chassis at the rear end.

February 2011

Fitted the passenger side rear shock absorber and supporting bracket. Hard to fit due to nuts inside the chassis. Problem with the shocker arm not fitting onto the axle bracket properly. There should be a bend in the arm.

Fitted both bumper bar supporting brackets to the chassis.

Collected the ID plate from Trophy House. Purchased number and letter punches from Hong Kong Discounts and Paramount Browns and practised letter punching on another brass plate but no good. Hard to keep level and the numbers I have are not small enough - have 3mm (1/8") as smallest. Got Trophy House to engrave the car details.

Michael has started work painting the engine bay side panels.

Organised the wooden body frame restoration with John Fear. Copied the drawings from Ian Strange and posted to John. To commence work on the wooden body frame in late May.

Checked on the supply of main bearings and water pumps and kits with Robin Woolmer of the AC engine project.

Took the original rear inner mudguard to Resto, Rod & Race for them to fabricate a new one.

March 2011

Engine block was cleaned, welded and machined where necessary.

Engine block, con rods, mains bearing shells, bearing caps and crank taken to Alistair Buckley for white metallising of bearings. There was a problem with the crank fitting into the block due to the oil return shield (oil slinger). Shield was machined down in size so that the crank would fit the block.

Dropped off the original drivers side inner wheel mudguard to Resto, Rod & Race for fabricating a new one. Collected the new passenger side rear inner mudguard.

Bought a universal type stop/tail light bulb holder to fit the Lucas L461 lights from Classic Bulbs and also ordered a couple more bulb holders.

Bought numerous rubber grommets and two bump stops (to try) from Clark Rubber.

Fitted the front springs to the car. Then fitted the front beam axle and brake backing plate. Also fitted numerous grease nipples.

The two restored front wheel brake drums are too big at the rear to fit inside the backing plate. Organised two replacements that had already been bead blasted and primed, fitted to the car.

Greased front suspension.

Temporarily fitted the steering rod which aligns the two front wheels.

Car became a rolling chassis at 3.50pm on Saturday 19th March.

Sorted the wood ready for John Fear.

Crank was checked and it has a 6 thou 'bend'. Took to Adelaide Crankshaft Specialists for grinding to true it up.

Conrods had been tinned ready for white metalling.

Called into Gauge Works with regards to testing and cleaning gauges.

Saw Viv Rush in regards to repairing the front radiator grille.

April 2011

Collected the new inner rear mudguard from Rest, Rod & Race.

Crankshaft was ground true by Adelaide Crankshaft Specialists - now around 30 thou undersize.

Received some more parts from Brian Eacott (set figure 8 gaskets, stop light switch and secondhand interior light) and ordered a water pump reconditioning kit.

Emailed Robert Jenkins and Ian Strange regarding the bonnet hinge brackets. Robert is investigating getting some machined. Also located chrome plated petrol filler cap and rubber grommet available from Paul Beck in the UK.

Finished stamping chassis number on chassis, sanded back the area and then repainted.

Checked petrol filler cap availability. Robert Jenkins emailed photos. Paul Beck in the UK stocks them as well as the rubber grommet.

Checked on the rear triangular brackets missing from the chassis. Can get the measurement from the very rusted ones on EL1203. Photographed the brackets.

Found a couple of rubbers that will be OK for the front bump stops on the springs.

Bought more BSF nuts and bolts from Classic Fasteners.

Received the water pump reconditioning kit from Brian Eacott.

Spoke to John Fear - he is still looking at the end of May to start work on the wooden body frame.

May 2011

Early in the month received a progress report from Alistair. The white metalling has been done and the engine sent away for line boring.

Ordered crankshaft seals and another (spare) water pump reconditioning kit from Brian Eacott.

Alistair rang as there is still a fit problem with the crankshaft. Line borer will machine 1mm off block and Lonsdale Engine Worx will machine some off the crank scroll.

Checked for tin brake fluid reservoirs at U-Pull-It wreckers but nothing at all.

A few more small parts were bead blasted and etch primed at Auscoat.

White metalling and line boring completed. The crankshaft scroll was machined to clear the rear engine bearing cap. Work done included machining and milling engine oil grooves and sludge trap. No. 5 main bearing was modified in an effort to drain excess oil back into the motor.

Spoke to John Fear - running a little late with the previous job, now expected to be able to start early June. He will need a chassis to work from - to strip unnecessary parts from EL1203 and then transport it to his shed. Leave the body shell on the car.

Had another ignition key cut at Mr Minit.

Started stripping EL 1203, some other parts may be useful such as the fuel filter and cradle for the coil.

Allan started checking the sump but the oil filter, oil pressure release valve and oil pump were all seized in the sump. Checked the other sump and all OK as parts have already been taken off.

Allan also cleaned, fitted new gauze around the oil pump and soldered together. He used the later higher volume pump with the helical gears.

Delivered the better sump to Allan.

The sleeves were machined and all six of them set at 20 thou in the block. The set of Polsen pistons (with JP rings - gapped and fitted to pistons) were checked and made a perfect fit in the sleeves. After cleaning the crank and bearings were also fitted. There was some discussion about oil filters used and the need for an external filter. A new timing chain guide was fitted to the motor.

Bought more BSF nuts and bolts and a 5/16" BSF recoil kit from Classic Fasteners.

Robert Jenkins sent photos of the petrol filler cap and grommet to enable me to order the correct one from overseas.

June 2011

Bought more nuts and bolts and a recoil set.

Allan continued working on the motor - he made one new gudgeon pin bush, fitted the pistons and rings and reconditioned the oil pressure release valve.

Dropped ignition switches, drivers door handles and boot handle/lock into On the Spot locksmiths for dismantling and keying to like.

Sump fitted to the motor, exterior copper pipe cleaned and fitted. Head was totally stripped, painted black on the outside and then reassembled. Head has new valves, new valve guides and new valve seats fitted.

Ordered the latest digital body drawings from Ian Strange. Water pump kit and crank seals arrived from the UK. Chased up more door and window handles.

Stripped more parts from EL1203.

Sorted the woodwork ready for John Fear.

Painted the two front mudguard supports and the tailshaft.

Bought more nuts and bolts including 8 chromed (no brass available) dome nuts to hold the rocker cover on.

No. 5 piston hits the shroud over the generator drive and cracked it so it was machined back and/or removed.

Engine assembly (short motor) completed on 20th June 2011.

Dropped more exterior engine fittings off to Allan, as well as the gearbox. The generator, water pump, carbies, starter motor and flywheel had all been reconditioned. New items include clutch plate, pressure plate, points, plugs (Allan bought) rotor arm, plug leads (old style copper from Morris Register spare parts), distributor cap and air cleaner elements.

Checked on availability of the wiring harness - a lot cheaper from the UK.

Transported EL1203 to John Fear's property for rebuilding the wooden body frame together with all the new wood and old patterns.

Received the CD from Ian Strange with body drawings. Copied and posted to John together with photos of the parcel shelf.

Took more detailed photos of Colin Reads car, in particular the spare wheel floor.

Engine assembly (long motor) completed on 27th June 2011.

Thermostat sender and carby thermostat checked by Allan and working OK.

Allan checked the gearbox and clutch. Clutch plate was exchanged with the other new one as it has been machined in the centre boss to allow it to fit properly. All now working well.

Had another two tyres removed from old wheel rims ready for beadblasting rims.

Gearbox and clutch fitted to the engine on 30th June 2011.

July 2011

Spoke to John about the body frame.

Bought fan belts for the engine. Bought 1 metre length of rubber pipe for the top radiator hose and initially cut out four hoses.

Fitted the cross bracket to hold the gearbox. Restored one didn't fit so had to restore the original from EL1068.

Had two wheel rims, gearbox cross bracket and five other items bead blasted and then painted.

Emailed Ian Strange to get details of the rubber splash covers for the gearbox and he replied with photos as well.

Fitted engine and gearbox mounts to the chassis and also the brake master cylinder.

Ordered two wing mirrors.

Engine and gearbox placed in the chassis on 9th July 2011.

Filled the engine and gearbox with oil. Checked the bottom radiator hose and it looks like the Morris Minor Series MM top hose will fit after being trimmed at both ends.

Removed the radiator surround from the other radiator and temporarily rivetted to hold the top together prior to getting it bead blasted and primed at Austcoat. Then took it to Resto, Rod & Race to have a new bottom section fabricated and fitted.

Removed the brake pedal arm from the shaft and had it bead blasted before painting.

Cleaned some stains from the engine. Cleaned up a corner of the chassis that still had grime accumulated which didn't get removed while bead blasting and then painted.

Did some more checking for brake cylinder reservoirs.

Found and fitted a long bolt into the hole underneath and near the starter motor. Checked the size and placing of the front gearbox bolts with Ian Strange. To buy new bolts to fit.

Collected three old 17" tyres from Reg Sparrow to use on the rolling chassis. They are 4.50 and not 5.50 so may be too narrow.

Cut rubber pads for the radiator surround and test fitted the radiator. Started locating secondhand grease nipples for the tailshaft.

Ordered more nuts and bolts.

Tried to free up the radiator drain cock but it has seized.

Took the radiator to Parafield Discount Radiators for testing. Good flow and only a few small weeps at the bottom of the core itself when under 10 lb pressure. They soldered the weeps.

Oiled the generator.

Printed out the information in regards to the alloy stone/splash guards from Ians website.

Collected the ignition switch and boot lock from On The Spot Locksmiths after they had been keyed to like. Now FA501 key.

Chris at OTS locksmiths straightened the shaft on the door handle. Took the door handle, escutcheon, steering wheel rim, one interior door handle and steering wheel clamp to Windsor Electroplaters to have them chrome plated.

John Fear hasn't started on the woodwork yet but has laid out the patterns on the ground. He needs to check the restored chassis as the holes securing the body seem to be different between cars. John has also looked at the types of wood used in the car and equivalent replacements.

Ian emailed replacement drawings of the rear parcel shelf area as there were a few small errors in the originals.

August 2011

Bought more black spray paint from the West Garden Centre. Settled on White Knight Black Satin as it does not have a high gloss.

Cleaned up radiator and surround and painted satin black.

Collected re-chromed parts from Windsor Electroplaters.

Had the lock fitted to the re-chromed drivers door handle and had a couple of new keys cut.

Chased up supply of interior door and window handles on the internet.

Took two old rusty mudguard supports to Resto, Rod and Race to have replacements made. Also took both bumper bars to have them straightened.

Bought two interior door handles and two window winder handles from Paul Beck Vintage Spares in the UK.

Bought two 4.50 x 17" motorcycles inner tubes. Cleaned up and painted matt black two old wheels and then had the two tyres and tubes fitted.

Dropped off more parts to Windsor Electroplaters for re-chroming: 8 x set screws, 1 x steering wheel rim, 2 x round quarter light window knobs, 1 x door catch, 1 x outer door handle, 1 x escutcheon.

John Fear called in and checked the dimensions at the rear of the chassis and has started to sort out the new wood ready to lay it out on the garage floor. He will move EL1203 to his other shed using the two spare wheels with 4.50 tyres.

September 2011

Chased up bumpers at Resto Rod and Race. They have to go to a chrome plater for stripping first.

Bought a L461 side/parking light at Gawler Swapmeet.

Sorted dash knobs and switches. Still need to replace a couple of switches.

John Fear has started work on the two large Scots Pine for the wooden beams securing the body to the chassis. Initially he is glueing a crack on one piece.

Work started on the wooden body frame on 17th September 2011.

Called on Allan Metal Fabrications and bought a sheet of alloy to hold the horn bracket. Then had it cut to shape.

Bought a secondhand trafficator, NOS headlight switch and some brake line junctions from Morris Register spare parts.

October 2011

Tom Dine checked the postage cost of the two door handles and emailed. Posted payment to him and received them later in the month.

Collected re-chromed parts from Windsor platers. Started organising more parts for chroming, including set steering wheel screws, dip stick knob and bonnet centre hinge. Had to drill out the screw in the dipstick knob first as it had snapped when I tried to remove it.

Bought UNC HT bolts for the front engine mounts as cannot get BSF or BSW.

Ordered a petrol filler grommet and two later door pulls from Paul Beck.

Had to look for a replacement rear bumper bar as the one Adam is working on is too bad for economical repair. Emailed around and Robert Jenkins will let me have one of his. Can collect next month when we call on him.

Two rear mudguard support brackets were fabricated at Resto Rod & Race.

Collected more nuts and bolts from Classic Fasteners.

November 2011

Dismantled one of the passenger door handles received from Tom ready for re-chroming. Included it with the other parts already sorted and dropped them into Windsor Platers.

Had some side and brake light sealing rubbers cut at Clark Rubber.

Ordered a wiring harness (with indicators) from Auto Sparks in the UK.

Bought cable clamps and chassis clamps from Bill Thompson at Bendigo Swapmeet. Also bought a secondhand interior light from Jim Withers and another L461 side light complete with bulb holder from Classic Lighting & Ignition. Classic Lighting may have some black switches.

Bought the rear bumper bar from Robert Jenkins and brought back home to Adelaide. Then took it to Adam at Resto Rod & Race to weld up some holes before having it rechromed.

Had more parts bead blasted at Austcoat, including two seat support brackets and the two boot brackets. Then painted the seat brackets black. Also touched up the boot brackets with etch primer.

Returned the door handle with the straightened shaft for Chris at OTS to bend back.

Checked the internet looking for chrome bumper bolts but couldn't find any. Robert will send over the bolts from the bumper bar when he send me the hinge brackets for the bonnet that he has ordered from the UK.

Called out to John Fears and had a look at the wood that had been cut and shaped for the bottom section of the car body. While there removed both of the quarter light window winding mechanisms ready to clean up. They are both free and work, but need cleaning up.

Also removed the front windscreen from EL1203 and brought it home ready to dismantle. Removed the two brackets on either side of the boot and freed up the two knobs.

Checked the petrol filler neck grommet purchased recently on EL1203 but it is too big. Checked and lubricated both door latches but both are rusted and broken. Still have another one which is OK.

Painted more parts, including brake linkages and the pivot arm. Michael has started work on painting the two engine bay side panels.

December 2011

Put another coat of paint on the top cover for the radiator.

Gave the two side boot brackets to Michael for painting grey. He now has these two boot brackets, the two engine bays sides, a set of four bumper support brackets and one 17" wheel to spray paint grey.

Collected the door handle from OTS Locksmiths after having the shaft bent back the way it should.

Collected both front and rear bumpers from Resto Rod & Race after Adam had organised the re-chroming. A few minor defects but overall look good.

Collected the re-chromed parts from Windsor Platers.

Spray painted the two mudguard support brackets and the two window winding mechanisms black.

Sprayed WD40 on window frame to try and free up screws so that it can be dismantled.

Located the alloy strip below the boot. Badly damaged but OK as a pattern.

New wiring harness arrived from Auto Sparks in the UK per Fedex.

Received the two new bonnet hinge brackets from Vintage Spares in the UK via Robert Jenkins.

Bought more black spray paint. Sorted spare parts and put some parts in the loft.

Removed a pair of hinges from a spare boot and another pair from a spare wheel door for re-chroming.

Had more parts blasted at Austcoat.

Checked the front window frame from EL1068 and it is different to the one from EL1203. Size is the same but the one from EL1068 has a lip all around it to secure it to the body but the other one just has L shaped brackets. To use the screen from EL1068. Partly dismantled the screen from EL1068.

Received the first bill from John Fear for work done in November.

January 2012

Bought more sundry items for use when starting the motor.

Took the alloy strip below the boot to Resto Rod and Race and had a new one made.

Fitted temporary modern temperature and oil pressure gauges to the motor for when testing.

Refitted both front engine mount bolts upside down. However, will need to get longer ones as the nyloc part of the nut doesn't make contact with the bolt. Fitted two new earth straps to earth the motor and gearbox to the car chassis.

Made enquiries about having an exhaust system made.

Dropped the spare manifold into Resto Rod and Race to have a new exhaust pipe flange made. Also dropped off both rear mudguards to have the crooked tail light mounting corrected.

Michael finished painting the wheel rim, four bumper support brackets and the two boot brackets.

Fitted the radiator and surround to the car.

Painted both manifold muffler boxes silver.

Started the engine. It ran well and kept 50 lbs oil pressure.

Engine ran for the first time in over 35 years at 10.40am on Saturday 7th January 2012.

Tried locating a new alloy water outlet pipe for the engine as mine is leaking but no luck. Robin Woolmer is looking at getting some new ones cast.

Delivered the two alloy panels at the rear of the front mudguards to Resto Rod and Race to have new ones made and collected the exhaust manifold flange.

Painted the bottom half of the front seat frame black.

Organised with Profix to fit the new exhaust system and for Laurie Campbell to transport the rolling chassis. Also organised photos of exhaust and the chassis diagram for them to follow.

Cleaned up front section of tailshaft and fitted two new grease nipples.

Had more parts bead blasted: panel below back seat that the tailshaft passes through and the handbrake cable and assembly.

Checked out castings again for a new top water outlet pipe but no luck from the UK and called into Kilkenny Castings but far too expensive to have new ones cast.

Had a new exhaust made and fitted at Profix. Looks good but only problem so far is the back seat panel will not drop down low enough because the exhaust pipe is too high at that point.

Checked the leak at the water pump and it is coming from the brass pipe connection where it screws into the alloy thermostat housing. Irontite may seal it.

Removed the bolts and riveted remains from the panel below the rear seat and painted it black.

Test fitted the nose cone from L810. It will fit but not 100% square. Also fitted the AC mascot but had to drill new holes to get it to fit and then file them to get it to line up with the bonnet hinge bracket.

Removed the plywood blocks from under the later lower front seat frames (with seat adjustment) and replaced two missing springs. Also straightened a few bends on the edge of the transmission tunnel.

Took more parts to Austcoat for bead blasting: two front seat lower frames and the transmission tunnel.

Cut back the new exhaust pipe at the rear to just over the required length and later Laurie took it back to Profix to have the middle section of pipe lowered to enable the back seat panel to fit. Test fitted back seat panel and all lined up well.

Bought some two inch exhaust clamps from Autobarn and small tins of black and silver touch up paint from Bunnings. Also from Bunnings bought some lengths of pine 20 x 12mm x 90cm for use on the seats and a tin of poly spray paint after it has been cut.

Dismantled a hinge from one of the sunvisors and put with other parts for re-chroming.

February 2012

Had more parts chromed at Windsor Platers, including centre bar for front windscreen, hinges, bumper bar bolts, sunvisor fittings, instrument ring and boot 'hinge' knob. Also dropped more parts off for re-chroming.

Contacted Mark Bennier about casting top water outlet pipe and he may be able to organise.

Spray painted the second seat base and transmission tunnel in satin black.

Bought a spare bottom radiator hose from Jim Withers.

Two new alloy panels from inside the front mudguards were made by Adam at Rest Rod & Race. He has also started working on the two rear mudguards.

March 2012

Started removing the glass from the front windscreen. Checked with Complete Windscreens at Prospect and they will removed the glass if I have any problems.

Removed the old drain tap from the radiator and fitted a new one. Drained off most of the water and Ironite additive. Filled with a strong mix of Tectalloy corrosion inhibitor.

Bought a short length of black hose and fitted to the radiator overflow pipe to keep the water away from the chassis.

Removed the felt from two door window frames and wire brushed rust areas in readiness for re-chroming. Took both window frames to Windsor Electroplaters.

John construced a curve section for the wheel arch and needs to check it against the mudguard.

Collected the two rear mudguards from Adam at Rest Rod & Race so that John can check his template curve. He has just about finished cleaning them up.

Bought more black satin spray paint.

April 2012

John called around and checked his template for the wheel arch - a very good fit.

Collected one window frame from Windsors after they had removed the old chrome and rust as the small panel on the side had come apart at the top. Took to Adam to fix but he ended up making a new panel and welding it to the frame. Returned to Windsors for re-chroming.

Checked underneath the engine and gearbox for leaks. From the gearbox it is leaking around the drain plug. From the engine it is leaking around the temporary oil pressure line connector, the sump plug and the plate near the oil pump. Checked oil levels in diff, gearbox and engine and all OK.

Started the motor for the second time. This time it has the exhaust system fitted and is much quieter. It was mainly to circulate the coolant - the carbies will be tuned later.

Started dismantling the firewall from L810 as it is in the best condition of the three I have.

May 2012

John had to buy more glue for laminating the wheel arches.

Collected the engine bay side panels from Michael after they had been painted in the light grey body colour and test fitted to car. Do not match up with radiator cowling and nose cone very well at all.

Removed front wheels and brake drums. Painted both drums satin black. Fitted front wheel brake cylinders and brake shoes. Used the new tension springs that Kingsley had bought. One shoe still needs the adjusting bracket fitted.

Allan has the carby tuning equipment from Ron Lomax ready to tune the carbies - just need to set a date and time.

John has almost finished one of the wheel arches and the other side is well underway. Collected the two door window frames from Windsors after having them re-chromed.

June 2012

Checked out the two new telescopic shock absorbers Kingsley had bought and they have the same, if not more, movement range than the originals. However, they have a larger diameter barrel than the originals but don't seem any stiffer. Organised another four rubber bushes for the shockers as there was only one packet of four in the spares from Martin/Kingsley. Wire brushed two original pins/brackets that hold the shockers at the top but one was badly corroded and bent. Found a replacement in the spares.

Wire brushed two original brackets that hold the brake lines to the chassis and also the two L shaped brackets, etch primed and then painted them black satin.

Bought more washers for the brake fittings.

John Fear was tragically killed in an accident with a truck. Looked at making arrangements to bring the car and parts back home.

Cleaned up the rust patches on the two re-chromed door frames and etch primed. One door frame may have to have the narrow plate replaced as it has rust underneath - same as with the other one.

Tried fitting the the brackets for the brake lines to the chassis but the bolt holes have filled in with black paint.

Bought more tins of black satin paint and a tin of etch primer.

Cleaned off rust patches on the re-chromed window frames etc, primed and then later touched up with silver paint. One window has rust underneath the plate attached to it which means it will need work to replace the plate with a new one.

Checked Bunnings and they have Marine Plywood in stock in varying thicknesses.

Started checking out the firewalls for compatibility and fittings. Unlike the others L810s firewall has two sheets of alloy with board sandwiched in between.

July 2012

Started dismantling EL1068s original firewall to salvage reusable parts. Did more research on the differences in firewalls and Ian Strange sent me photographs of the one on his car.

Started making arrangements to collect the car and parts from John Fears property and later collected EL1203, wooden patterns, parts and the new woodwork.

Stripped all the fittings from one of the spare set of mudguards (from a 1949 car) but nothing was reusable. The mudguards themselves are OK but just need to be sanded and painted before being stored as spares. One has a dent in the front.

Rang Roy regarding his offer to take over the building of the wooden body frame. He later got back to me to say he was too busy to take it on.

Removed the two U clamps from the front driver side springs that secure the springs to the axle. Etch primed and then painted black. Checked the fitting of the bump stops and there is not enough length in the bolt to go through another plate and the but stop as well. Looking at alternatives.

Removed the wire junction box from EL1203 for re-use on EL1068. Dismantled the junction box before cleaning it.

Removed both the metal plates below the bump stops on the front spring on EL1203. Wire brushed them primed and then painted. Hole punched the two new bump stops. Glued a piece of rubber onto their base and then glued it to the baseplate.

Checked the condition of EL1203s firewall and it has been damaged in places. The one from L810 is still the best.

Bought gasket material from Sprint Auto to make the exhaust gasket between the exhaust pipe flange and the manifold.

Bought brass hinges from Bunnings for the tool box lid and the alloy plate which holds the two horns.

The engine was tuned on 21st July 2012.

The engine was started again on 21st July and the three carbies were tuned. While the engine was running the gearbox was checked and the gears appear to work OK. Reverse is a little noisy but this is normal. There also appeared to be a metal knocking in the engine which will require further investigation but it is most likely tappets as they were set very loose to let them bed in.

Organised adverts for the Morris Register and Adelaide Antique Auto Club newsletters for someone to take on the body frame restoration.

Started checking voltage regulators and found three in my Morris Oxford spares to have tested. Two are dated 8/49 and the other 4/55. Cleaned them and then dropped one into Willaston Auto Electrical for testing.

Wire brushed and then painted the spare springs for the brake shoes.

Did some research about head tightening and the various engine noises.

Tried cleaning out the left over grit from the bead blasting of the front tail shaft U joint.

Tried various methods to clean up old dulled bakelite. Brasso on a buff in a drill was recommended.

Corresponded with Ian about the lack of clearance between the back springs and the chassis. Advisable to fit a rubber stop underneath.

Had the engine and gearbox mounting frame bead blasted and etch primed.

August 2012

Had more parts bead blasted at Austcoat and then painted them. Included horn covers, accelerator pedal, accelerator brackets, firewall brackets, steering rod and window winder.

Emailed Richard Hudson and Tom Dine looking for door catches.

Ian Strange replied about door catches - they are the same as those on the Riley RM. Emailed a few friends who own RMs and later the Riley spares chap in Adelaide but no luck.

Started dismantling the front axle of L810 and later had the rod joining the two front wheels bead blasted and then painted. It is good as a spare or to replace the other one if it cannot be adjusted correctly.

Checked four windtone horns from MO spares and all were working well. To pick two to clean up and use on the car unless I can find some earlier ones later.

Bought more paint.

Advertised in club newsletters for someone willing to build a new wooden body frame. In the end contacted Ross Gray, he called out to see the project and will take it on.

Wire brushed parts of the petrol tank and removed all the fittings. The filter and drain pipe were blocked. Had the tank bead blasted and then etch primed in two pack paint.

Dismantled the badly rusted original horn and had the casing bead blasted and then etc primed. Even if a later horn is fitted inside the early casing the trumpet is too badly rusted to use.

September 2012

Early in the month made the body of EL1203 more stable and then transported the car to Ross Grays workshop. Also delivered all the body detail photos and Ian's drawings of the body framework. Later in the month delivered all the new wood and some old wood for use as patterns. Made first payment.

Dismantled the original firewall from EL1068 and some parts of it will be OK to use to replace the damaged parts from EL1203 to make one good one from the two.

Cleaned a front seat (back) frame and replaced the damaged or missing springs. Took the frame to Austcoat for bead blasting and etch priming. Then painted it black.

Had more parts bead blasted: another window winder mechanism and horn fittings. Then painted them black.

Painted the petrol tank satin black.

Tried to source some earlier model horns but no luck.

Ross spent 24 hours all up to completely dismantle EL1203, label parts and put them aside. Although initially it was feared the two metal brackets that help support the door and the centre of the car would be too badly rusted, after dismantling the look good enough to re-use. The back seat base and the petrol tank frame also look good.

After seeing a list of spares in the September 2012 edition of ACTION I ordered some parts from ACOC 'Thames Ditton' spares - 1 x used oil pump, 6 x used con rods, a jack and some rubber window parts (not front windscreen).

Removed the passenger door window frame from one of the spare doors. As it is in good condition it can be re-chromed instead of having the original window frame stripped, repaired and then re-chromed.

Sorted out the front seats. A spare complete base can be used as a pattern for when the two restored bases are upholstered. Started stripping the two front seat back sections but left the fabric and backing boards as they are in good condition. The frame and springs still had their black paint with no signs of rust. Removed the spacers that allow the seats to fold forwards ready for cleaning them up and painting.

Checked the two spare nose cones and we could possibly make one good one from the two.

Delivered the spare doors, boot lids and a few other parts to Ross later in the month.

Ross called around to measure up the frame of the restored chassis. He later transferred these measurements to the rusted chassis.

The coolant hose connections above the water pump on the restored chassis was leaking - refitted.

October 2012

Dropped the spare window frame into Windsors Electro Platers for re-chroming.

Tried removing the front windscreen glass again but one side broke. The glass is stuck to the rubber.

Contacted Leo Archibald about sourcing a few of my missing parts. He may be able to help - emailed him a list.

Made a second payment to Ross for work on the body. The frame from EL1203 is now mounted on a dolly and has been cleaned and varnished on the top. The rear of the frame has been rebuilt in metal to match the dimensions of EL1068.

Parts arrived from ACOC.

Brought a brake fluid reservoir from Classic Automobile Electrics Ltd on eBay. It is for cars from 1951 onwards so the fitting may need changing.

Work started for the second time on the wooden body frame on 24th October 2012.

November 2012

Collected the door window frame after re-chroming at Windsors.

Received the brake fluid reservoir from Classic Automobile Electrics and the attachment is different. It even came with a repro Girling sticker.

Made another payment to Ross. The sills on both sides are done and he is about to start on the uprights. Collected the two metal brackets that support the centre of the body where the door closes and had them bead blasted at Austcoat, then primed and painted.

Had an adaptor brake line made up at Power Brakes for the new brake fluid reservoir.

Checked the shaft for the brake pedal ready for fitting.

Checked the gearbox cover plate and it does not fit. Looks like it has been altered at some time to take a different gearbox. It will need to be converted back by repositioning the hole for the gear lever.

Made another payment to Ross.

December 2012

Checked out spring suppliers for manufacturing clutch and brake pedal pad springs. Ended up buying some new ones from Brian Eacott.

Emailed Leo Archibald with a list of parts needed. He is having door rollers remanufactured.

January 2013

Bought a set of NOS front brake return springs off eBay from the UK.

February 2013

Leo got back to me - he has most of the parts I need, including a good grille.

Dropped the tailshaft into Adelaide Tailshaft Services for checking and balancing.

March 2013

Collected the tailshaft from Adelaide Tailshaft Services. It needed balancing and both universal joints were replaced.

Made a small payment to Ross so that when he starts again, around June, he can get straight onto it as I will be in credit.

Leo has located two early door pulls and also two rear window surrounds.

Spoke to Malcolm Goldsworthy about making up a new bracket that goes under the firewall/dash to support the board used for insulation. He located some suitable metal, then cut it to size before getting a friend to fold it to shape. Just needs painting and holes drilled and then ready to fit.

Also spoke to Malcolm about the small brackets that connect the windscreen frame. He made up two sets, they just need to be drilled and threads cut.

Emailed Leo and asked him if he has a good water outlet pipe and any good chrome headed bumper bar bolts. He will check. The repro door rollers just need to have the castings completed and he will include them in the parcel.

Fitted both front bump stops above the springs and repainted the beam axle.

Fitted the tailshaft to the car using new BSF bolts (except for one secondhand bolt) and captive nuts.

Drive train complete from engine to back axles on 29th March 2013.

Carbies leaked again when the temporarily fitted modern petrol pump was switched on. Tightened around the bowl and then OK.

Started the engine but there was soon a squeak coming from it. Slid the oil filler plate across and there was no oil splashing around - oil pressure was OK at around 55 lb. Stopped the engine, removed the rocker cover and then poured oil along the rocker shaft. Refitted the rocker cover and started the engine again. The squeak had gone when the engine was running at idling speed but came back, albeit not as noisy as the first time, when revolutions were increased. Stopped motor to avoid doing any damage.

April 2013

Spoke to Cliff Mayes and then he came out and quoted on upholstering the seats and recovering the door / side panels. Door and side panels will have to be remade first.

Various emails to Leo Archibald about parts, including door rollers and bumper bolts. Rollers were ready and he will collect them on 21st April when on holidays in the UK. Later in the month he built a crate and checked out freight costs and methods. The crate/box measured 60cm length 48cm wide and 16cm deep. The list of contents was as follows: 1 x complete grill with hand starter cover. 2 x rear window timber frames, 2 x door locks left and right, 2 x bumper bracket front bolts (to be cut to size) several dash switch and pull / pull off switch 4 x jack rubber covers, front side lights 2 good plus one spare for pieces, 2 x door pulls, 1 x petrol filler cap, 1 x petrol filler brass tube to tank fitting, 2 x new door rollers (repros). The weight of the case was 10.250 kilo all inclusive with the parts.

Removed fittings and armrests from two rear seat panels. Removed hinges for the armrests. Cleaned up the hinges but all had either slight pitting or the chrome had worn through. Removed top and bottom brackets which attach the seat to the car from one seat back.

Delivered one pair of rear seat armrest hinges to Windsor Platers for re-chroming. Spoke to Allan Price about the oil flow problem and he will look at it later on.

May 2013

Organised a money transfer to Leo to pay for the parts, box and freight. He posted them on 10th May and then emailed copies of the postage receipts. The parts arrived from France on 17th May.

Collected the armrest hinges from Windsor Platers. Still need to clean and buff them up in places.

Ross made up a frame to support the body shell and also to allow it to be moved around.

Cleaned four small door hinges ready for re-chroming. Took the four hinges, rear vision mirror arm, bonnet mascot and two AC emblems to Windsor Platers for re-chroming. While there I checked on re-chroming the side lights with glass in situ - should be OK.

Fitted the radiator grille to the cowling and it is a good fit. Cleaned up a few patches of chrome and they came up OK. Partly removed the dent in the corner of the grille and straightened the slightly bent rod. Should be OK to use once it is fully cleaned up.

Dismantled the two door pulls. The steel clamps will need to be sanded down and rust removed and then repainted before attaching the leather.

Cleaned two of the jacking point bungs. Bought a rubber repair kit from Auto Barn to treat them before fitting.

Checked the two bumper bar support bolts and fitted them to the car. They may need to be shortened though, once the front mudguards and bumper bar brackets are fitted.

Started polishing some of the small parts: petrol filler cap, door pulls and voltage regulator.

Bought hose clamps for the petrol filler rubber and a spare pair for the top radiator hose. Started checking out suppliers of the rubber petrol hose.

June 2013

Buffed up one of the door pulls but it is still not really good enough as it is still pitted. Also tried buffing the petrol filler cap but it is too badly scratched to use.

Wire brushed the rust on the two side lights and cleaned the paint off one of the lenses. Buffer up the old chrome to get them ready for re-chroming.

Cut a length off the length of radiator hose to give a spare and put it with the hose clamps.

Dismantled the pressure plate, spring etc from the top of the petrol filler cap ready for re-chroming. Took the petrol filler cap, two door pulls and two side lights to Windsor Platers for re-chroming.

Bought a length of 63mm rubber pipe from Adelaide Belt & Hose and then cut it to make up two new petrol filler hoses.

Collected the four hinges, two AC emblems from Windsor Platers after rechroming.

Bought a secondhand Lucas horn with the round trumpet from Vanguard Spares through eBay. Checked horn and it works OK.

Removed the remaining glass from the front windscreen and straightened both of the frames. Cleaned the two door catches received from Leo and then took the window frames and door catches to Windsor Platers for re-chroming.

Called on John Biddle to see if he had any Lucas windtone horns with the early round trumpet. He is going to check in the loft when he can.

Sorted seats ready for recovering. Removed a couple of rear seat locating pins from a later seat to reuse.

Checked out carpet suppliers for a carpet close to the original but no luck. Spoke to Cliff Mayes and he has some carpet that is reasonably close. Organised upholstery and trim photos for Cliff. Also sorted seat fittings.

Sorted through the hinges to find the two large door hinges and took them to Windsor Platers for re-chroming.

Corresponded with Leo about the engine problems and he came up with a few suggestions.

Ross dismantled the side window frames and I collected them from him. Cleaned off a little top rust ready for re-chroming.

Removed the nose cone from the restored chassis and marked the holes that need filling. Took it around to Murray Webb who will undertake the repairs.

July 2013

Started looking for taps and screws to fit the brackets that hold the front windscreen and side windows together. Bought some 5/32 countersunk screws from Bunnings but they are Philips head and not slotted. Malcolm has a 5/32" tap. Later in the month I bought some metric countersunk screws (M4x6) from Universal Fasteners which were the ideal length but still Philips head.

Dropped off the two side window frames to Windsor Platers for re-chroming and collected the two front parking lights, petrol filler cap and two door pulls. Later in the month collected the front windscreen frames, two hinges and two door locks from Windsor Platers after re-chroming.

Cleaned the two door locks after re-chroming and then oiled and greased and they are both OK.

Checked with Ian Strange about felt being used around the side windows instead of rubber and his car has felt also.

Bought more BSF nuts and bolts from Classic Fasteners.

Bought two after market bulb holders for the stop/tail lights from Anthony Pearson of Classic Bulbs.

Fitted a support bracket to the rear of the exhaust pipe.

Dismantled the early windtone horn ready for sandblasting. Had the windtone horn casing and one front seat support bracket sandblasted at Austcoat. Then dent knocked the horn cover. Painted the upper front seat support bracket satin black.

Bought a pair of the early windtone horns from John Biddle. Saw Tony Heard and discussed the noise with the motor.

Delivered the seats and trim to Cliff Mayes for recovering. Paid for the three leather hides. Cliff ordered them and they arrived later in the month.

Collected the two side window glasses from Ross and then thoroughly cleaned them both ready for reuse. Some black staining near where the edge of the felt was would not come off. Cleaned off the glue remnants from stickers with Eucalyptus oil.

Murray has finished filling in the holes and repairing the cracks in the nose cone and now he will repair a couple of damaged edges before I collect it.

Bought some small countersunk screws, a tap and drill from Universal Fasteners. To use the screws on the brackets to hold the window frames together.

August 2013

Checked the two windtone horns purchased from John Biddle and both work. Dismantled them and then had the casings bead blasted. Painted and then reassembled them.

Collected the repaired nose cone from Murray Webb and delivered the firewall panel for use as a pattern to make a new one. Also delivered a rear mudguard from EL1068 to use as a guide for when Murray makes the new light holders for fitting to the rear mudguards from EL1203 to make them correct for the period of the car.

Repro rear vision mirror arrived and fitted the glass from it to the original holder. Later I decided to fit the complete glass, backing plate, clamp and rim from the repro rear vision mirror to the original arm.

Collected the two side window frames from Windsor Platers after re-chroming and bought some metal polish to shine up aluminium as well as chrome.

Checked the steering wheel centres and chose the best for use in the car. Removed the seized grub screw and then started to clean the casting.

Contacted Autosparks about the wires for the windtone horns.

On the 26th of the month Ross Gray started work again on the body frame. First he cut the two uprights behind the front doors. I dropped out the two metal brackets that reinforce the door pillar and collected the frame that holds the petrol tank and the firewall from EL1203.

Later in the month I removed all the rusted screws from the rear mudguards from EL1203 and then cleaned down the areas to be repaired and where the light cannisters are to be fitted. They were then delivered to Murray. The mudguards were finished by the 29th and I collected them on the 31st. At the same time I dropped off the petrol tank cradle for repair and also the firewall from EL1203.

As Murrays folder is not big enough to fold the top in the firewall in one piece I checked out the top section from L810. It is the best of the two but will still need some repair.

Started painting the underneath front seat support brackets black. Also etch primed both of the rear mudguards from EL1068 and put them into the loft for storage.

September 2013

Early in the month I ordered some P clips and rubber grommets from Autosparks and they also sent me the two horn wires free. Fitted the new wires to the two horns and tested - OK.

Photographed the pedal pad and both front seat securing brackets and emailed them to Leo Archibald to see if he has any good spares as I am two short of each.

Finished painting the underneath front seat support brackets black.

Removed the rocker cover from the engine and checked for marks. There were marks on two other the partitions where the rocker arm has been hitting the cover. Not sure if they are new or not but I filed off some of the alloy on the cover to hopefully fix the problem.

The oil and water levels were checked and both were OK. Started the motor after first oiling the cam. The metallic knock seems to have gone but I will need to wait until the motor warms up.

Collected the repaired petrol tank cradle from Murray and test fitted the petrol tank to the cradle - OK. Removed the four brackets that secure the petrol tank to the cradle from EL1068. They were held on by alloy rivets which broke off easily - may need to use set screws and nuts when fitting them to the other cradle.

Started dismantling the firewall from L810. Removed the top section which had double panels with insulation in between. Separated the panels and removed all the fittings from the (outer) section before giving them to Murray Webb to repair. Repairs were completed later in the month.

Dismantled the handbrake relay ready for bead blasting. Organised other parts for bead blasting at Austcoat. Afterwards painted the parts.

Checked progress on the body frame with Ross Gray and made another payment. Also delivered the floorpan in front of the rear seat and a couple of other body panels. Brought some parts he doesn't need back home.

Removed the petrol tank outlet pipe and other fittings.

Cliff Mayes started work on the seats and by the end of the month he had finished the front ones.

October 2013

Spoke to Ross Gray about the lack of progress with the body frame rebuild and then cancelled the rebuild with him. The future of the project was now in doubt but a decision will be made at a later date.

Cliff Mayes finished all the seats and the rear side panels leaving only the two door panels to do once the wooden frames are built. He also made the door straps.

November 2013

Collected the seats and panels from Cliff Mayes.

Collected everything from Ross Grays workshops.

Murray Webb finished working on the firewall and I collected it.

Numerous emails and a phone discussion with Leo Archibald about the way forward for the project. He offered another rolling body as an option.

December 2013

The only work done in December was sorting out the parts, putting extra supports on the body shell cradle and checking the front shock absorbers.

I spoke to Allan Marsh about building the body frame for the car. He can do the job but not until next year.

January/February 2014

Nothing happened in January due to work on the Morris Oxford, which continued through February.

March 2014

Visited Allan Marsh's workshop at Port Elliot and organised a contra deal with the body frame. He will build the frame and I will recondition a Morris 8/40 engine for him.

April/May 2014

Work on the Morris Oxford was completed in April, prior to the Morris Registers National Rally in Forbes, and this meant the AC could now receive some attention.

Nothing happened in April, but in May rough tracings were made of the wooden rear wheel arch and the firewall backing plate on a sheet of marine ply and it was cut out oversize.

Made a further support for the body shell to avoid damage during transportation to Port Elliot.

Cleaned up and then painted the two large bolts that are used to attach the bumper bar support brackets to the chassis.

Checked the front shock absorber options again and the new pair of Monroe shockers that I have are the best option.

Cleaned up the shock absorber brackets/bolts and then painted them before fitting them to the chassis

June 2014

Cleaned up another brake rod and then painted it.

Bought some new BSF bolts, screws and nuts from Ian Strange.

Bought some 3/16 aluminium cup head solid rivets (in a kit with together with a punch) off eBay to use on the firewall/bulkhead. Later in the month I ordered some 5/32 aluminium cup headed solid rivets as they are the correct size for the firewall/bulkhead.

Bought two sheets of masonite to use underneath and behind the firewall. Also bought some Selleys adhesive to bond the two sheets together with.

After checking out the options I bought a total of 10 stainless steel cup head bolts and nuts to use to secure the bumper bars to the brackets. I had the heads of two of the bolts polished to see how they come up and they looked good.

Cleaned up the brackets and then fitted the front shock absorbers.

Painted some large washers to go on the Bumper bar brackets bolts where they are attached to the chassis.

Checked with Allan Marsh about the body rebuild and it has now been scheduled for October/November, for completion in January.

July 2014

Emails back and forth to Ian Strange regarding the position of the two vents on the bonnets. I will get my bonnets changed from three to two vents once I am able to fit them to make sure there is no other work required.

Emails back and forth to Ian Strange regarding crack testing of axles.

Connected up the motor to test run and temporarily fitted an old SU petrol pump. Ran the motor for over 30 minutes in total after oiling the camshaft. The screeching came and went. Checked under the rocker cover while the motor was running and there was oil splashing around.

Petrol leaked from the carburettors again and most probably all the washers have gone hard and need replacing. Broke the 'filter' below the thermo unit while trying to tightened it to stop it leaking and replaced it with the one from the spare carburettor set.

The chassis moved under its own power on 12th July 2014.

Emails back and forth to Ian Strange regarding the back axle bump plates that are fitted to the chassis. They are missing from EL1068.

Ian Strange provided the dimensions for the rear under axle bump plates. Organised the metal for the plates and cut them to size. The bolts are supposed to be 5/16" BSF and thread into the chassis but mine will need bolts.

Made up the two body support brackets at the rear of the car and drilled holes in them. Ordered SU carby gasket kits from Burlen in the UK.

Glued two sheets of masonite together ready for cutting too shape to go behind the firewall.

August 2014

Michael welded the two body support brackets for the rear of the car so that they are now ready to fit. Painted both brackets.

Bought another sheet of masonite for the wider section of the firewall. Then cut it in half (length wise) and glued the two pieces together.

September 2014

Bought some Thackray spring washes for the rear brakes from Industrial Springs.

Ian Strange supplied a photo and dimensions of the rear section of the floor for the spare wheel. Made a metal cross beam (drilled holes and painted) for the rear of the car but after consultation with Ian they didn't have one. The wood rested on the two brackets only.

October 2014

Removed the front hand brake relay arm, replaced the blocked grease nipple, greased and the refitted.

Cut a gasket for in between the exhaust manifold and the exhaust pie and then fitted it. Wire brushed the exhaust manifold and then repainted it silver. Sanded back the steering box, steering column, spacer, and steering box drop arm and then painted. Fitted the steering box and column to the car, then temporarily blanked off the wire outlet before filling the box with gear oil.

Removed the steering link rod and re-set the ball joints to straighten up the front wheels. Fitted new grease nipples, greased the steering link rod ball joints and then fitted rubber dust caps.

Cleaned up the ball joints on the drag link, greased and fitted rubber dust caps. Then fitted the drag link to the car. Fitted the drop arm to the steering box and connected the drag link. Temporarily fitted the old steering wheel to the column and checked that the steering works.

The steering was completed and working on 12th October 2014.

Freed up the two arms on the relay bar for the back brakes and fitted the relay bar to the chassis. Fitted the rod and spring between the relay bar and the brake master cylinder. Started sorting out the rest of the rods for the rear brakes.

Checked the rear passenger side lever arm shock absorber and there is still an unacceptable gap. Malcolm Goldsworthy took the lever arm shock absorber away to bend the arm to get a better fit. Later in the month I refitted the passenger side rear lever arm shock absorber after Malcolm had bent the arm more and after reversing the link, it fits perfectly.

Organised new nuts and bolts and then fitted the rear driver side shock absorber mounting plate. Then fitted the lever arm shock absorber and there is only a minimal gap.

Bought some new lock washers and hose nuts from Power Brakes. Cleaned up the brass T-junction and banjo bolts for the front hydraulic brakes. Re-tapped the holes on the front of the chassis that hold the bracket that secures the front brake lines/pipes. Fitted the two brackets and then the brake hoses to the front wheels, then fitted the three front brake lines. Temporarily fitted the brake reservoir and once it was OK removed it and fitted a blanked off pipe to seal the system from dirt until the brake reservoir is permanently fitted.

The front hydraulic brakes were completed on 15th October 2014.

Ordered more BSF nuts, bolts and set screws from Ian Strange.

Cut the two rear brackets that support the body frame to the correct shape. Removed both rear bumper bar support brackets and repainted them. Michael welded the two rear body support brackets to the chassis. They were then repainted.

Completely disconnected both of the rear springs and checked the camber. They are both 5.6", which is within the normal range.

Collected some belting material from Malcolm Goldsworthy to go above the rear metal bump plates. Cut the material to shape and then hole punched for the bolts. Drilled holes in the two metal bump plates to match the chassis and then painted the plates. Fitted the bump plates, with belting material pads on top, to the chassis.!

Wire brushed and then painted the bracket that fits on the steering column to support the handbrake cable. Also cleaned up and painted the bracket that supports the brake fluid reservoir in place.

Made up a temporary bracket to support the steering column and fitted to the chassis.

November 2014

After considerable trial and error I fitted the over axle rubber bump stops to the two hoops with blind aluminium rivets. Then fitted both bump stops to the chassis.

Refitted both rear springs and added fibre washers to shackles where necessary. Loaded the back of the chassis up to get a gap between the chassis and axle and then tightened all the bolts under load.

The rear suspension was completed on 1st November 2014.

Refitted the two rear bumper bar support brackets.

Discussion with Alan Marsh regarding fitting the body. Not to fit insertion rubber until after the body has been made as he wants it to follow the contours of the frame first.

Cleaned and then painted the metal channel to go underneath the horizontal panel of the firewall to support the masonite, then primed and painted satin black.

Cut out all of the masonite panels to go behind the firewall. Primed and then painted satin black. Bought more etch primer and satin black paint.

SU carby parts arrived from Burlens but the banjo bolt is the wrong one. Photographed the correct one and emailed to Burlens.

December 2014

Ordered the correct banjo bolt and a few more gasket kits from Burlens and they arrived later in the month.

January 2015

Started getting the chassis ready and sorted old wooden parts in readiness for the body rebuild.

Cleaned up some brackets that hold the rod for the accelerator on the firewall. Also cleaned up the plate covering the hole where the accelerator pedal arm connects to the rod. Cut out a piece of rubber to go beneath the plate.

Removed the cradle that holds the wiper motor and the two triangular pieces on the firewall and cleaned them. Dismantled the rest of the firewall and cleaned up on both sides - removing oxidisation and corrosion. Then primed the underneath sections of the firewall.

Bid for and won a rotary switch for the lights off ebay.

February 2015

Bought more spray cans of etch primer and black paint. Sprayed the underneath of the firewall black.

Bought some more brake shoe return springs off eBay.

March 2015

Cleaned up the alloy on the top section of the firewall. Put all of the panels of the firewall back together with solid alloy rivets.

Cleaned up a few petrol line fittings.

April 2015

Bought some more solid alloy rivets from the UK.

Tried different methods of polishing the front of the firewall.

May 2015

Bought some more BSF nuts and bolts. Bought more solid rivets from Kibworth in the UK. Bought another set of spark plugs.

Fitted the masonite panel beneath the firewall and also the metal C-section channel to support it.

Fitted the rest of the panels behind the firewall except for one.

June 2015

Cut out the replacement panel for behind the firewall, primed and then painted flat black. Bought some mudguard washers with 3/16" centres.

Bought more small machine screws and nuts from Classic Fasteners.

July 2015

Fitted the replacement masonite panel to the firewall. Resprayed the back of the firewall again and fitted the two bottom metal brackets that secure the firewall to the chassis. Then fitted the firewall to the chassis - fits well. However, the bottom of the centre section fouls the clutch pedal arm and will need to be cut back or adjusted.

Bought more spray cans of etch primer and matt black paint.

Test fitted the two engine bay sides and the nose cone and some metal work will be necessary to get them to fit correctly.

Cleaned up a bracket that holds the coil and then fitted it to the firewall. Cut out a rubber backing plate to fit beneath the petrol pump and then fitted the petrol pump to the firewall. Organise a couple of brass 90 degree bends fittings and then fitted to the petrol pump.

Fitted a couple of supporting brackets behind the firewall to help secure it during the trip to Port Elliot.

The restoration of the firewall was completed and it was fitted to the chassis on 25th July 2015.

Checked out epoxy resins for filling holes in alloy body shell.

August 2015

Lightly sanded the nose cone and fitted the missing alloy rivets to the bottom. Then etch primed.

Cleaned off the surface rust spots on the metal rear floor pan. Etch primed and then painted satin black.

Dismantled parts of the petrol tank cradle and cleaned off oxidisation. Put back together with new solid alloy rivets. Sprayed cavity rust when other alloy components are together. Lightly sanded and then sprayed etch primer over the petrol tank cradle but when dry the primer crazed due to the cavity wax.

Bought an oil can that fits in the bracket on the firewall.

September 2015

Bought some epoxy resin to repair the alloy and also more etch primer and black paint. Painted another coat of satin black paint on the metal rear floor pan.

Sanded back the primer on the petrol tank cradle, cleaned off the overspray of cavity wax and then sprayed with another coat of etch primer before painting satin black.

October 2015

Ran the engine after first fitting a new thin fibre washer to the banjo bolt below the carby thermostat and it appears to have fixed the petrol leaking problem.

Removed the tailshaft from the car.

Fitted the cross panel that supports the front of the rear seat and then fitted the rear metal floor pan. Fitted the rear seat base and 'test' fitted the restored rear seats.

Checked the position of the petrol tank cradle behind the seat prior to fitting to the car.

November 2015 to January 2016

No work was undertaken during this period.

February 2016

No work undertaken apart from putting the body shell onto the trailer and loading with some of the wood ready for transportation to Port Elliot after Easter.

March to July 2016

No work undertaken during this period.!

August 2016

Started dent knocking the rear passenger side of car body shell.

Also fitted supports to the rear of the body shell for transporting to Port Elliot.

Organised plans etc in brief case ready for body frame construction.

September/October 2016

No work undertaken during this period.

November/December 2016

Sorted through dash panels and made a rough repair section for the centre panel.

Bought an ignition warning light off ebay.

Redrew the wiring diagram to connect the generator and ignition warning light. This allows for charging the battery while the engine is running.

Bought a battery tray to sit battery on.

Made a drawing of the centre dash panel and various knobs and switches needed.

Cleaned up the 1949 build voltage regulator that had been checked by Willaston Auto Electrics. Checked through the switches for the dash.

Bought a push button starter switch off ebay.

Ran the motor a couple of times during the month.

Changed engine oil and radiator coolant.

January 2017

Started sorting through Ian Stranges drawings, in particular the boot floor area.

Bought a starter solenoid off ebay..

Fitted the voltage regulator to the firewall and wired up the ignition warning light, generator and battery.

Ran the motor for the first time using the generator to recharge the battery on 2nd January 2017.

Started working on the battery support bracket to make it longer to fit the battery length ways. Added an extra piece on the top. Drilled holes in tie rod ends at base for split pins, then repainted the clamp and extension satin black.

Changed the two end wooden dash panels for two that do not have vents. Checked the availability of the slotted head wood screws for the dash panels.

Sorted through the dash switches and there will be enough for the car. Cleaned up two pull off-on switches with the longer thread needed because of the thickness of the wood and also cleaned up two earlier style chrome nuts to secure the switches at the front.

February 2017

Fitted the brake pedal after cleaning up the shaft and extending one of the keyways. Had to cut the excess off the aluminium firewall to allow free movement of the brake pedal. Fitted the swivelling arm and the brake pedal rods to the brake pedal shaft and connected the brakes. The handbrake pivoting/relay arm was fitted the wrong way around but after correcting it the arm clears the steering box and the brake pedal rods appear to function correctly.

Connected the brake fluid reservoir and filled the front hydraulic brake system with brake fluid. Bled brakes. Checked the system afterwards and there was only a slight weep from one of the banjo bolts, everything else was OK.

Front hydraulic brakes were complete and functioning on 5th February 2017.

Freed up and started cleaning the rear brake relay boxes for the cable/rod brakes. Have a choice of two as they are both now free and functioning. Bought new rubber boots for the relay boxes.

Cut new long and very short rear brake rods and had 1/4 BSF threads cut at both ends. Painted the rods ready for installing. Cleaned up a few brake rod adjusting nuts (both sizes), where necessary cleaned up threads, and painted ready for installing.

March 2017

Bought a fuel filter bowl, just needs a new filter to complete it.

April/May 2017

Started organising the chassis, body shell and parts ready to transfer to Port Elliot. No other work undertaken during this time.

June 2017

Located a couple of very narrow hose clamps (used to secure the steering rack boots on a Morris Oxford) and they fit the rear brake relay box boots perfectly.

Taped up openings around the engine in readiness for transfer to Port Elliot.

July 2017

Removed some of the firewall and engine fittings prior to transfer. Wrapped up the engine.

Chassis and body shell were loaded onto a car trailer and delivered to Port Elliot in two trips. The other parts and panels were delivered in the 6x4 trailer.

Bought large sheet of 12mm mdf to use to cut out patterns for the boot sides and firewall.

Sorted wood screws, coach bolts and nails for use on the body frame and delivered to Port Elliot.

August 2017

Bought new countersunk slotted head wood screws to use on frame. Started marking out patterns for the panels in mdf.

Work started on the body frame construction on 2nd August 2017.

Sorted through Ian Stranges drawings to find those missing.

Located a few more items and took them to Port Elliot.

September-December 2017

Alan made a start on the mdf patterns around the boot area and wheel arches. He test fitted them to the car. He then started cutting the boot area out in marine ply.

January 2018 to May 2019

No work was undertaken during this period.

June/July 2019

Changed the engine oil and coolant and turned the motor over again by hand.

Patterns have been made and test fitted for the boot interior, parcel shelf and firewall. Then most were made in marine ply and Tassie Oak, and some varnished.

July 2019 to March 2021

No work was undertaken during this period.

March to December 2021

Alan made a start test fitting the wheel arch patterns and working on the wood supporting the side window. After a lot of adjustment he eventually got things to fit.

I made a pattern for the rear lower boot floor in mdf and then fitted it against the car. Then I purchased some steel and cut it to size. Drilled all the holes in the correct places and delivered the steel to Port Elliott.

Mark Westendorf made some locking plates for the spare wheel door from brass.

Checked with Ian Strange and Robert Jenkins about the plate to secure the spare wheel.

Contacted Colin Read about change over water pump from the UK.

Checked with Clark Rubber to see if they have any gutter piping for the roof gutters. Nothing to match. Still to have the missing gutter made.

Made an mdf pattern for the front section of the boot floor that holds the spare wheel.

Alan has started working on the door pillars and associated supporting timber.

Painted the steel rear lower boot floor and delivered it to Port Elliot.

Alan has sorted the door pillars and is now ready to work on the window frame.

January/February 2022

No work was undertaken during this period.

March to November 2022

Very little progress was made during this period.

Ash frame of parcel shelf in place as well as the extra wood on the sides above the wheel arches.

Alan started working on the door and hinges. He removed the wood from the door skin.

Later in the year Alan test fitted a driver's door skin to the hinges and it worked OK.

Cleaned up the two 1/4 light window winding mechanisms and delivered them to Port Elliot.

December 2022 to February 2023

No work was undertaken during this period.

March 2023 to June 2023

Alan is working on the front of the car now and he had to raise the bulkhead by 2cm to get everything to fit correctly.

July 2023 to February 2024

No work of note was undertaken during this period.