

## Andy Draper's Engine

Fixing my Morris (1970 Traveller) – the fourth (or fifth?) and, hopefully, final instalment...

For some of you that have been members of the MMCCNSW for a very long time, you may remember parts of this story:

- head gasket let go on the way back from the 2015 National Rally
- engine rebuild 1
- blocked oil passages
- engine rebuild 2
- seized crankshaft
- and finally engine rebuild 3
- fabulous explosion on the M2, followed by 'UFO landing' smoke special effects emanating from under the car.

Roll on December 2018. I had had enough of fiddling with that engine so I got onto the Charles Ware Morris Shop in the UK and hit the credit card, hard. Well, actually, not that hard; air freighting one of their 'Special Edition' 1098 engines (the one with the good cam, heads, timing chain, oil filter and so on) was considerably cheaper than the money I'd wasted on the original



one. And it came air-freight and was here in a week, go figure... It arrived just before Christmas - an early present :))

Out with the old engine and in with the new – this was the 6<sup>th</sup> time I'd had the engine out since 2015, I didn't need to look up the torque settings or the location of any of the fiddly bits – and off we went.

Wow! Does it go! The new engine is so much more powerful than my stock 1098, which until 2015 was in fine fettle and used no oil and blew no smoke – but this thing is in a whole different league. I owe a huge debt of thanks to George Antonijevic who helped me get it started.

I was kinda nervous with my track history – and I'm glad George was there as it took a bit of fiddling to get the static timing right with the electronic ignition. Actually, a whole day of fiddling, so thank you George!

It's now Wednesday 23 Jan. Running in instructions: 10mph per gear, don't lug it, don't sit at one speed. Now, my son James

and I had every intention of heading to Berrima on the 26th as we have in previous years, but I didn't fancy a three hour trip.

So, we headed to a car show at Dee Why Beach instead. This show is hosted by Pittwater Motor Enthusiasts Association and had a large range of very interesting vehicles. We had a prime spot behind the surf club, having arrived early at 7am.

This was a hugely busy show; at one point I went to stand back and take a photo of the car and couldn't see it for admirers! Some of you who went to the Australia Day show in the city, when we were parked outside the cathedral, may remember similar scenes.

Wow it was hot!!! The best thing about that was the 4 swims in the surf we had before the show closed at 2pm. Many of the car owners wandered around in rash vests and their swimmers all day.

The engine is still in the 'running in' phase, but I am very much looking forward to enjoying the newfound motoring reliability.

The engine was rebuilt in North Devon, bet it never thought it would end up in a car in Sydney! It has been running fabulously, and I have regularly turned the engine over by hand to move the pistons around if it hasn't been driven for a week or two. So far it has done about 400 miles.

Cheers,  
Andy Draper :)



Andy's son, James - co-pilot and navigator



Australia Day: Andy's car at Dee Why