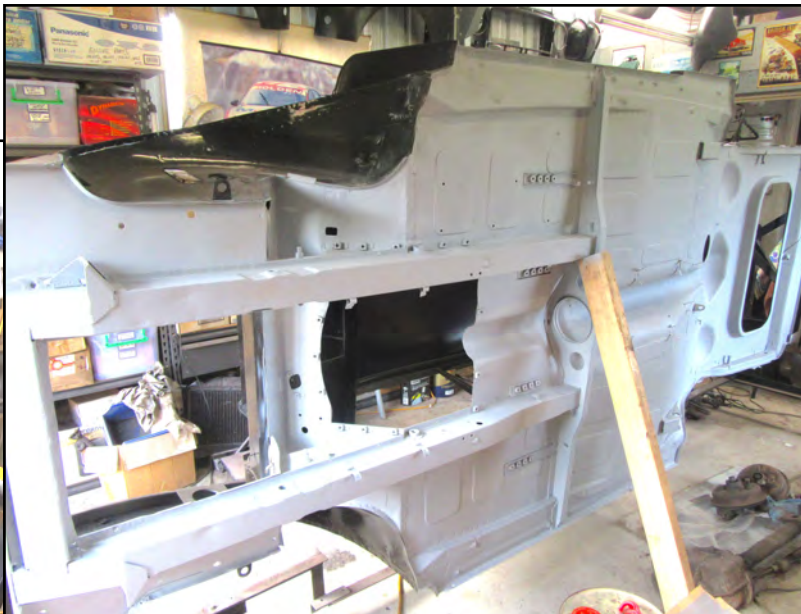


My Story So Far - Pt III

By SMM 34643



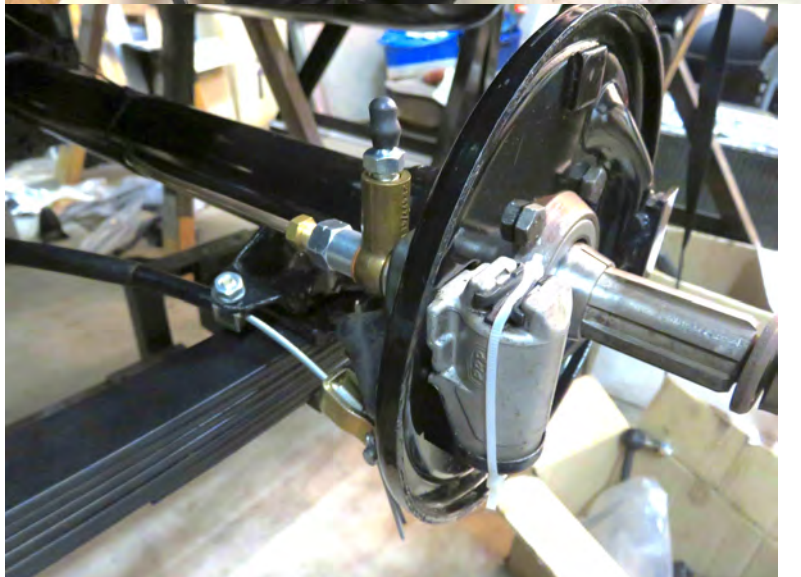
(left) Ready to attack the underside and (above) successfully attacked and beaten into submission

Last time I was lamenting that there was still a lot of work to be done on my resto. Yes, my suspension was on, but I was still “up in the air” (Les even had me up on some “wooden horses” some of the time). My brakes had to be installed, work on my engine top-end hadn’t even been started, exterior paintwork was needed, and I didn’t know what was happening with my interior. I felt dizzy just thinking about it all!

Now Les said it would be safer to have two people there to get me down off the rotisserie and onto my wheels. You see, the rotisserie was not one of those fancy ones with hydraulics that you can raise up and



Johnny B working on my brakes (right) and the finished products. Now I’ll be able to go - and stop! :)))





With the brakes all done, Johnny B lowers me down gently

lower down, but one Les had made which required me to be jacked up to be attached and detached. And while it had been fun swinging on the rotisserie, boy was I looking forward to getting back onto some wheels again!

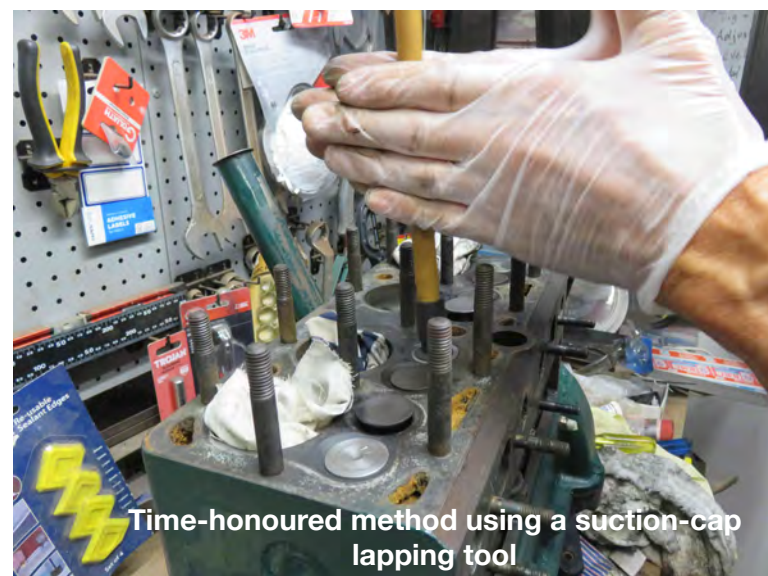
Then some great news – ‘Johnny B Goode’ had enjoyed working with me so much, that he agreed to visit again. Of course, this had to be done between COVID-19 lockdowns, lockups and lockouts that Les said were hampering things a bit. Johnny’s first visit had been in February 2021, but it wasn’t until November that year that he was able to come again. And funny thing this: when Johnny B came, they got more done in a couple of days than Les would have done in a couple of weeks on his own!

Les had already fitted my rear brake cylinders, shoes and drums, and no sooner



had Johnny B arrived than he was into it, finishing off my front brakes. Before long my front and rear brake drums had been installed and I was ready to be shod with wheels. Yippee!

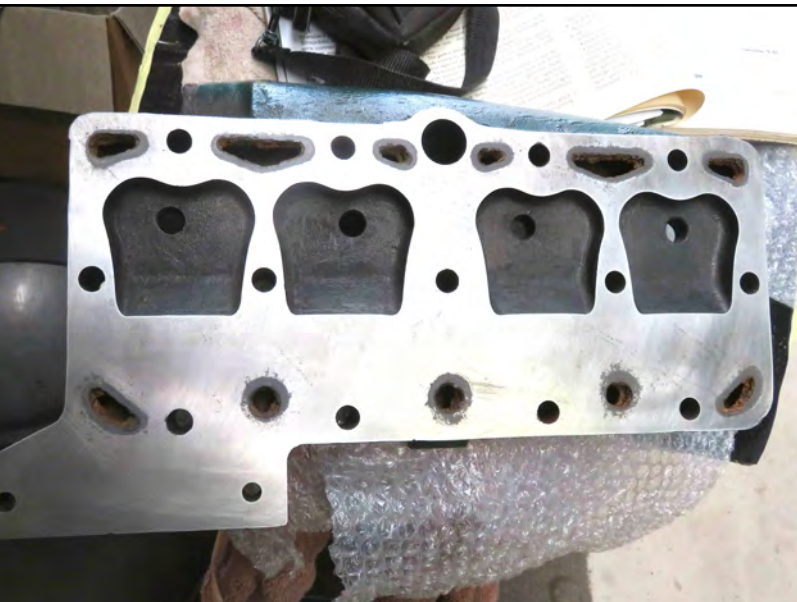
That same afternoon, with wheels bolted on, they began the delicate operation of jacking me up - first removing the horse supporting my front, and then the rotisserie section holding up my rear end, each in turn. I’m glad to say it went smoothly, and there I was - back on terra firma; well, back on the concrete floor of the shed, anyway.



Time-honoured method using a suction-cap lapping tool



Gearbox shaft lines up the splines with the spigot bearing



My shiny Allan Hall-skimmed head...

The next day was engine day. Johnny B had made up a special spring compressor for his side valve engine, so he brought that with him to remove my valves and valve springs. In the event, they found a 'standard' spring compressor was able to get in there and do the job – all I could do was pray that they didn't lose any of the collets in the process!

With the springs and valves out, they both reckoned the valves seats and all 8 valves were in good nick, so it was straight to the valve grind. Even so, Les decided to replace the exhaust valves with the 4 newbies he had previously bought. Johnny

B jumped right in and used the time-honoured method using a suction-cap lapping tool. After that, with his jobs done, Johnny B headed back to Sydney.

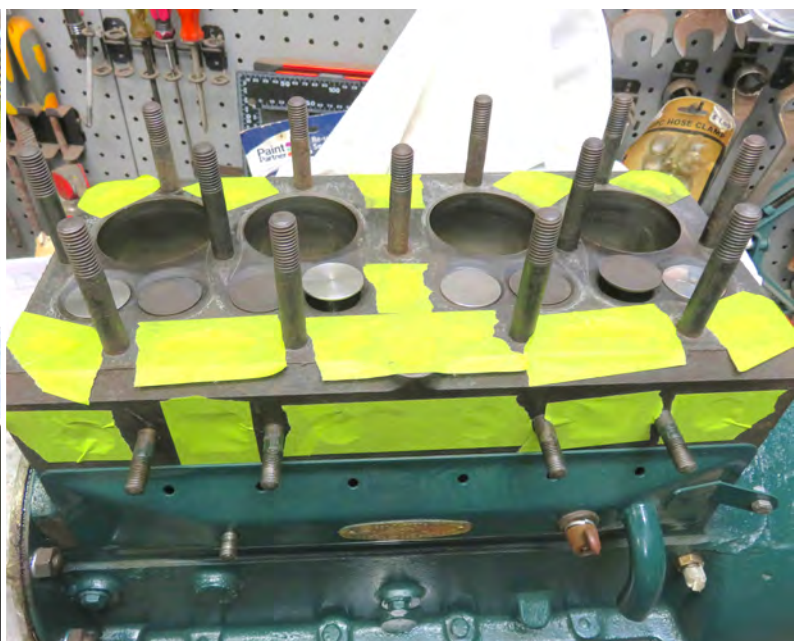
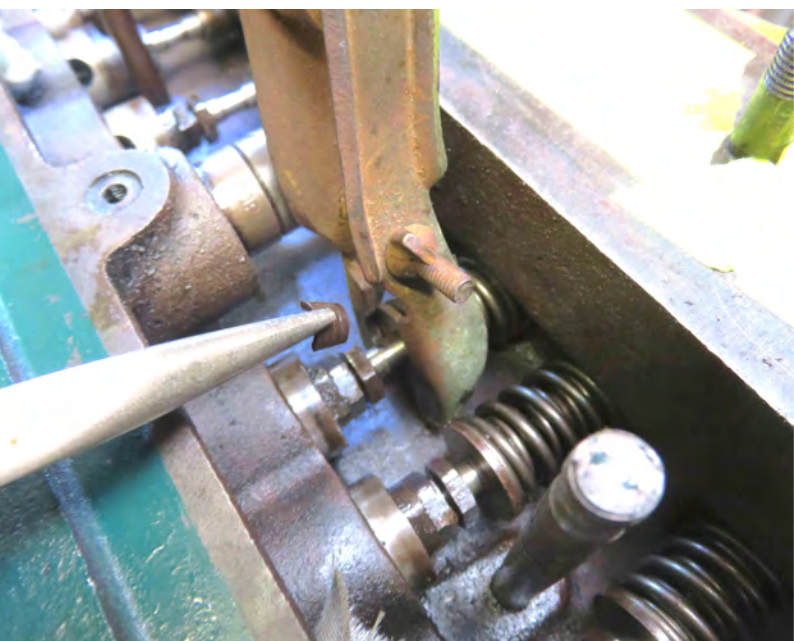
That left Les to clean the carbon off top of the block and pistons, and then he decided to give the inlet and exhaust ports a light grind to 'take the dags off', as he described it. "Wow", I thought, "that definitely feels a lot smoother in there."

Top on the agenda for Les' next trip down was Engine Reassembly. First, to install the double valve springs, valves caps and collets, and then to get my head back on, which I thought had been off for far too long already! Les took a couple of hours to work out the best approach and finish the first two valves, and less than 2 hours to do the next six! He used Johnny B's spring compressor to get the cap in place, then the standard one to get the collets in. He was learning!

Line 'em up! All ready for assembly



Surgical procedure with the collets matches hospital scale cleanliness





My new (soon to be beating) heart, ready to go into my nearly-ready body!

With all of my valves in place, it was 'Head Time'! This had already been skimmed by Allan Hall, after which Les had given it a nice coat of the green paint, so it was all prepared to go back on.

With a shiny new gasket placed over the studs, the head slid on nicely, and after the distributor was inserted into its correct position, Les torqued down the nuts in sequence. Fantastic progress!

The final engine piece for the moment was to fit the clutch. Les checked the lockwiring of the 4 bolts that he had done some time before, then fitted up the clutch using an old gearbox shaft to line up the splines with the pigot bearing.

After this had all been done, I was feeling much more relieved - a major part of my reco was done! But I couldn't help wondering about my seats and my headlining, and then I had to be painted and all my panels bolted up, and, and...

