



MORRIS MATTERS

WESTERN CAPE NEWSLETTER

July / August / September 2017

Volume 31 N°4

MORRIS MINOR OWNERS CLUB WESTERN CAPE

P.O. Box 38074, Pinelands, 7430

Clubhouse: The Cape Multi-Motor Club, Jan Burger Sports Ground, De Grendel Road, Parow North.

Web: www.morrisminor.co.za

Facebook page: Morris Minor Owners Club: Western Cape



COMMITTEE MEMBERS

Chairman	Vice Chairman	Secretary
Frikkie Muller 021 903 1591 082 267 3398 gerdamuller76@gmail.com	Ron Clark Tel. 021 761 4469 083 261 0675 clarkfam@zsd.co.za	Gerda Muller 021 903 1591 083 619 8708 gerdamuller76@gmail.com
Treasurer	Events	Regalia
Gerhard Robbertze 021 8701592 082 561 6897 gerhard@lerouxmobile.co.za	Charl Cilliers 021 887 4000 082 471 5528 charlcilliers75@gmail.com	Mitford Roberts 021 558 3482 083 268 0957 mitfordr1951@gmail.com
Technical	Web	Membership
Richard Laubscher 021 913 5937 083 677 6617 richardlaubscher1@gmail.com	Tony Harrison 021 434 7265 082 373 8820 tohar@telkomsa.net	Bertha Laubscher 021 913 5937 073 183 6630 bertiebuzybee@telkomsa.net
	Co-opted member: Sandy Gush	
		Editor: Cristina Jones

EDITORIAL by Cristina Jones

This issue will cover July, August and September this time. The reason is that I'll be overseas August and September. Parents and grandparents with families across the Continents are familiar with this annual migration. Unfortunately, it is one of those things you must get used to and it is happening more and more all over the world. I trust all Morris Dads had a fantastic Father's Day. The ones attending our outing in Elgin can vouch for it (more about it in Recent Events article). Enjoy the read.

ADVERTISING IN MAGAZINE			
Full page	R 1,200 per year	Two lines plus photos once off	R 100
Half page	R 600 per year	Two lines once off	R 50

CHAIRMAN'S CHATTER

Dear fellow Morris lovers,

Our Open Bonnet Day was well received. Those of you who were prepared to "open your bonnets", so to speak, I feel we've all learnt something from it, and I recommend that we do it again in future, to improve our Morries and keep them up to standard.

Donata kept the ladies busy in the clubhouse, giving valuable tips on how to stay healthy. According to reports back from the ladies, "opening their bonnets" will help them improve their standards of living as well!



The Father's Day breakfast run to Rojaal in the Elgin Valley was also one of the most enjoyable and well attended events we've had in a while, as nobody's cars broke down, no-one's Morris needed petrol or any mechanical attention and afterwards some took the time to go to Peregrine Farm Stall, while others did a few wine tastings along the way.

Sadly, the Monday night after this event, Donata was in a very serious accident. She suffered multiple fractures to her left femur, foot and hand, as well as a head injury which left her with permanent damage to her right eye. She has been discharged on Tuesday and is now recuperating at home. I'd like to thank the Morris family for their messages and emails and support. She appreciates every visit and thanks everyone for snacks, flowers, lotions and books, which she unfortunately still is not able to read. As she will be unable to work for the foreseeable future, Charl has opened a bank account for members who would like to contribute to this fund. Charl is also working with the Road Accident Fund and hopefully she will be able to receive ample compensation, albeit in a few years' time. Thank you to Charl as well, as he is really looking after her well and sorting out her affairs.

Charles Watt's wife had a stroke and we wish her a speedy recovery.

We are all looking forward to the first of many fundraisers towards the 2020 rally, our Christmas in July lunch on the 16th of July. I want to thank Sandy for organizing it, with the help of the club ladies – we know that with Sandy in charge, this lunch will be excellent.

Keep well and drive safely PLEASE!

Frikkie Muller

NEW MEMBERS

Simon Gasson
Gareth Mc Conkey
Johan & Susan Dahms



Welcome to the family. May you enjoy many long and happy Morris years!

GET WELL

We wish a speedy recovery to:
Cynthia Watts, who suffered a stroke and
Donata van der Merwe, who was involved in a car accident



FORTHCOMING EVENTS

- | | |
|--------------|--|
| 16 July | Christmas in July at Clubhouse |
| 19/20 August | West Coast National Park and flowers view.
Sleepover in Velddrif. |
| 17 September | Braai at the Clubhouse |
| 15 October | Killarney Motor Show. |



20/21 October Karoo Festival - Prince Alfred Hamlet, possible sleepover

19th November Driving Skills at Slaley Wine Farm, Stellenbosch

3 December End of year function at Riebeeck Kasteel.

More details on each event will be sent by e-mail closer to the date. Please contact Charl (082 471 5528) should you wish to attend any of the above-mentioned events.

NEW SUBSCRIPTION RATES FOR 2017

Notice the new Subscription Rates for 2017:

Full Member	R 225.00
Full Member + Spouse/Partner	R 250.00
Senior Citizens (over 65 years)	R 175.00
Senior Citizens + Spouse/Partner	R 200.00
Students (<25 years)	R 150.00
Country Members: (Living more than 100km from Cape Town)	R 160.00
Overseas Members	R 160.00

Subscription Fees include **R50.00** National Rally Levies determined by the National Body. New applicants must pay REGISTRATION FEE (Compulsory) of **R50.00**. **Membership badge is included.**

Bank: Standard Bank

Branch Code: 050 704

Account name: Morris Minor Owners Club

Account no: 27 119 3093

Please pay by EFT to save the Club banking charges. If you must pay by cheque, please add R20 for bank charges.

Please notify Bertha Laubscher (Membership Portfolio) of any change of address, telephone or e-mail, so that you continue receiving our newsletters.

PAYMENT DUE DATE was 31st of MARCH. Now a re-joining fee applies

BIRTHDAY LIST

JULY		AUGUST		SEPTEMBER	
Simon Gasson	1	Yolinda Gerstner	1	Ron Clark	5
Graham Ross	14	Susan Dahms	2	Peter Albert	9
Danie Bothma	19	Tilly Olivier	8	Renee Leatt	11
Alida van Eeden	24	Annike Carne	9	Hannes van Eeden	14
Frikkie Muller	25	Jill Gerstner	13	Sarah Morris	15

Sue Tissington	25	John Watts	13	George Marx	15
Sharon Clark	30	Bronwyn Moore	14	Jan Wright	16
		Laurie Claassen	18	Bobby Moore	18
		Alina Warner	22	Charl Cilliers	18
		Stephen Warner	23	Peter Gerstner	20
		Bertha Laubscher	27	Gerda Muller	28
		Michael Bagley	28	Dennis Morris	29
				Willie Bouwer	30

HAPPY BIRTHDAY!!!

THE JOHANNESBURG RALLY

If there are any of our members who would like to attend this rally, please ask Gerda for an entry form and once completed forward it to the Chairman and Secretary, **Tommy** (083 308 9840) and **Sharon Smith** (083 453 3320), email address tommymorris948@gmail.com. **Closing date for entries is 30th Aug 2017.**

RECENT EVENTS

BRUNCH BY ROJAAL IN ELGIN VALLEY – 18th June, by Mitford Roberts

The weather was perfect - a nice sunny day, no wind, not a drop of rain in sight. The early birds met just after 7 am for a welcome cup of coffee and by 8.00 am everybody was there; ready to tackle Sir Lowry's Pass. Drought despite, the drive up and over the pass was still breathtakingly beautiful.

The turnout was good - 10 Morris, Alida's Chev Biscayne, Willie's Mini and 3 plastics. Once parked outside Rojaal, the cars, as usual, created a lot of interest from customers and the locals. The breakfast was a buffet, tasty and well presented. It was also nice to see John Watts, with his son and daughter in law, who was welcomed back by all.

Ron Clark organised a raffle for us, which is proving to be very popular among the members. Charl won the first prize, a bottle of whiskey and Mitford won a bottle of brandy. The money generated with these raffles is going towards the 2020 National Rally.

After the meal, a few members took a scenic drive through Elgin Valley for a wine tasting or two, whilst a few others dropped in at the always popular Peregrine Farm Stall. Being the end of the long weekend, the roads were now quite busy and our Morris took the way home at a slow pace.

A morning well attended and enjoyed by all – already looking forward to the next run.



Alida van Eerden's 1958 immaculate Chevy Biscayne in front of the pack. ←



FOR SALE

Morris Minor 1000.

CFM 905 Green 4 door

Genuine 122000 miles on the clock. Has always been in use.

Very original. New upholstery. Good tyres. New battery.

Sold with spare gearbox. Diff. Steering Rack. Radiator. Carburettors and twin carburettors. Starter.

Generator and Voltage Regulator. Fuel Pump(s) and lots more.

R45000. Phone John Watts 084 5005 832.

Charles Watt 1957 2 door has some body rust on the doors and fenders otherwise she runs well. R35.000 or nearest offer. Phone Charles Watt 082 587 1809



FROM OUR FACEBOOK PAGE

By Gerda Muller

Being a Facebook Fan to the extreme, I'm constantly on the other Morris pages. I recently stumbled on this line of conversation on the Morris Minor Owners page from Leeds, UK.

"Mike Dean and myself (Andy Reeder) were just discussing the finer points of the collective noun for a group/line up of Morris Minors. I thought a **Gaggle** of Minors and Mike reckons it could be a **Issigonis** of Minors, perhaps? What do you think?"

True to form, Morris enthusiasts from over the world contributed:

Ian Parry: a **Mog** of Minors!!
 Pete Curran: a **flamboyance** of Morries, or some people might think of them as a frustration
 Mike Faragher: It's a **Clutch** of Minors!
 Shane Taylor Kincaid: a **Marina** of Minors!
 Kimberly Youngman: a **Miracle** of minors
 Robert Andrew Youngman: a **Troop** or a **Murder** of Moggies
 Kimberly Youngman: a **Parade** of Minors
 Alan G Garrett: *Morris dancing teams are called 'Sides'. How about a **Side** of Minors?*
 Richard Hobbis: A **majority** of Minors
 Mike Dean: An **infestation**?
 John Carroll: a **Trunnion** of Minors?
 Syd Pollard: *If there is more than dozen, how about a **'Major'** of Minors?*
 Rob Rouse: a **Bimble** of Mogs
 Andy Reeder: *As they are often referred to as a money pit, what about a **Cash** of Minors*
 Anthony Morrey: a **Miranda** of minors
 Mike Faragher: a **Trump** of Minors
 Andy Hopkins: *Looking at that photo I would say a **Gridlock** of Minors.*
 Helen Highwater: a **Chuckle** of Morris Minors
 Scott Barrow: a **Swarm**.

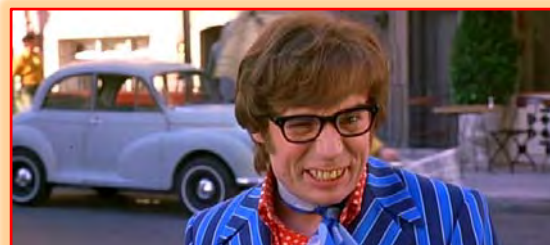
Mike Dean: *Hang on, I think I got it. An **incontinence** of Minors - after all, what Minor lump doesn't have a little dribble now and then!*
 Sharon McCallum: *Dennis reckons a **Million** of Minors....*
 Sharon McCallum : *Though I would say, judging on Molly... a **Phart** of Minors....*
 Willie Harrison: **Minority** of Minors
 Ian Parry: *An **Overdraft** of Minors. !!!!*
 Randolph Williams: *My thinking, a lion is a cat and Morris is a cat... therefore **Pride** of Morris's...*
 Ian Parry: a **Minion** of Minors.
 Dennis Saupe: *Or if they are lilac-- a **Million** of Minors*
 Chris Ryder: a **School** of Minors
 Chris Ryder: a **Clutch** of Minors
 Toby Bruce: *I always think a **Burble** of Minors sounds about right.*
 Paddie Murphy: a **Magnificence** of Minors
 Raymie Cracknell: a **Mingle** of Minors, of course
 Matt Tomkins: **Hundreds of Thousands**
 Farhaan Ghani: a **Fleet!**
 Peter van Beerendonk: a **Flock** of Minors ?
 Mani Parkes: a **Moggle**
 Paul Clutterbuck: a **Gurgle?**

Come on Western Cape branch, **what's your opinion?**

MORRIS IN FILMS

"Austin Power" (Mike Myers) 1957 Morris Minor 1000 →

"Austin Power" (Mike Myers) 1957 Morris Minor Convertible ↓



"Sylvia Plath" (Gwyneth Paltrow)'Morris. Not really the case, since her and her husband Ted Hughes drove was a black 1961 Morris Minor 1000 Traveller. →



TV drama "Lovejoy" (Ian Mc Shane)
Trafalgar Blue convertible named "Miriam"



"The head of the Family" (Leslie Caron)
1967 Italian film



TECHNICAL

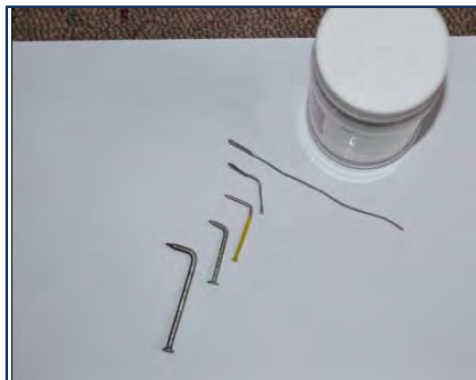
TECHNICAL TIPS PART 1, Compiled by Richard Laubscher

The information drafted is mostly accumulated from my own experience dealing with technical work.

1. Brakes

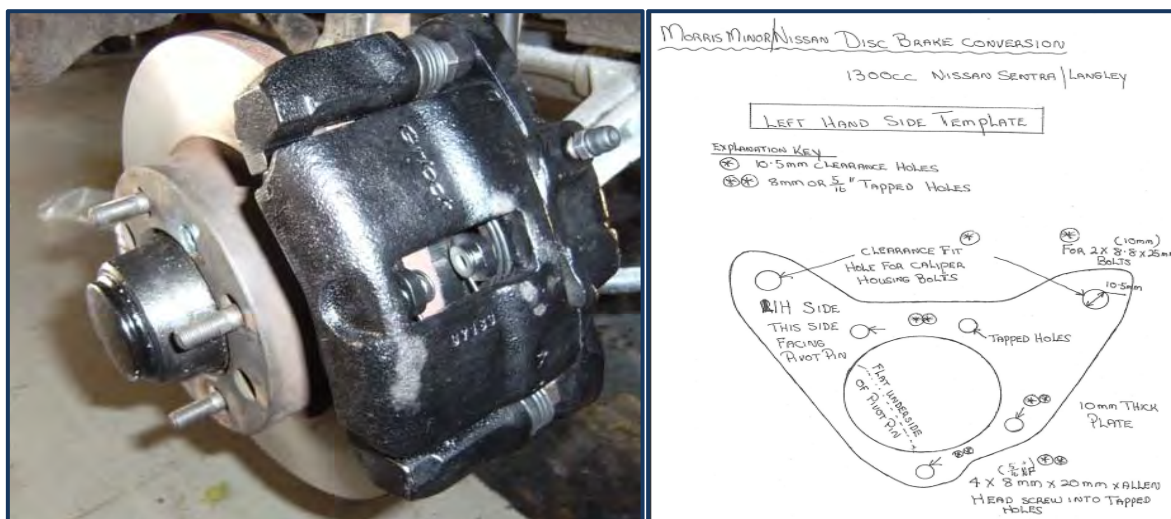
Ever experience brake problems after someone or a brake service company dealt with your brake system? I think many do; such as very poor braking ability etc.? Here are a few tips as I have numerous times found that brakes could not be adjusted more due to incorrect lining thicknesses, disc brakes conversion not so successful etc. (Draft excludes other problems related to wrong or inferior parts) Here are a few facts and methods to overcome the above-mentioned problems.

- a) Brake drum sizes for 948cc Morris Minors front & rear brakes = 7" (177.8mm)
- b) Brake drum sizes for 1098cc Morris Minors front 8" (203.2mm) & rear brakes = 7" (177.8mm)
- c) Maximum wear allowed on the front drums = 1.5mm and for the rear brakes 2mm.
- d) 948cc Front drum maximum size = 179.3mm and rear drum 179.8mm
- e) 1098cc Front drum maximum size = 205.2mm and rear drum 179.8mm
- f) Best to reline with a softer lining material and to mark the brake drums for original location; also send it with the brake shoes for inspection and salvaging.
- g) To enable correct and best lining thickness bonding (if the drums are still within specifications) I recommend making easy measuring tools as shown below. Ensure that the hand brake is off and adjust the brake adjuster(s) down to enable you to measure the gap through the drum & shoes through the adjusting hole. (Note findings of each gap, top and bottom brake shoe) Example photo shows hammered down wire and nails that can be measured afterwards with a Vernier or a Micrometer and these measurements be given with each marked brake shoe. The brake service company can then establish the correct size lining to be bonded leaving a gap when fully adjusted down; it should be less than 0.5mm. (A person normally is very surprised what you find with this exercise; namely the differences overall.)



Disc brake conversion.

If Nissan 1300 Langly or Sentra disc brake calipers and discs are available, it is quite easy to fit them to the suspension swivel pins as the enclosed photo and side plates indicate. The original A4 size copy of the side plates, as well as 4 new 7" brake drums and 948cc rear brake wheel cylinder assemblies(L/H and R/H) are available from the writer.



If your "plastic car" or Morris Minor has not got "good brakes" although it has disc brakes, booster etc. the **following is going to surprise you if you endeavour to do the change**. Fit Formula Friction Automotive Green disc pads and you will be surprised of its braking ability. Recommend research the internet using the web site address included. Send your **brake pad number** or calliper disc brake make to the address below and you will find it is not much more expensive than ordinary brake pads. **Warning:** Get accustomed to the braking affect once fitted as they have a huge effect on the efficiency of a braking system, normally a booster is not needed once these brake pads are fitted. If brakes bind on driving only; after the master cylinder was installed and adjusted properly, shorten the pushrod by 90° increments until no binding is recognized when driving. Ferobrake in Epping is excellent for supplying good parts for veteran cars and good quality repairs as well!



Extract taken from The Early Ford Times June 2010.

Words of Wisdom

Sent in by Christo Thomson, Strand.

- ✦ It may be that your sole purpose in life is simply to serve as a warning to others.
- ✦ *Never buy a car you can't push.*
- ✦ *We could learn a lot from crayons. Some are sharp, some are pretty and some are dull. Some have weird names and all are different colours, but they all have to live in the same box.*
- ✦ *A truly happy person is one who can enjoy the scenery on a detour.*
- ✦ *Birthdays are good for you. The more you have, the longer you live.*
- ✦ *The second mouse gets the cheese.*
- ✦ *Die beste manier om iemand terug te kry, is hom om te vergewe.*
- ✦ *Dit is nie verkeerd om so nou en dan op jou selfbejammeringspotjie te sit nie, maak net seker dat jy dit uitspoel wanneer jy klaar is.*
- ✦ *As die gras groener lyk aan die ander kant van die draad, kan jy seker wees dat die waterrekening ook hoër is.*
- ✦ *Indien jy jou hart vul met verwyte oor gister en die bekommernisse van môre, het jy geen vandag om voor dankbaar te wees nie.*
- ✦ *As iemand iets slegs van jou sê, leef so dat niemand dit glo nie.*
- ✦ *Liefde is die enigste ding wat verdeel kan word sonder dat dit minder word.*
- ✦ *Ons aanvaar so meklik as vanselfsprekend die dinge waarvoor ons elke dag dankbaar moet wees.*

Morris Minor: still big in Sri Lanka

Article and photos by Paul Jeffries from 2013

A Sri Lankan factory is doing a roaring trade hand-building parts to keep classic Morris Minors on the road

I can't speak Sinhala and my attempts to pronounce the Sri Lankan place names only met with puzzled expressions. But everyone knew exactly where I wanted to go when I mentioned the 'Morris Minor Garage'.

Just a few miles from the historic town of Galle, in the south of the island, where well-heeled tourists sip lattes in upmarket cafés, the company is hand-making repair panels to help keep one of Britain's best-loved classic cars on the road.



It's officially known as the Durable Car Company and produces 89 parts for the Minor, from intricate sill sections and crossmembers for saloons to complete new chassis for vans and pick-ups. And it has just begun the manufacture of bumper blades in stainless steel.

Established by retired diplomat and Sri Lankan businessman Dhanapala Samarasekara in 1992 with Charles Ware, owner of the eponymous Morris Minor Centre in Bristol to which it supplies its panels, it now employs 21 full- and part-time local people in an area where skilled work is hard to find.

The name reflects the philosophy of its founders who believe it is better to repair something than replace it. Indeed, Samarasekara rails against the planned obsolescence of contemporary cars, describing it as "a wastage of human effort".

Surrounded by palm trees, the open-sided factory echoes to the discordant beat of multiple hammers as workers skilfully put the finishing touches to panels cut from sheet steel and pressed into shape on ancient machines. Next to them are stacked shiny new crossmembers, sill sections and engine bay panels ready for painting.

In today's high-tech world, the company's production methods might appear old-fashioned with its use of rudimentary tooling and emphasis on manual finishing. But it makes economic sense for relatively small production runs, explains director and factory manager, Somasiri.

And to be able to reproduce often complex panels using such simple equipment is a testament to the skill of the workers. Some of them have been trained by the company since leaving school while others boast decades of experience, like senior hand Wimalasiri.



Panels are marked out on sheet steel using a template and cut by hand before being pressed by machine into the required shape using handmade 'moulds'. Other presses are used to punch out holes or form the folds and dimples that give the panels their rigidity. Final finishing is performed with hammers, cold chisels, grinders and files.

Although the focus is on 'underfloor' parts, rather than the Minor's curvaceous wings which would require great investment in machines and tooling, the factory has produced a number of body panels for the rare Minor pick-

up. Workers proudly showed me the new rear side panels they had made for a pick-up in the workshop, along with its load floors, bumper fitch panel and even the tailgate with its characteristic square dimples.

Unfortunately, Sri Lanka's climate is not as kind to cars as might be expected; heavy monsoons and salt air on the coast means Minors there rust as badly as those in Britain, if not more so. Which is why the company also carries out full restorations for local enthusiasts.

"People who can afford it bring their car to us for refurbishment because they love it," says Somasiri, pointing to the 1960 black four-door car they're restoring for the nephew of the country's president, Mahinda Rajapaksa. "It was a mess!" he recalls. Forgotten for 20 years and hauled in on the back of a truck, it needed extensive work including new floors, chassis sections and body panels.

In charge of restorations is Chandrasiri, a bodywork repair expert who's worked there for 20 years. Shirtless and sandaled in the midday heat, he fashioned a custom repair section for a rusted door with an ease borne of years of experience. As I watched, he measured, snipped, hammered, checked and hammered again until it fitted like the final piece in a jigsaw. Later he showed me a new gutter section he'd made that looked as if it could have come from the original factory.

Meanwhile, engines and gearboxes are sent away for rebuilding, and replacement mechanical and electrical components are shipped in from the UK. Specialists are brought in to carry out resprays or repair the wood on the timbered Minor Traveller model.



There are estimated to be as many as 4,000 Minors still on the road in Sri Lanka, a far cry from their heyday in the 1960s and 1970s when they provided reliable transport for many families and even served as taxis. "It was very, very popular before the arrival of the Japanese cars," recalls Somasiri, himself a former Minor owner. "It was reasonably priced, durable and people were very fond of it because it was easy to drive with low running costs."

More than 40 years later and the car still commands great affection in the former British colony, he explains: "People know it as a British car and they believe it is good that it is kept as an antique."

Little wonder that the Galle bus station manager had beamed with delight when I told him where I wanted to go. Proudly telling me he owned a 1953 Minor, he personally escorted me to the right bus as if I were royalty and gave strict instructions to the conductor to let me off at the Morris Minor Garage.



Sir Alec Issigonis

Sir Alec Issigonis was an independent thinker, he despised convention, and he would not take advice gladly. He is credited with uttering the now-famous line, “A camel is a horse designed by committee.” Moreover, he was a failure at mathematics, once stating that pure mathematics was the enemy of every truly creative man. Then how did Alec Issigonis become one of the auto industry’s greatest engineering geniuses? A British citizen born in Turkey in 1906, Alec Issigonis did not witness an automobile first-hand until he was 12 years old.



Returning to England in 1922, not yet 16, he enrolled in engineering school, failing mathematics at every turn. He was offered a job at Morris Motors Ltd. in 1936 and was immediately given the job of steering and suspension engineer. In 1942, Morris gave Issigonis overall responsibility for an all-new model. The entire team consisted of Issigonis and just two draftsmen. At last, he thought, he could design a horse, and not a camel. This new car was launched in 1948 as the Morris Minor.

While the car’s styling was debated, the Morris Minor was revolutionary for the period, featuring a smaller exterior, a very spacious passenger compartment and outstanding road handling characteristics. The Morris Minor was an immediate success, taking just eleven years to hit the one million sales mark. More importantly, the Morris Minor was the first characterization of the Issigonis design philosophy: maximize interior and cargo space while minimizing to the extreme all other components. It was a design philosophy that was not immediately understood. In 1952, Morris Motors merged with Austin Motor Company to form British Motor Corporation.

Issigonis, forever the independent thinker, saw another proverbial camel on the horizon. In opposition to the merger, he resigned and joined Alvis Ltd. to design a luxury car. Designing a luxury car was definitely not the kind of project he wanted to work on, but in 1955, when Alvis decided to cancel the project, Issigonis resigned again and rejoined British Motor. In response to the Suez Oil Crisis of 1957, British Motor called upon Issigonis to head development of a small, fuel-efficient car. The result would become his masterpiece. Initially sketched with a pencil on a tablecloth, this top-secret project was initially called ADO 15, short for Austin Design Office Project 15. The design challenge was clear. Issigonis somehow had to design and engineer a car that would seat four passengers and their luggage in a package not to exceed ten feet in length.



Moreover, he insisted that no less than 80 per cent of the car's volume be dedicated to passengers and luggage. This meant that the engine, gas tank, all mechanicals, wheels and tires were to make up only 20 percent of the car. Issigonis used a front wheel drive, transverse mounted engine, the first modern application for this set up and one that would define all future front, transverse layouts. The suspension was equally innovative and compact, utilizing a rubber cone system instead of springs. In order to keep the wheel wells from intruding into the passenger compartment, he moved the wheels to the outside corners. The wheels themselves were only ten inches in diameter.

In October 1957, just eight months after first putting pen to paper, the first two prototypes were on the road. The revolutionary car was launched in 1959, dubbed the Austin and Morris Mini. The Mini was instantly popular with buyers, and international cult vehicle and forced the industry to rethink all automotive engineering conventions. In 1969, in recognition of his engineering genius, Queen Elizabeth granted him Knighthood. Issigonis died in England in 1988 at the age of 81, having lived long enough to see his beloved Mini sell in excess of five million units.

REGALIA

AVAILABLE STOCK

CAPS	R 65.00
CLOTH BADGE (round)	R 20.00
CLOTH BADGE (rectangular)	R 15.00
PENS	R 25.00
KEY RINGS	R 45.00
CARDS	R 15.00
BUMPER BADGE	R 150.00
CAP BADGE	R 35.00
STICKERS	R 20.00
FLAGS ENGLAND	R 30.00
FLAGS UNION JACK	R 30.00
STALK FLAG	R 20.00
STEERING COVER	R 85.00
FRIDGE MAGNETS	R 20.00
T-SHIRTS	R 40.00/60.00
LRP ADDITIVE	R 120.00
30 TH ANNIVERSARY MUGS	R 115.00
GOLF SHIRTS	R 145
TIMING COVER METAL GASKET	R 100



NOSTALGIA CORNER