



ONE STEP FORWARDS...

We sort out the last few bodywork snags and trim the roof edge. Oh, and we need some more paint

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With any restoration project it's crucial to do things in the right order and with a Morris Traveller it's more critical than most other cars. That timber rear bodywork section is the reason: not only does it take experience and patience to get it all to fit properly, but the fitting of the roof panel is decidedly of the old school.

The aluminium-roof skin is fixed in place with the very traditional method of nails, which are then concealed with a drip rail and moulding. This of course needs painting in body colour and in the case of our car, the roof panel itself needed adjustment to fit properly,

which of course involves even more paintwork.

Elsewhere, the folly of having the car painted without having first fitted up every last panel is illustrated by the fit of the nearside wing and door, which wasn't up to the standard the Charles Ware team was happy to put their name to. As ever, long experience restoring Minors meant they were largely able to solve the problems, but inevitably the result was that some touching-in of the new paint is now needed in the problem areas.

The end result though is that the car is now all in once piece and needs only its rear wings fitting before we can turn our attention to the trim and running gear.

Last month...



We assembled the timber for the last time - and were grateful for the expertise of Charles Ware's team for the way they quickly made the roof fit properly.



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Project Traveller Pt. 16

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START

1 If you're not familiar with Minors and the Traveller in particular, then you won't know that the aluminium roof panel is attached to the rear bodywork timber with nails. The aluminium drip rail is also held in place under the nails.



2 The nails securing the roof panel to the wooden frame are concealed by a separate moulding that sits inside the drip rail.



3 It might sound easy but the skill comes in forming the aluminium drip rail and its moulding around the corners of the roof without creating unsightly kinks.



4 Here Neil takes his time by using wooden packing pieces to avoid directly hammering the delicate aluminium trims while coaxing the drip rail around the sharp corners of the roof.



5 The moulding covering the nail heads is a wedge fit inside the drip rail and is gently tapped home using a piece of scrap wood.



6 Like the drip rail itself, the infill moulding has to be neatly worked around the rear corners.



7 The mouldings are fitted as two separate pieces, with the join above the rear doors. Attention to detail here sees the join end up dead in the centre and neatly aligned.



8 The finished job shows how it should look.



9 The roof panel really shouldn't have been painted before being fixed in place and as you can see, the edges are now in primer after the roof was adjusted to fit properly last month.



10 The drip rail and moulding covering the nail heads should be in body colour, so will be painted when the roof is repainted.



11 As well as meeting neatly above the rear doors, the mouldings need to be aligned with the drip rail on the front bodywork section.



12 Elsewhere, getting the rest of the bodywork to fit nicely has meant a few compromises. The Charles Ware team weren't happy with the fit of our driver's door, and that meant dressing the A-pillar area forwards slightly. The door and wing now cooperate nicely but again the paintwork needs touching in – another reason not to send a car for paint until every last panel has been checked for fit.



13 This is the combination of the extensive welding work the car has received and the use of a pattern wing. To get the wing to sit flush with the door skin, the fitting bolts have been packed out. It's not unusual with wings that don't fit brilliantly.



14 The solution is to fill the gap with seam sealer and this shot of the same area on another Minor wing shows how this area should look after it has been correctly filled and aligned.



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15 We've got a similar problem on the nearside front wing on our Minor but Charles Ware's experienced bodyshop staff quickly sorted this side out without too much major surgery.



16 The front edge of the nearside wing isn't too neatly finished. Later Minors had this visible seam where early cars were lead loaded, but the angle is generally more precise than this.



17 Here's a genuine wing and you can see the narrower flange at the rear corner. This is an instant way to identify it – the pattern wings have a visibly bigger return here.



18 Here's something every Morris owner will be familiar with: the dreaded cracked bonnet. Once they crack here, they tend to carry on getting worse as the bonnet corners are gripped to open it and the only solution is to weld it up... which of course means more paint.



19 The doors now have their frames and quarter lights fitted and close nicely without fouling the roof or the B-post.



20 The door locks are also in place and it's a step forward to finally have doors that stay shut without gaffer tape.



21 The bonnet sits slightly proud in the centre but again, that's not unusual with Minors and can be cured by elongating the mounting holes for the hinges and pressing the centre down while bolting them up.

FINISH**Next month...**

We tackle the interior and start to think about building up the engine... which is currently in a series of cardboard boxes.