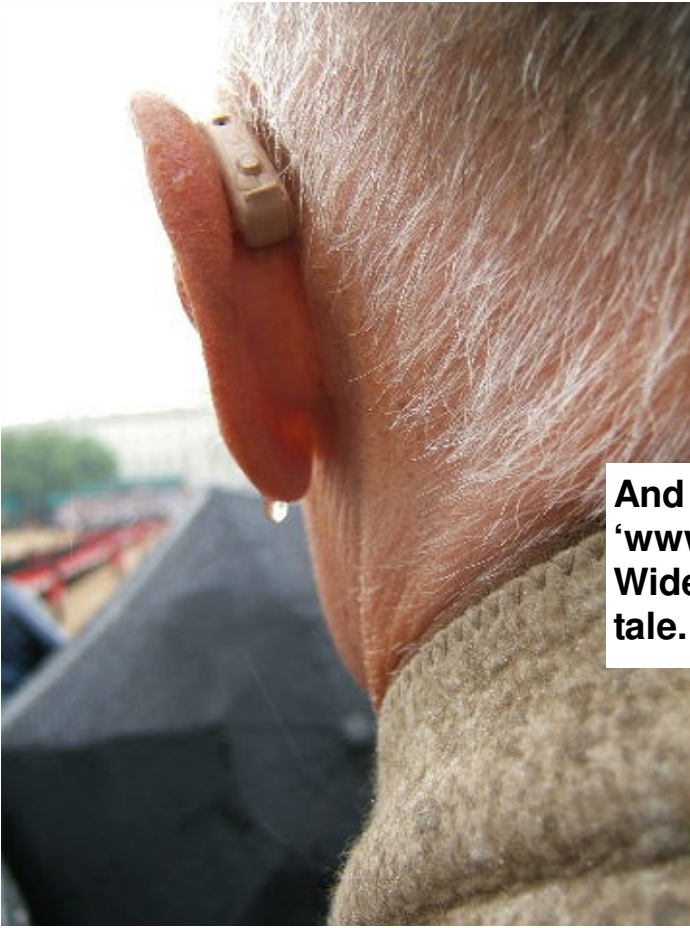


Dear View



Apologies to Steve Ford for this one which I nearly forgot about. Full marks to the intrepid band of Morris Minor 'troopers' who braved the elements to watch the Trooping the Colour ceremony back in 'flaming' June. It was a bit damp, but it was well worth it to see such an impressive and historic display.

And finally .. From the 'www' (that's Walker's Wide Web) - a salutary tale. (Thanks Dave)

A young engineer was leaving the office at 3.45 p.m. when he found the Acting CEO standing in front of a shredder with a piece of paper in his hand.

"Listen," said the Acting

CEO, "this is a very sensitive and important document, and my secretary is not here. Can you make this thing work?" "Certainly," said the young engineer. He turned the machine on, inserted the paper, and pressed the start button. "Excellent, excellent!" said the Acting CEO as his paper disappeared inside the machine, "I just need one copy."

Lesson:

Never, ever assume that your boss knows what he's doing.



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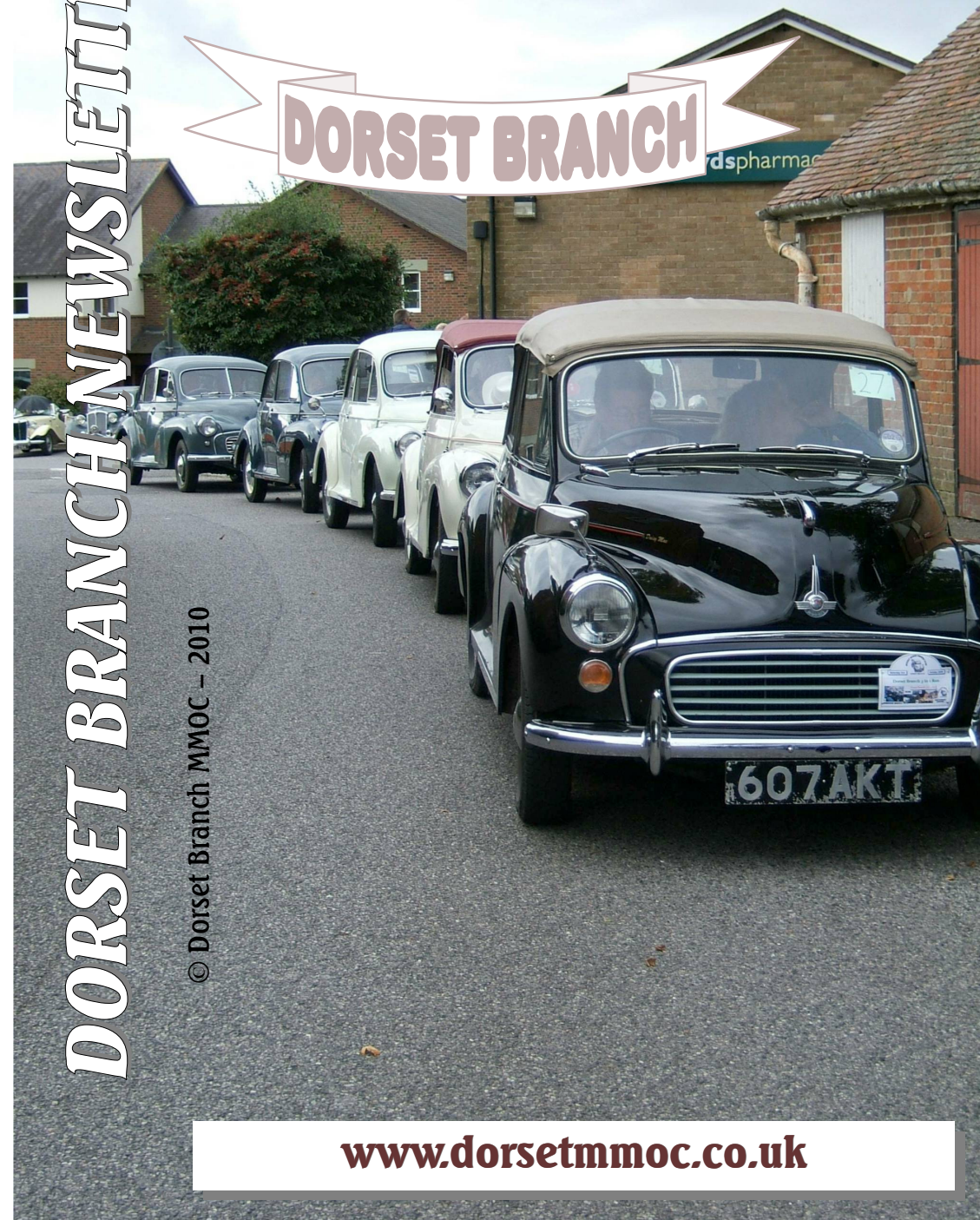
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MORRIS MINOR OWNERS CLUB

January 2010
Volume 13
Issue 3

DORSET BRANCH



DORSET BRANCH NEWSLETTER

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www.dorsetmmoc.co.uk

<http://www.dorsetmmoc.co.uk>

Or <http://homepage.ntlworld.com/brian.wood13/index.html>

Dorset Branch of the Morris Minor Owners Club

Helping to preserve the post war Morris Minor in the Dorset area and beyond

The MMOC Dorset Branch

was founded in 1977 by Graham Melly and chaired in the early days by Aubrey Batt. It is a Branch of the National Morris Minor Owners Club but has its own accounts and organisation (see Constitution for further details) **We meet on the first Wednesday of every month (7:30 for 8:00)** at the Bournemouth Electric Club, Broadway Lane, BH8 0AA. We have an active calendar of events throughout the year – particularly in the Summer months when we attend many rallies and other shows. The monthly Clubnight is an opportunity to meet the other enthusiasts and enjoy a presentation or other activity organised by the Committee.

Membership currently costs £10 per year, £12.50 for joint membership.

Please ask Branch Secretary if you require a copy of the Dorset Branch Constitution. For more details contact Laurie Blewer on 01202 522673 or John Jenkinson on 01202 576690

Advertising: Cars or spares for sale or wanted £5 per entry (Free to members). Traders advertisements: £30 per year.

FRONT COVER

Following the photos of Nick and Val last month at Shaftesbury we have another shot of the line-up at the school meeting point

Committee Members 2009-10:

President: Graham Jarvis (07914 637429)

Chairman: John Jenkinson (01202 576690)

Secretary: Laurie Blewer (01202 522673, 07947 525884)

Treasurer: Jacky Wood (01202 573501).

Membership Secretary – Des Waller (01202 573403)

Events Organiser/H&S Supervisor – Neville Gerry (01202 747687)

Newsletter /Website Editor: Brian Wood (01202 573501)
(brian@dorsetmmoc.co.uk)

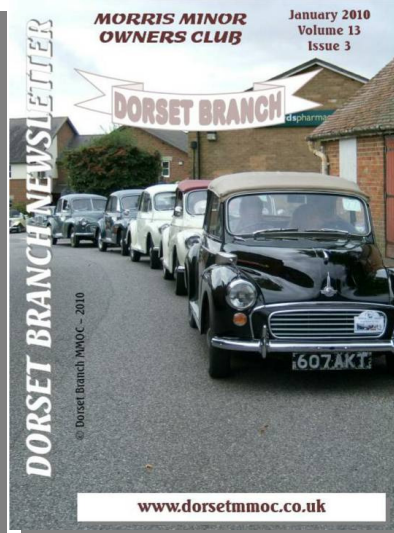
Non Committee posts:

Raffle Coordinators: Chris Tilly and Val Palmer

Spares Manager: John Bainbridge (01258 458749)

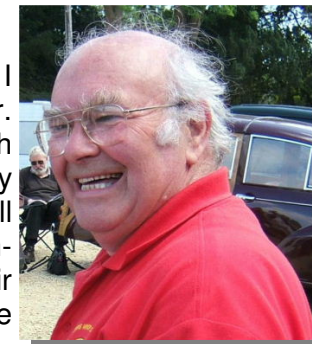
Regalia Manager: Richard Cyster – (01202 526660)

Catering Executives: -Sue Blewer, Lyn Gerry



Chairmans Report

Happy new year and welcome to January's club night. I hope you all had a great Christmas and New Year. Anne and myself went out for Christmas Dinner with the family to the Swans at Verwood and on Boxing Day over to Corrine and Richards for the day. I hope you all enjoyed the Mistletoe Meander run on 27th December – so I would like to thank all the members for their support. Also thanks to the helpers on the day. I have had the windscreen rubbers on my Morris Minor re-sealed because it had a small leak. This was done by a windscreen company in Winton. It was nice to find a windscreen company who like to do the older classic cars – so if anyone would like their phone number it is 01202 548555. They are called Autoglaze and ask for 'Taffy' and mention Morris Minor Club. So here we go again - another year gone and the start of 2010! The club is looking good, the membership is around 150 at the moment – which is very good. We are still looking for new ideas – so if you come across any events or ideas which you think might be suitable for us to organise please let one of us know. Thank you for the members who have given us ideas so far and we are following them up. I know it's a long way off but I would like to know if members would like me to arrange a trip to see the Lord Mayor's Show in London on the weekend of 12-13-14th November. Also a trip to France may be on the cards if we can get the price right. Happy New Year– John.



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Our Branch Regalia stock is managed by **Richard Cyster** and is available at clubnights and our outdoor

January 2010

Volume 13 Issue 3

• Clubnight activity:

• Norman's Highway Code Quiz

inside



DORSET BRANCH

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next clubnight:
charity blind auction

The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid-up members. It is also available for free download from the Internet usually about 10 days before the clubnight.

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Letters to the editor

Hello Brian. Would you be good enough to put a wanted info ad in next mag please, with replies to me at neil.mitch@yahoo.co.uk? Can anyone give me dimensions of our Morris Minor (1970van) stub axle please. Diameters of...oil seal position, inner bearing position and outer bearing position. Also the total length from back plate to end of threaded area.

I am hoping to put a Morris Marina hub assembly onto my existing stub axle on my Morris van, thus achieving disc brakes!, and would like to compare all the necessary diameters and length before I go too far! Maybe if someone has an old one they could loan me for a couple of days would be fine, so I can try the Marina hubs on them, and see?

Many thanks Neil Mitchener.

PS Would you also ask for procedures, actions, to change the battery polarity from pos to neg earth, and whether this would cause any problems please? Lastly, my van seems to be going through a few condensers this year! Any ideas what could be making them "blow"? Another interesting article for the mag maybe.... My van is pretty useless at stopping going backwards, and I often wonder if the rear shoes should have their leading edges together, or opposite! That would make a difference I suppose??

Appreciate your help thanks

Re: the brakes, in theory they will not work so well in reverse. As we know, drum brakes have two shoes and the braking effort is achieved by the hydraulic cylinder pushing the shoe against the inside of the drum. Maximum braking efficiency is achieved by having two cylinders which 'float' in the backplate. This allows both of the shoes to be 'leading'. And this will happen in either direction. The back brakes are not so important since well over half the braking effort is done by the front brakes - due to the shift of the weight distribution under braking (and the engine being in the front as well). Consequently, these are 'single' leading shoe. Whilst they still have two shoes (of course) there is only one cylinder and one end of both the shoes is fixed by a pivot - so the contact area of the shoe against the drum is not so good. The friction material that does the most work here is that immediately adjacent to the cylinder, picking up against the (forward) rotation.

In theory, again, the rears should be equally good either way since there is only one leading shoe (and the other 'trailing' shoe will adopt the role of leading shoe when going backwards). However, in practice, unless you drive a long way backwards, I guess the shoes may not bed themselves in for greatest efficiency in this direction. Also, given the normal weight distribution under braking (mentioned above) they are unlikely to work any where as well in reverse! *Editor.*

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Whats On?

<http://www.dorsetmmoc.co.uk>

(Don't forget to check the website for latest updates to events)

2009

27th December – Mistletoe Meander meet at 10:30 W.Moors Bowls Club

2010

- 6th January – Clubnight – Norman's Highway Code Quiz
- 3rd February – Clubnight– Charity Blind Auction
- 3rd March – Clubnight – (Speaker – details TBA)
- 7th March – Bournemouth Aviation Museum (Hurn)
- 21st March – Wimborne Autojumble (ring Liz on 01202 841212)
- 7th April – Clubnight – (Speaker – details TBA)
- 16-18th April – Sidmouth Weekend – Royal Glen Hote
- 5th May – Clubnight – Quiz (TBC)
- 7th May – Aubrey Batt Run – (Destination TBA)
- 9-11th July – Dorset Branch Rally
- 4th August – Talk by Reverend Timbrell
- 5th September – Wessex Classic Car Show – Bovington
- 5th September – Isle of Wight Rally
- 25-26th September – Kempton Park Juke Box Madness Show
- 2nd October – Shaftesbury Carnival Display
- 3rd November – Call My Bluff Quiz



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BRANCH REBATE SCHEME

You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly clubnights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise Des Waller (or any Committee Member) of your MMOC membership number and renewal date and make sure that you sign the attendance sheet at the clubnights. Thank you.



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2010 Sidmouth Weekend

The visit to the Royal Glen Hotel in Sidmouth for a weekend next Spring (16-18th April) is rapidly approaching. Nev has made a booking for those who have expressed interest. Additional entries still welcome, please let Neville or Jacky know as soon as possible so that your place can be confirmed. The cost will be £66 per person per night (two nights) for half board. Jacky will be collecting your savings so that you can spread the cost (again as per last time). Deposits of £10 per person need to be received by January Clubnight and final payments by February clubnight please.

Please let me know if you no longer wish your ad to be included in the newsletter/website. *Editor.*

for sale 📞 Wanted 📞 Club notices

FOR SALE

1954/55 Saloon 2 door Black, original condition, MOT until June 10, Service history, new tyres, 2 boxes of spares + stainless steel exhaust. 97,000 miles on the clock. Loss of garage forces sale (has done 200 miles in last 4 years) £1,500 ono. Brian Medley 01202 623308 (Upton)

0110

FOR SALE

Dorset registration **PTK 210** on retention removed from exported vehicle. Dealers are charging about £1300. So how about £650 with all fees paid for transfer. I even have the black number plates if you want them. Dave Walker 01202 877972 or 07810 124039909

0909

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Please order from; **John Bainbridge**, 334 Bournemouth Road, Charlton Marshall Blandford, Dorset DT11 9NJ Tel (01258) 458749. Or see at Club Meetings. (The stock list is shown on the website www.dorsetmmoc.co.uk)

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Editorial

Firstly, many thanks to Bruce Eggleton for the article about his Austin 10 – truly a long-term relationship with a 53 year old 'period shot' to go with it! It was great to get a response to my plea for articles about your 'other' classics – lets have some more please. Also, thanks to Derek for his article about the Swanage to Waterloo run on 28th November and his update on the book club (now called 'Book Club Plus'). We could do with another car related story for next month.

The web site has had a bit of a make-over for 2010, so have a look and let us know what you think. The idea is to make it look a bit more professional and to build up an archive for club material – newsletters, photos etc. It is now uploaded to a dedicated hosting service, but is still at the same address, so you don't have to do anything different. (www.dorsetmmoc.co.uk in case you havent looked yet!)

We have made a bit more progress on Tony's Minor since last month. The brakes are now with new cylinders and pipes and we managed to get the engine started. The carburettor had suffered from a period of idleness and the jet would not move. It had a bit of 'brillo' pad treatment and after a bit of a tweaking with various other bits it fired up. We now need to finish putting the interior together and it shouldn't be far off from completion.

The Mistletoe Meander will have taken place by the time you read this issue. Hopefully it was the usual successful event. Happy New year to all of you, Brian.

Changing Polarity 📞 Negative earth 📞

A few people have asked me about this recently, so here again is the relevant advice from the MMOC Tech tips Manual.

The procedure for changing over to negative earth is very simple. Most people do when they want to fit a radio as these are polarity sensitive.

Disconnect the battery and turn it round the other way. Cut two 'U' sections from the metal bracket which retains the battery so it has adequate clearance from the battery terminals. Replace the two terminals on the battery leads (the positive and negative are different sizes). Connect the earth connection to the battery negative terminal. Disconnect both dynamo leads and use a length of wire to connect the small dynamo terminal to the battery positive for 5– 10 seconds. This is the 'flashing over' process which removes any residual magnetism so it charges the correct way. Reconnect the dynamo, reconnect the positive lead to the battery. If the red light on the dash goes out when the engine is running, all is well, if not repeat the 'flashing over' process.

book club plus



Hello again - two months on, interest in the Book Club continues to grow and with positive replies to the suggestion this service be extended to DVD's and Video's the name has been changed to Book Club Plus. Do you have any fiction or non-fiction DVD's

and/or Video's you would like to lend into the Club for other Members to borrow. To date we have just three: Classic British Cars - Austin, Ford and Morris (already booked out for the January meeting, so if you want it please join the queue!), Shaftesbury Carnival 2009 (anyone who attended the Carnival should be on it) and that (50's?) classic The Titfield Thunderbolt.

We had three new books loaned in at the last meeting: Morris Minor - 60 years on the Road by Ray Newell / Car Badges by Giles Chapman / 101 Great Marques by Andrew Whyte. The first two of these were loaned out at the same meeting so should be available again in January.

If there is a book or Video/DVD you would like to borrow and we do not have it, please let me know either at the meeting or by telephone (07593 623721) or email (dereksherman@talktalk.net) and I will attempt to get it for you by advertising through the monthly Newsletter.

Derek Shearman

Secretarys report

Good evening and welcome to the first clubnight of 2010. I hope you all had an enjoyable Christmas and New Year break. Tonight Norman will be quizzing us all on our Highway Code and the new theory test! I wish you all good luck! Don't forget that next month will be the annual blind auction for charity. Please can I ask for a good selection of things to be auctioned. We haven't decided on a charity for 2010 yet so please could I ask you to give that some thought as well.

This is always a very difficult report to write, as it's only a couple of weeks since we last met and we haven't done anything! I hope that everyone enjoyed the Mistletoe Meander and that we all managed to do the run! As I write this they are forecasting snow! I can't remember the last time we had snow in December!

More work has been done on Tony's Minor and I'm pleased to say that it is now up and running. I have to say that Eddie was like a little boy with a new toy the way he got stuck in under the bonnet! At the end of the morning's work the car was driven back into the garage under its own steam for the first time in many a year. While all this was going on Brian and I were busy fitting the quarterlights etc and I managed to break the hinge part that fixes to the window - has anybody got one we could have?

Our weekend break to Devon is fast approaching but if any of you would still like to book please let Nev or Jacky know. I'm sure we could squeeze you in. Jacky is running the payment scheme as she did before to lighten the financial strain!

Work on Victoria's engine is progressing slowly but surely and I hope to have some news for you soon. Neither of the Minor's have seen much use recently I'm afraid to say. Hopefully the Traveller will have been out on the Mistletoe Meander providing I found time to fix the blow on the manifold joint again. This is a problem I keep getting every time I put my foot down a bit. The joint is just blown away! Any suggestions for a permanent fix would be very much appreciated.

Sorry this is such a short report but there's just nothing more to say! So here's to a successful 2010 - Happy Minor-ing
Laurie.

Swanage to Waterloo by derek shearman

Swanage to Waterloo by Steam Train - 28th November 2009

This was the first steam train journey from Swanage to London Waterloo since September 1966 and I had a window seat on Capital Christmas Express, pulled by the Battle of Britain class Bullied Pacific express steam locomotive No. 34067 Tangmere.

Organised by the Railway Touring Company, based at King's Lynn, Tangmere pulled 11 coaches out of Swanage station on time at 8.00am for the 5 hour trip to London. I had booked to travel First Class. Although the brochure stated 'morning coffee and Danish pastries and tea and biscuits in the afternoon' we were provided with silver service of full English breakfast, a packed lunch and a four course evening meal; all served at your seat. Top this up with mulled wine and mince pies at intervals and no-one went hungry!

We pulled in to Waterloo about 1.00pm with four and a quarter hours before the return journey started at 5.15pm. Passengers disembarked and scattered to various places of interest in London: museums, the West End, Tower of London, wherever..... When leaving the station on foot the first point of interest you come to, via the Embankment exit, is the London Eye. I resisted joining the queue and walked across the Jubilee Bridge and back to continue along the Embankment towards Tate Modern. I did not get there; due to the Christmas Market atmosphere amid the many Craft Stalls manned by people from 'all four corners of the globe'. Top this up with the crowds of Shoppers of all nationalities together with the street performers and it was soon time to return to Waterloo Station and 'Tangmere'.

Again, we were cosseted by the Railway staff on the return journey and arrived back in Swanage about 11.15pm.

For anyone who wants greater detail about this trip, I will bring to our January meeting the Railway Touring Company brochures, including that marvellous menu and the following week's copy of the Stour and Avon Magazine. This has an interesting article providing more historical information on Tangmere plus anecdotes from people who served on the line before its closure and the removal of the track in 1972. The article also includes detail of the subsequent re-commissioning of the line from Swanage to Wareham and what is planned for the future.

Derek Shearman

dinner and dance photos



bruce austin



This photo was taken this year at a small village show where a few cars were parked on the forecourt of the local garage.

Our Austin "10" was registered to a Mr. Franklin of Potters Bar, Middlesex on February 10th. 1933 and had a further four owners before being registered to my grandfather on July 5th. 1938 when my grandparents lived in Chesham, Bucks. We don't give our cars names like Horace or Gerty, so AHX 639 has always been referred to as "The Austin" in our family. When my grand-

father retired early due to ill health in September 1954, my grandparents moved to Easton Royal in Wiltshire and in September 1958 moved to Woodborough in Wiltshire with the Austin.

My brother and I used to spend a couple of weeks every summer holiday with them and they would take us out in the Austin to the many places of interest in Wiltshire, Silbury Hill, Avebury, Old Sarum etc.

My grandfather died in 1961 and the Austin was put on blocks in their wooden garage and my grandmother would let no-one near it. This was just as well because by now I was a fanatical street-rodder and if I could have got my hands on it I would surely have wrecked it!

My grandmother died in 1976 and my brother and I inherited the Austin. Shortly after, my brother got married, and with starting a family and home improvements etc. had no time for the Austin. I was rebuilding my street-rod and collecting bits for my 1957 Chevrolet convertible so it looked like it would be a long time before the Austin was back on the road. My brother and I went to get it and had to get some villagers to hold the garage up while we rolled the Austin out. They let the garage go and it crumbled to the ground.

I kept the Austin in a friend's garage until 1977 when she claimed back her garage and things came to head with all my cars. I had to "bite the bullet" and decided it

was time to "grow up" and decide which car was more important and of course it was the Austin.

I sold the street-rod as bits and kept the Chev in another lock-up "just in case" and started on the Austin in my spare time, and the more I worked on it, the more I realized that it would never have passed an M.O.T as everything needed major restoration. The engine was +.060" and in dire need of a rebore, the bottom end must have rattled, the king-pins and track rod ends were worn out, the bodywork was covered in a film of rust and squirrels had used the thin leather door panels and cloth from the headlining to make nests!

Everything needed to be restored. I welded and brazed patches into the body and primed it. All the mechanicals needed replacing or extensive restoration and the wiring had hardly any insulation. It was originally 6 volt but I rewired it 12 volt because I already had experience of 6 volt glow worms.

By May 1979 almost everything was ready for assembly after the bodywork had been painted and a few hours each day after work plus weekends was not enough, so I bit the bullet and sold the Chevy, quit my job, and worked 15 hour days, seven days a week until in July 1979 I got an M.O.T for it.

The Austin has been to most A.T.D.C National rallies since then, has been on the "Mannekin Pis" rally with the Morris Register to Belgium twice including the continental tour each time, and we went to Eire on a tour based in Kilkenny.

Nowadays most runs are to local charity events like the Woking Hospice Car Show. Having bought a Traveller when I retired, I have fun with a modern classic and enjoy losing "Beemers" through roundabouts, but I do prefer the fun with a real "old-un" with string brakes and crash gearbox.

Bruce Eggleton, Dorset MMOC No. 321, MMOC No. 66485



The black and white was taken around 1956 and is of my brother and grandparents and the Austin.