

Book Club Plus (by Derek Shearman)

Hello Everyone - so sorry my appearances at the monthly meetings and therefore the presence of the Book Club Plus have been so erratic this year but hopefully this will all be sorted early November when I go into Bournemouth Hospital for a minor heart operation.

I suddenly realised that new Club Members who joined us during the past two years will not have a clue what the Book Club is all about and therefore how they may benefit without any payment so here is how it works. Club members have lent into to the Book Club some 60+ books which focus on petrol, diesel and steam powered transport, cars & commercial vehicles, motor cycles, planes, waterways, water mills..... we even have a book titled "the discovery of the Bismark" and one titled "a history of Cornish Mail & Stage Coaches" ! These books include biographies/autobiographies of designers vehicle builders and mechanical engineers together with fiction and non-fiction motoring stories. Do you have any books you may like to lend into the Book Club?

We do not have any workshop manuals. Why? Because these books belong to individual members and I as custodian have a responsibility to return them on demand in good condition and not covered in oil where someone has decided to do an oil change with the manual in one hand and the filter in the other! However, there is one exception - we have a copy of the Morris Minor Catalogue, published in 1980 by the Morris Minor Centre, Bath. Not a technical manual as such but many of the illustrations are far superior and more detailed than some to be found in workshop manuals: ask your Newsletter/Website Editor Brian Wood who will often be seen delving into its pages on club night to help a member with an explanation of "how to do...". If you borrow this volume, please take out the relevant page and slip it into the transparent pocket we provide before taking it into your garage.

Incidentally, I also have copies of a 'Morris Minor Servicing Check Sheet (composed by Brian Wood and Company?)'

Enclosed with each copy of the November Newsletter will be an up to date copy of the titles available to lend out to Club Members. I will bring a selection of these to every Branch meeting (too many to bring at one time). However, any subject you are particularly looking for, please contact me via any of the following - evenings preferably - and I will bring you what I have on your subject.

Derek Shearman - 01258 857492 / 07593 623721 derekshearman@talktalk.net

Ps... the Plus is for a few dvd's and videos, all of which I will bring to the meetings.

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Our Branch Regalia stock is managed by **Richard Cyster** and is available at clubnights and our outdoor events. (The illustrated stock list is shown on the website www.dorsetmmoc.co.uk)

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Dorset Branch

MORRIS MINOR OWNERS CLUB

DORSET BRANCH NEWSLETTER

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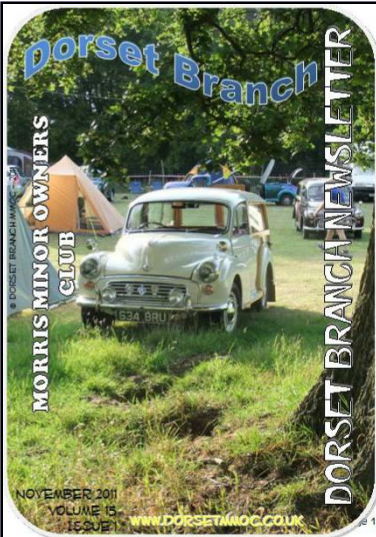
The MMOC Dorset Branch

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. (Also available on website.) 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.



Committee Members 2011-2012:

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 (brian@dorsetmmoc.co.uk)
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Spares Manager: [Brian Wood \(01202 573501\)](mailto:Brian.Wood@mmoc.co.uk)
Regalia Manager: [Richard Cyster – \(01202 526660\)](mailto:Richard.Cyster@mmoc.co.uk)
Catering Executives: [-Sue Blewer, Lyn Gerry](mailto:Sue.Blewer@mmoc.co.uk)

FRONT COVER

The front cover shows another of Phil Traves' photos of this year's National Rally at Knebworth. Looks like a local number on that Traveller!

*Dorset Branch of the Morris Minor Owners Club
 Helping to preserve the post war Morris Minor in the
 Dorset area and beyond*

Forthcoming Evens (see also www.dorsetmmoc.co.uk)

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

2nd November—Clubnight—Quiz
 3rd December – Robin Hood Panto, starring Neil Mitchener (www.poolechristmaspantomimes.net)
 7th December - Clubnight—Christmas 'Noggin and Natter'
 27th December – Mistletoe Meander.

2012

4th January—Clubnight (TBA)
 1st February—Clubnight (TBA)
 18th February – Dinner and Dance – Elstead Hotel **(NOTE NEW DATE)**
 7th July – Ferndown Carnival
 19th August—Bournemouth & Poole MG Club show at Athelhampton
 8th July – Dorset Branch Rally – Avon Heath Country Park
 31 Aug—2 Sep—Isle of Wight weekend (IoW Branch)

Showtime in Poole

Neil Mitchener, Branch member and a Poole bus driver on the Bournemouth University rota at Wilts & Dorset's Poole depot (Dorset), is producing an amateur pantomime, "ROBIN HOOD" for Christmas 2011, in aid of two charities. (**Cancer Research** and **Poole Heart Club**), both of which do much work to help others. There will be matinee and early evening performances on **Saturday 3 December (1600hrs and 1830hrs)**, at the Jellicoe Theatre in Constitution Hill Road, Poole. Part of Poole College, where the likes of Amanda Holden (ITV Wild at Heart) did their training! (see map for help with location). Tickets will be £6.50 adults and £5.50 children and pensioners.

Also a FREE raffle in the interval. (Your seat number will be your raffle ticket number, so please retain!) Tea/coffee and squashes for sale, before the show and in the interval. The show being approx 100mins long inc 15min interval! **Ticket Sales** are available from **1st October 2011** at.... PRESTIGE PRINTING shop, 470 Ashley Rd, Parkstone, Poole BH14 OAD, **01202 721754** or boxoffice@safe-mail.net

Next Clubnight: Noggin and Natter

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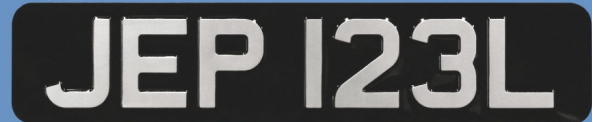
"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"

John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

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November 2011

Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB



DORSET BRANCH

Volume 15 Issue 1

CLUBNIGHT ACTIVITY:

Quiz

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NEXT CLUBNIGHT ACTIVITY:

CHRISTMAS 'NOGGIN AND NATTER' NIGHT

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 download from the Internet usually about 10 days before the clubnight.

<p>Forge Garage (now incorporating Winton & Moordown MOT Centres) GENERAL SERVICING AND MOT's</p>	<p>Call: 01202 528 667 Car MOTs £39.95 Morris Minors (Members only)</p>
<p>DISCOUNT FOR CLUB MEMBERS</p>	<p>Book your MOT test on-line at: www.forgegaragebournemouth.co.uk</p>

	<p>Printed by: Adding Value Solutions Limited 2 Friars Workshop, The Friars, Jedburgh, Roxburghshire, TD8 6BN M : 07768 653017 T : 0870 360 7000 F : 0870 360 7001 E : stephen@addingvaluesolutions.co.uk - W : www.addingvaluesolutions.co.uk</p>
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Editorial

Hello and welcome to the first newsletter of 2011-2012. I have found some nice new photos of John, Laurie and I in our 'official' T shirts— following complaints that it was just me that had a mugshot with my report. (It meant I had less to write!) We were glad that the 3 in one run to Shillingstone Railway and the Oxford Bakery went well. Thanks very much to Eddie Pateman for the photographs which are reproduced on page 11.

Our 'new' 1957 black 4 door saloon has been put into regular use for short trips, mostly between home and school and the shops with its new engine and clutch. In case anyone ran away with the wrong idea about the one or two improvements I have recently made to the car, can I confirm that I am very happy with the car I bought and the price paid. It's a good value, every day runabout which, in common with most classic cars, needs attention to things as you would expect with a 54 year old car.

Thanks to Sue Gale for sending me the Telegraph article on the Traveller on page 5 and to John Blake for the cartoon on page 6. One or two typos crept into the menu listing on the entry slip for the Dinner and Dance for 18th Feb 2012. The Chicken Liver Pate was omitted on the slip. Soup was shown as optional but is actually a separate course.

That's not a Bruce Forsyth impression, by Jacky (right) by the way. It was our dear Treasurer obtaining the second highest Ladies score at the recent skittles 'Battle of Bloxworth' (which we lost—grrr!). It was a good evening though—thanks to John Blake for his organisation.

That's all for now, Brian



For Sale & Wanted & Club Notices

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

The Branch Website has a 'Spares Shop' which advertises (mostly) spares. Why not browse the bargains or send me an ad or two with a decent picture.

New Morris Minor Spares are available through the club. You should have received a price list with the August newsletter. The list is also on the website. We hope to have a new spares table at the club-night, so let me know if you need anything Brian.

FOR SALE: Morris Minor Tyre
145x14 Radial Tyre—Nearly new, a few miles only.
ABSOLUTE BARGAIN £12
Roy Gale **01202 697044**

FOR SALE: Hood bag and carpet set. Both in excellent condition. Carpet set is new. Hood bag £45, Carpets £65. John Jenkinson **01202 576690**

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Editor's Inbox

Welcome to the motoring world of Hugh and Anne Marshall. They like driving – although travelling is probably a more accurate word – and see themselves as "fairly green". They want a car for local errands and holiday trips to Wales and the West Country. It wouldn't be everyone's choice but on 14th October they are collecting their 1968 Morris Minor and you'd be hard placed to tell it wasn't straight out of the box. In shiny maroon paint, with fresh chrome on its bumpers and with its exposed ash frame (people used to say it was the only Tudorbethan car on the road in the 1960's) in impeccable condition, it sparkles in the sunlight. But as converts to Charles Ware's philosophy of "durable motoring" (certain older cars should be treated like a house: endlessly repaired and adapted on a planned budget, minimising their impact on pocket and environment) they see the Morris as a sound, eco-investment. At Ware's Morris Minor Centre in Bristol every component has been stripped, rebuilt and, where possible, rust-proofed and re-used. Their Traveller has been adapted for 21st century motoring with servo-assisted brakes, halogen headlamps and a heated rear screen. They could, had they wanted, have asked the MMC to fit a 1,300cc engine (£2,075), five-speed gearbox (£1,350), satnav connections (£210), and front and rear suspension conversion (£480) making it even more of a match for today's traffic. In fact they're happy with the original 1,098cc unit and four-speed gearbox. "We like the sound it makes, and we don't go fast. There's no point rushing up to the next red traffic light," says Hugh, a former advertising copywriter and civil servant. Every week, handovers of similarly refurbished old cars are taking place outside family-run businesses the length and breadth of Britain, whether it's urbanite thirtysomethings spending £6,500 on a restored VW Camper for surfing holidays or self-made businessmen parting with the thick end of £300,000 for a comprehensively restored Jaguar E-type. All are in search of something a little different, a little more rewarding – possibly a little more romantic – than anything a modern car showroom can offer. They're not necessarily interested in getting their hands dirty and restoring an older car themselves; they're happy to pay for an expert to do it for them and, in 2011, there is no shortage of small firms willing to do so, marque specialists and general garages alike. At the Morris Minor Centre they sell 50-60 refurbished models each year, ranging from £6,000 to £23,000 and are constantly hunting for further sad saloons, convertibles and Travellers into which they can breathe fresh life. Such is the extent of the restoration work at Bristol, where there is a rabbit warren of old-fashioned, oily-floored workshops (they still roller on the primer, old-style, before flattening it with obsessive rubbing-down) that sometimes no more than 15 per cent of the car that was wheeled in at one end emerges into a new dawn at the other. "People sometimes say that only the glass still looks old and with good reason," says Zac Ware who, when he isn't touring as lead guitarist with The Proclaimers, helps his father run the business. "The glass, along with the transmission tunnel, dashboard and roof, is one of the few parts on one of our extensive refurbishments that we don't replace. "Of course you need to give an older car a bit more attention than a modern one to keep it in good condition," concedes Zac. "But buying one is greener than acquiring a brand new car whose manufacturer will exert an enormous toll on the environment. With a bit of attention you can keep a Morris going virtually forever. It's like a love affair."



Daily Telegraph 14th October 2011

Secretary's Report

Good evening and welcome to November clubnight. Thank you to everyone who turned up for the AGM last month. I know it's not the most exciting evening of the year and your support is much appreciated.

Booking forms are available now for the annual dinner and dance on 18th February 2012 at The Elstead Hotel.

Nev has booked the Royal Glen Hotel in Sidmouth once again for the weekend of 13th and 14th April 2012. Jacky

will once again be taking your payments in between now and April in order to make the cost more affordable. For those of you who haven't been before I can assure you of a very enjoyable weekend away.

Thanks to Brian for popping round to help me fix the broken half shaft on the Traveller. It was a good morning's work. The off side shaft was broken off right inside the diff but it was a clean break and no bits seemed to have got into the oil. With new gaskets and 'O' rings as well as clean oil it should hopefully last for another 40 years. Why it broke in the first place though is a complete mystery!

I'm sorry that my report is very short and sweet this month but news does get a bit thin on the ground from now on!

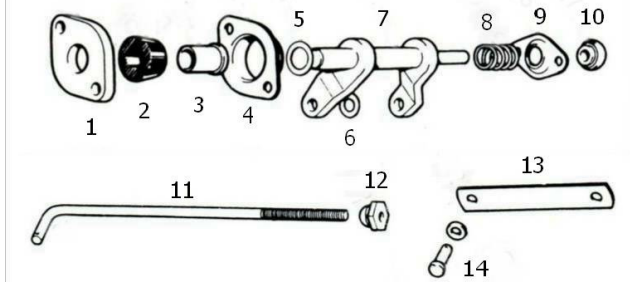
Happy Minoring

Laurie.

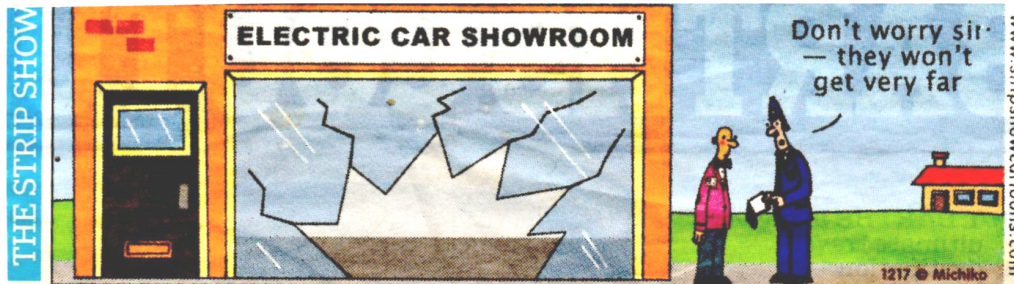


(Continued from page 10)

The exploded diagram is shown (right). The split pins are not shown, but you need three—one for each clevis pin (14) and one for the adjusting rod (11). You also need a 5/16"AF nut as a locknut for the adjusting rod spherical nut. Good luck if you have a go, it is well worth the effort!



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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

Clutch Relay Shaft Replacement

As we all know, the Morris Minor was provided a mechanical clutch linkage rather than a hydraulic system – as was fitted to many other contemporary cars. This was presumably a cost saving decision, since the mechanical bits are undoubtedly cheaper from a construction point of view. A hydraulic system would be more expensive but have less moving parts. However, the mechanical system is (like most other mechanical things) prone to wear. Normally, if in good condition and correctly adjusted, the clutch action on the Minor is pretty good, not too heavy and fairly smooth (provided the clutch itself is not worn out!). However, this is one of the things on the Minor that gradually and quietly wears out making the clutch action very poor. Because it is a gradual deterioration, it isn't really noticed until someone else drives it and politely mentions how rubbish it is. I think people often believe that the clutch itself is worn, when it is often only the linkage system that is past its best.

The set up does seem a bit complicated since it involves two linkage systems between the pedal and the clutch itself. In the middle is a transfer shaft which is cunningly wedged in between the gearbox and the offside chassis leg. In all this 'gubbins' there is plenty of potential for wear and movement and it doesn't take much wear in each component to multiply up through a cumulative effect for much of the effort to be lost. Another common fault is for the return spring at the clutch adjusting rod end to be missing. This causes the pedal not to return fully when you take your foot off it – causing premature release bearing wear.

The numbers in brackets below refer to the numbered items in the drawing on the next page. The most acute wear normally occurs in the linkage plates (13) and clevis pins (14) which transfer the movement from the pedal to the transfer shaft (7). The holes get elongated, as does the hole in the pedal shaft (not shown). The final link – ie the clutch adjusting rod (11), also tends to get most of its cross section worn away. A further contributor to this unwanted movement are the phosphor/bronze bushes which reside in the chassis leg and carry the clutch/brake shaft. In extreme cases, these will break up and fall out and allow the pedal shaft to move in an alarming fashion. The original fitment between the pedal and transfer shafts on earlier cars was a 5/16" diameter rod bent to a right angle at each end and held with split pins. These have been known to snap and they can be upgraded with the two flat plates with clevis pins, which is a stronger set up. The flat steel plate (1) usually comes to no harm, but the tapered rubber bush (2) and phosphor/bronze bush (3) will probably be worn. It is also advisable to replace the spherical bush (10) at the other end, together with the tensioning spring (8). You can, of course, re-use the three metal plates (1), (4) and (9), but they are included in the kits which are available.

Many people just replace the steel linkage plates between the pedal shaft and the transfer shaft, but if it hasn't had any attention recently, and while you are there it is advisable to replace the whole assembly. The kits are usually available with everything you will need to replace the linkage assembly. If you are going to do the clutch/brake pedal assembly as well, you will need to buy the phosphor bronze bushes separately.

The job is fairly straightforward, if a little fiddly due to the fact that it is all tucked up between the chassis leg and the gearbox. I tried to do mine on my hydraulic lifter, but this was not successful due to the parts of the lifter obstructing access. The best way would probably be to use a pit. Failing that, I would suggest large axle stands – but you really need to get both ends up in the air since you are working near the middle of the car. As always, make sure you are safely working under your car with adequate support provided.

The exploded diagram is handy so that you can see how it is all re-assembled. Don't forget to fit the spherical bush (10) the correct way round with the shoulder against the spring as shown. Also there is a fibre washer (5) against the phosphor/bronze bush on the relay shaft. Also don't forget to slap a bit of general purpose grease on the moving parts afterwards.

(Continued on page 11)

Chairman's Report

Good evening and welcome to the November clubnight. It was nice to see a good attendance at the AGM last month at the start of a new year for the Branch with some new runs and hopefully some good clubnights to come. I have reserved 25 rooms for next year's Isle of Wight Rally at Bembridge Warner's Hotel. If any of the members hear of any good runs, speakers or also cheap tea rooms or cafes, please let the committee know. The Mistletoe Meander run on the 27th December is looking good with freshly cooked fish and chips, mushy peas with pudding, tea /coffee and mince pies to follow at the Electric Club.

Don't forget the Dinner and Dance at the Elstead Hotel on 18th February next year. Make sure you fill in your Dinner and Dance application slips and get them back to us as soon as possible. We are still looking for a garage to keep the club van in and also club regalia stock. I was pleased to hear that Steve of SGA Motors has new premises at Fordingbridge so the Branch wishes him all the best keeping Morris Minors and other classics on the road.

I would like to thank John Blake for the recent evening at Bloxworth Car club for a game or two of skittles and the good buffet. We gave the Camper wagon a run out (see photo left). The Morris Minor club *only just* lost on this occasion. It was a good night! It was good to hear at the AGM that the club new spares are going well—so thanks to Brian for that. Thanks to members for renewing their membership quickly. We have had an excellent renewal rate so far. It does make it easier for us to produce all the membership cards in bulk. Anyway, that's all for now, Good Motoring, John.



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the website and parts are usually available at club-
nights.

The History of SU (part 2)

These early carburettors were fitted with leather bellows in place of the now familiar dashpot, and they appeared to have worked quite well. To maintain the leather bellows' suppleness a regular application of glycerine was recommended. The bellows themselves were made from glaze kid by Herbert's wife, Mabel at home. Sales to the company from Mrs Skinner for bellows making are recorded in the accounts right through to 1928; presumably by this time, for spares not production.

First World War: With the outbreak of war in 1914, carburettor production virtually ceased, the factory being busily occupied on Government contracts making machine gun parts and tripods, bombs and aircraft carburettors. At this time there were about 250 employees.

Carburettor production resumed after the war, but progress was slow. There was a general recession within the motor industry due to inefficiency and high costs and the company resorted to making wireless parts, wind-screens, water cocks and similar engineering work.

Some car manufacturers appreciated the qualities of the SU, however, and they were fitted to a number of quality cars such as Bentley, Napier and Invicta. During this time, the leather bellows were replaced by a brass piston (e.g. in the 1927 Sloper).

Takeover: By the mid-twenties, after some initial problems, William Morris was fitting more and more SU's to his cars and in his usual style, acquired the by now, struggling company in December 1926. The takeover relieved the Skinner family of the responsibility of keeping the SU company afloat which they had done for many years.

The Company was immediately moved to the Midlands and installed in the works in another of Morris's new acquisitions, the Wolseley factory at Adderly Park, Birmingham. Carl Skinner came as part of the package, being made Managing Director.

This was the real turning point for SU, and with all the cars in the Morris empire to service, SU production increased rapidly. According to Wilf Webster, who joined the company in 1929 as Assistant Draughtsman, money for expansion and development was no problem: "We could have more or less whatever we wanted", he said, and so new

products now started to arrive thick and fast. 1929 saw the introduction of the HV type carburettor with bottom feed float chamber and also the Petrolift which was the very successful forerunner of the electric pump. The Petrolift replaced the gravity feed petrol tanks or vacuum tanks which were the norm for this period.

In 1930 the HV was modified to take the top feed float chamber, followed by the OM and D type. In 1931, the latter standing for 'down-draught', a design which required a spring in the suction chamber to return the piston to the idle position.

1931 was also the year that Herbert, the inventive "genius", died, sadly never to see the heyday of his protégé. In 1932 — the first aero carburettor was developed and from this, beginning a number were produced for both military and civil aircraft during the mid- to late-1930's, including the" Rolls Royce Merlin engine.

The following year the L type petrol pump was introduced. This replaced the Petrolift and is still in production today in its original form.

SU Carburettors Ltd

The thirties were a time of almost frenetic development SU would and did make almost anything for anybody requiring a fuel system and the growth in output in both production and design was quite incredible.

In 1936 the name of the company changed to SU Carburettors Ltd. In 1937 the thermostatic automatic choke and the ubiquitous H Type was introduced - a series of carbs with choke bores ranging from 1 1/8" to 2" in 1/8" increments which were to be the standard right through to the end of the 1950's. In 1938 the hydraulic piston damper was introduced to provide acceleration enrichment.

Various new pump designs had also appeared by now including the HP, LCS and double ended high capacity models. By 1939 nearly all Morris and MG vehicles as well as Riley, Wolseley, Alvis, Bentley, SS etc. were equipped with either an SU pump or an SU carburettor or both. SU was thriving.

In March 1939, according to a contemporary report, the— SU factory covered 81,000 square feet and employed between 400 and 450 people making some 4,000 carburettors and 4,000 pumps a week plus quantities of aero-engine components. This year the zinc die-cast piston was replaced by brass, since zinc distorted or grew with age resulting in loose piston rods, and the HV type carburettor was phased out.

The Second World War

The second world war increased SU operations significantly - by the outbreak of hostilities the works employed some 700 people, an increase of 300 in about six months, supplying all the aero-carburettors for Rolls Royce Merlin, Vulture and Peregrine as well as Napier for their Sabre and Dagger engines. The company was also manufacturing its fuel pumps for many military— applications.

The dangers of this one factory supplying the entire— aero-carburettor requirements of the RAF Spitfires, Hurricanes and bombers was realised in late 1939 and it was decided to set up a duplicate plant in the Riley works in Coventry.

Air raids in November 1940 caused damage to the works. In the first air raid the factory was set on fire, but this was contained and extinguished by the work's fire brigade, and although three high explosives scored direct hits, two in the machine shop, the carburettor production line plant survived intact.

In the second raid no bombs fell on the SU works itself but girders and other debris from surrounding buildings came through the SU roof and the Ministry for Aircraft Production decided to evacuate the factory. After only twelve hours' notice the first of many RAF trucks arrived to remove the plant to a modern, newly-constructed factory at Highlands Road, Shirley, recently requisitioned from the Co-op. Production continued non-stop during the move, however, any gaps being filled by the Riley shadow factory.

After the move the number of workers quickly rose to 1,500. The weekly output of carburettors was doubled after Dunkirk to 200 a week, with a normal working day of 8am to 7pm. This working day was voluntarily stretched quite often with the workers sometimes sleeping on the floor next to their machines.

A second shadow factory was set up in the Wharf Valley in Yorkshire in 1941, in the village of Barwell, a boot factory requisitioned for the purpose. As well as the SU, this factory made the Rolls Royce Bendix Stromberg type carburettor.

In 1942 the petrol injection pump was developed for the aero-engines, first

fitted on Mosquito aircraft. Two SU technical staff had taken out a patent in 1939 but the firm could not get anyone interested in it at that time. After three years of neglect, the SU design was adopted and the new British petrol injection pump came into general use in the last year of the war. It was later built under licence by an American company and called The Simmonds Injector Pump.

Growth and Decline

In 1945 the production of carburettors and fuel pumps for motor vehicles was resumed and moved to Erdington, Birmingham in July 1947.

The "Skinner" connection was finally severed in this year when Morris (Lord Nuffield) called a meeting with Carl, now aged 65, along with eight other senior figures from various parts of the Nuffield Empire and announced their retirement. So ended a career dedicated to the development of his brother's ingenious invention.

The following year saw the introduction of aluminium die castings replacing zinc and brass, a direct result of experience gained during the war years and making good use of the plentiful supplies of aluminium left over from aircraft production.

After the war, developments and new introductions came almost on a yearly basis. In 1950 dustproofing was introduced, in 1952 the formation of the British Motor Corporation widened the market for SU carburettors and pumps still further, and in 1954 were introduced both the part-throttle weakener for single carb applications on 6-cyl engines (e.g. Rover P4) and the HD type carburettor.

1958, the year Carl Skinner died, saw the introduction of the HS type carburettor, 1962 the delrin float needle, and the following year the nylon float on HS carburettors. 1967 saw the development and marketing of a mechanical fuel pump and shortly after an automatic enrichment device (AED).

With the demise of SU/Butec a few years later, SU lost its identity to become Austin Rover Fuel Systems, the beginning of a long period of drift and decline with SU parts becoming more and more difficult to service. **part 3 (final bit) next month.**