

Rear View

Thanks to Vic Holyoak (who survived the bush fires in Tasmania recently) and has sent us this photo. The Big Mozzie is the name of a chain of hardware stores named after the Hexham Grey Mosquito,



native of the area of Hexham NSW which is immortalized on the sign of the Hexham Bowling Club (which I note is featured in the background of the Big Mozzie pic.) Keen eyed viewers will spot the Sage Green 2 door Minor in the top right of the picture. (Even keener eyesight reveals it is RHD as well!!)

MORRIS MINOR REGALIA - DORSET BRANCH

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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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. Please note that the Dorset Branch MMOC will accept no liability in respect of goods or services provided by advertisers. No recommendation is implied.

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 2012-2013

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)

New Member: Brian Ford

New Member: Eddie Pateman

Newsletter /Website Editor: Brian Wood (01202 573501)

(brian@dorsetmmoc.co.uk)

Non Committee posts:

Raffle Coordinators: Chris Tilly and Val Palmer

FRONT COVER

We have Dave and Jacky Walker's Traveller on the front cover, accompanied by 'la voiture Française'. The Minor and the Dyane are the subject of a back to back comparison in this newsletter.

(photo: D.Walker)

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

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

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

2013

6th March—CLUBNIGHT— Morris Memorabilia Evening (Bring your period Morris 'stuff')
3rd April—CLUBNIGHT—Talk on Crystal Palace
14th April TOY Club 'Drive it Day' Run (Carle 01305 771760)
17th April—DHMC Inter Club Quiz—Hamworthy Club 8pm
19/20/21 April—Spring Weekend Holiday, Sidmouth
1st May—CLUBNIGHT - Vote for Charity, Beaulieu Planning, Short Quiz (if time)
11-12th May—Breamore Steam Up
18th-19th May **Beaulieu Spring Autojumble (MORRIS CENTENARY EVENT)**
26th May—Aubrey Batt Run (venue TBA)
2nd June—TOY Hardy Country Classic Tour (Nick 01305 260038)
5th June - CLUBNIGHT—Phil Traves' Talk on Sri Lanka
15-16th MMOC National Rally—Cornbury Park Oxfordshire
30th June—TOY Annual Show/Fun Day Chickereil —Free (Carle 01305771760 or Nick 01305 260038)
3rd July—Clubnight—Evening Run (TBA)
12-14th July—DORSET BRANCH RALLY
7th August—CLUBNIGHT—Talk by Reverend Timbrell
10-11th August—Purbeck Rally
18th Aug—Mid Summer Saunter (going to:Brockenhurst Forest Fayre with Steam (New Park, Lyndhurst Rd, Brockenhurst)
1st September—Isle of Wight Branch Rally
4th September—Clubnight (TBA)
7-8th September—Beaulieu International Autojumble
15th September—Three in One Run
2nd Oct—Clubnight Annual General Meeting
6th November—Clubnight—Call My Bluff type quiz
8th-10th November—Lord Mayor's Show Trip Weekend

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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. Thanks.

ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

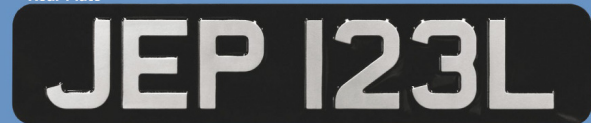
"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"

John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

Front Plate



Rear Plate



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Dorset Branch Newsletter



March 2013

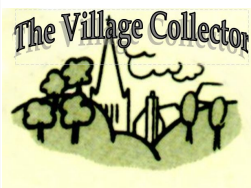
Volume 16 Issue 5

CLUBNIGHT ACTIVITY:
Morris Memorabilia Evening

MORRIS MINOR OWNERS CLUB

Inside this issue....

Editorial	4
Editor's In Box	5
Secretary's Report	6
Chairman's Report	7
Morris Traveller v Citroen Dyane	8
For Sale and Wanted	11
Death's Invention	12
Spares News	13
Forthcoming Events	15
Rear View & Branch Regalia	16



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NEXT CLUBNIGHT
Talk on 'Crystal Palace'

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.

Editorial

Hello and welcome to the March Newsletter. This magazine is a certified 'horse joke free zone'. Many thanks to Dave for his 'Top-Gear' style review of his Minor Traveller back to back with his newly acquired Citroen Dyane. Which is best... "...there's only one way to find out..." Also thanks for the photo shoot which yielded the front cover pic!

We had a strange coincidence in early March after succumbing to an unsuccessful attempt at theft from the 'Man Shed'. The Police investigated the incident since there were several others the same night locally and they sent round a Scenes of Crime Officer to take the boot prints off the grass etc. The officer concerned turned out to be none other than Graham Melly, the founder of the Dorset Branch MMOC. He still has his '54 Minor saloon but the restoration was never finished. He saw my collection parked outside and surmised that I might be a Minor enthusiast. (Which, of course, regular readers will know.. is quite true!)



Here's hoping your Sunday joint did not compete in the 3:30 at Chepstow! (Sorry but that one trotted in)

Brian Wood (Editor)

Editor's In Box

Ref. Page 13 Dorset MMOC Feb Newsletter - Too many Morris Minors -What do you think invitation?

It would seem Mr Harris has not thought this fully through. By just stating Morris Minors are to be limited to 12 total on a 'first come first served' basis he could possibly end up with defeating his own ideas and have say all saloons turn up without an interesting representation across the great varieties of Minor age/type models & variations. Has he and/or his committee not thought of that, or will they simply decide to turn some people away not being in the desired variant model of Minor if this does dawn on them? If he has to limit total numbers (as he puts it requiring a rather strange 'tough decision' for the 'greater good' ??) It would have been slightly more realistic, if indeed limitations were essential for some reason, to put an agreed limitation to each age/era and model type perhaps (12 max of each ?) I was a bit surprised with the arbitrary nature of this, 'unusual' and out of character with their ethos I thought for 'Rotary International'. They have, as a charitable body usually been more informed and open to suggestions, and very adaptable certainly from my own first hand experience in all my own past dealings with their various officers when I have personally had the privilege in recent past years to be involved with their major national conferences and various district conferences at major conference venues across the country.

Kind regards, Roger Kellow. (DMMOC 433)

DORSET BRANCH SPARES NEWS

For the benefit of newer members who may not be aware of it, the Branch operates a Morris Minor Spares service. We usually have a spares table at the monthly branch clubnights and we have a presence at some shows (particularly the Branch Rally and the two Beaulieu Autojumbles). Spares are available most other times using the contact details given below.

The spares are mostly sourced from ESM (East Sussex Minors—who have supported our branch rally also) and the prices charged generally reflect their prices.

Some locally reconditioned items are also available, such as fuel pumps, carburettors and radiators. The advantages are availability of parts and *usually* no postage charges.

If you are planning a large purchase—we can discuss discounts.



Rebuilt HS2 carburettors for 948 and 1098 £95 each.
EXCHANGE

New Morris Minor Spares are available through the club. The current list is posted on the website under the 'New Spares' tab. *We can also order other items for you—usually saving the postage cost.*
Brian. 07411 116336



Combined alternator rear bracket/ignition coil mount, nickel plated *exclusive to DMMOC* £12 each



Reconditioned Petrol pumps back in stock again at £50 each.
EXCHANGE
(New ones still appear to be unavailable at present.)

(Reconditioned petrol pumps now fitted with suppressors for extended life.)

Zenith Theatre Co.

DEATH'S INVENTION

A MURDER MYSTERY BY ROSEMARY BRAUNTON

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*CONCESSIONS ARE OAPS, THOSE IN FULL TIME EDUCATION AND CURRENT ZENITH MEMBERS.

"Death's Invention" is a brand new play written by Rosemary Braunton and directed by Bruce McIntosh.

Josef Pantzinger, a wealthy American inventor, and his wife Louise decide to host a weekend party at their country house, but things don't go quite as expected. Domestic squabbles, bickering guests and mysterious strangers all add to an air of tension. When a dead body is found, there is of course just one question: who is the murderer?

St Aldhelm's Community Hall, Poole Road, Branksome, Poole, Dorset. March 8 & 9 at 7:45pm until 10:00pm

Editor's In Box

This was the sorry state of the old club Van this Wednesday morning at 8.45 am. Aaron was on his way to College, when the RH swivel pin leg decided to pop out of the bottom trunnion. Luckily no one was walking on the pavement when the van decided to park itself just outside of HONDA HORIZON on the Ringwood road. It was a bitterly cold morning and Aaron had to wait just under two hours before the breakdown transport arrived to take the Van and Aaron home. During the wait a hot thermos was offered by a kind employee of POOLE AUDI whose Uncle still own two Minors. By 11.30am the van was back home. Because I had fallen in the snow the day before and was off work with a cut face and a very sore shoulder, I couldn't use any tools so under my guidance Aaron removed the offending bottom trunnion and the swivel leg (on the drive, in the rain). After a phone call to Brian Wood he confirmed that the spares were in stock. By 1.30pm we had picked up the spares and by 5.00pm the van was back on the road, A total down time of just over 8 hours. The purpose of this letter is to thank the club for supporting the spares section, it has helped us out on a number of occasions, and always seems to have what you want in stock.



Long may it continue. Brian Ford (DMMOC 342)

Hi Brian, Just read your latest Newsletter, and wanted to comment on cars on TV. In the TV adaptation of Daphne Du Maurier's "The Scapegoat" a Morris Minor Traveller is seen driving down the road. The timeline for the scene was clearly set as autumn, 1952, about a year before the first Traveller was made in October 1953. I wrote to ITV about it; there only reply was "Your comments have been noted". It seems that it is not worth bothering to point out mistakes. Dave Gilliam. (IOW Branch MMOC) PS On the subject of limitations of numbers at events, a couple of events we attend limit the one model number, but as these do have a limited capacity it is understandable. It does seem strange to set a limit where the overall limit is not met.

(Thanks Dave—and "your comments have been noted" - Ed)



Pic from Channel 5 on Demand

Did anyone see 'Rory and Will—Champions of the World' recently on Channel 5? The series features Rory McGrath and Will Mellor travelling the countryside in a '53 or '54 Traveller (not unlike my own!) doing various challenges.

Secretary's Report

Good evening everyone and welcome to the March club-night. Well done to you all for raising such a fantastic amount at last month's clubnight. This will, of course, be given to our chosen charity for this year. This will be chosen at a clubnight later on in the year. Tonight is the Morris Memorabilia evening. I have brought along a selection of items which I hope you will find of interest and I hope you have brought some interesting items as well. Plans for Beaulieu are progressing all the time with entries arriving on a daily basis. In fact everyone day when I get home from work the postman has left another large pile on the mat. I'm afraid to say it but this event does seem to be taking over our lives at the moment. In fact the other night I had a dream that there was a never ending stream of Morris's stretching for as far as the eye could see and not one of them would do as they were told or park where they were directed! In fact, it was more like a nightmare!



We mustn't, of course, forget our own Dorset Branch rally. Plans are also coming along for this event but they unfortunately have to take a back seat at the moment. Please can I ask that you all get your entries in to me though as soon as you can as this will make thing easier for us once the Beaulieu event is out of the way. The dates are set for the Aubrey Batt Memorial Run, the Midsummer Saunter and the 3 In 1 Run. These are all in the events calendar so please make a note of them in your diaries.

The next event we all have to look forward too is the annual Devon weekend to Sidmouth in April. Other weekends away to look forward this year include the National Rally to the birthplace of Morris in Oxford and the trip to London for the Lord Mayors show in November.

Very little to report on the fleet this month. I have at least started all three cars up and they have all been driven a little way. Nev came round today and pulled the head down on the Traveller and adjusted the tappets following the engine rebuild last year. This has quietened the engine down nicely and it just needs to be fine-tuned now as she is running a little bit on the rich side.

That's about all for this month, so until next time,

Happy Minoring
Laurie.

For Sale & Wanted & Club Notices

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

Beaulieu News: If anyone can provide a Transit sized van for the duration of the event, we would be grateful. Please let one of us know if you can help.

On the subject of Beaulieu next Spring, you may know that we are planning a display of Morris cars, Morris motoring memorabilia and collectable items in the main marquee. If you have anything interesting, that you would be prepared to loan for the weekend, we would be pleased to talk to you. Also, don't forget that the official invites are now being issued and you will only get one if you have expressed an interest by filling in one of the application slips. Entries will close on March 31st 2013.

For Sale

1000 Saloon, 1959 Clipper Blue four-door, MoT, in use, garaged, much work done by present owner since 1993, needs some TLC, many engine spares and parts including doors, new headlining, s/s exhaust. £1000. 01305 833018 (Dorset)



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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 picture.



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Morris Traveller v. Citroën Dyane (continued)

Minor. I suppose owning a boat for many years has helped me cope with this.

The Minor accelerates well from a standing start giving you a chance to beat the queue at the bar. The Dyane gives you time to appreciate and even savour the forthcoming purchase of your wine, cheese and baguettes. Both cruise happily at 60/65 mph. and have the same sort of fuel consumption. The Dyane runs on unleaded but you are supposed to put "super" in it although most people don't bother.

Later cars were fitted with front disc brakes (inboard) and work well. The umbrella sticking out from under the dashboard is the hand brake. It has a little ring on it which allows you to lock it in position. It also provides support for the bag holding your bottle of decent red....

It's also designed for French persons who were traditionally of shorter stature. So, at just under 6 feet tall I need the seat back as far as it can go and then some. Also I cannot see the speedometer calibration when driving but fortunately there are some marks on it to advise on maximum speed per gear and this I can see. Take a look at the picture.



Then we take a look at the seats. On the Minor they look refined and comfortable and they aren't. The Dyane seats look as if the fabric has been acquired as a job lot from a colour blind deckchair manufacturer. Design inspiration also appears to be from the same source. They are actually amazingly comfortable, quite the equal of most "new" cars.



Spares are cheap and easily obtainable over here and they have an excellent owner's club that actively encourages a sense of humour.

So there you have it. Shall we keep the "entente cordial" or shall we resurrect the 100 years war?

(I'm loving those stripes—actually, 30 bhp from 600cc isn't bad compared to the Moggie? - Ed)

Chairman's Report

Good evening and welcome to March Clubnight. I would like to thank all the members who attended February Clubnight for supporting the Auction and raising £192 for the members chosen charity. There will be voting slips at the May Clubnight for you to decide on the charity. Also, big thanks to Roy, the Auctioneer on the night!

This year, 2013 I have decided to organise a trip to see the Lord Mayor's Show in London—so if you would like to go, please let me know as soon as possible (see below). The last time we went to the Show was in 2010, so I thought it was time to go again (and celebrate the 100 year anniversary of Morris). The Committee and members have decided not support the Verwood Rustic Fayre this year unless they change their policy on the number of Morris Minors that can attend. If you know of any alternative shows on the same weekend please let us know. If you are going to the Beaulieu Autojumble and Morris Centenary this year – and still would like to help with marshalling, tea/coffee making or helping in any way, please let Laurie Blewer know. Plans for the new runs and days out are looking good. Also this year seems to have more events to go to than ever, so I hope the weather is kinder to us than it was in 2012.

Good Motoring, John



Lord Mayor's Show 2013



We are arranging a trip to London this Aurtumn to see the Lord Mayor's Show. There should be an entry slip with this newsletter. If you would like to come along, please let us know as soon as possible as places are strictly limited. The date for your diary is **8-10th November 2013**.

Dinner and Dance—2014

Seems a long way off, doesn't it? But Nev has booked the Liston Hotel in Boscombe again for next year due to popular consensus. So put **Saturday 18th January 2014** in your diaries.

Morris Traveller Vs Citroën Dyane (by Dave Walker)



A couple of things before we start.

- 1) I have been around Minors for more years than the days that I have owned the Citroën Dyane. It is not intended as serious comparison just my first thoughts on the ownership comparison.
- 3) I hope that I do not upset anyone by my article it is somewhat tongue in cheek.
- 4) The Traveller came out in 1953 and production ceased in 1971. The Dyane came out in 1967 and finished in 1983.
- 5) The Dyane is basically an upmarket version of the 2CV, perhaps like the Wolseley Hornet was an up-market Mini.
- 6) 1,444,583 Dyanes were produced, not much different for the total of Minor production.
- 7) Both were available in commercial variants.

First, what they have in common. The comparison is my end-of-production 1971 Traveller and my end-of-production 1982 Dyane *Cote d'Azur*. It is actually a "run out" model at the end of production. It is the normal white Dyane with plastic on the outside saying "*Cote d'Azur*" and a turquoise roof and striped seats. It's done 46,000 miles and is unmodified.

They both rust as a hobby and are very good at it. Both were originally primarily purchased as an economical means of transport often by persons or companies with fierce brand loyalty. This loyalty could make them overlook shortcomings in their purchase. These vehicles were expected to work for their living and were generally reliable and

often suffered abuse as a result. To take an example, we are all aware of the results of failing to grease the trunnions on a Minor. The king pins on a Dyane need greasing at least every 1000 miles or the result is an MOT failure due to very rapid wear, but the wheel doesn't actually fall off. (*oops! See page 5—Ed*)

So, where do they differ? I won't give you the specification of the Minor as I am sure that you know it but my Dyane has the "big" engine which is 602cc and develops 30 b.h.p at 5750 r.p.m. Oh, it only has two cylinders and is air/oil cooled. As you can see it is a five door hatchback and is clearly built down to a price. Also it has the true open air motoring experience thanks to the full length sunroof. One 2CV club member suggested that it was fitted because it was cheaper than fitting a steel roof and also for weight advantages. The Dyane was originally available with a 425cc engine.



If you own a Minor you can give the keys to anyone with a driving license and they will be able to drive it and probably even be impressed. The Dyane, at least to UK users, needs some explanation. Firstly the gear stick pokes out of the dashboard and seems odd at first. Actually it's quite logical and the natural gate is for 2nd and 3rd gear. If you want reverse, 1st or 4th you need to overcome spring pressure. The gear ratios are totally different to a Minor. Top is really an overdrive and it's better to drive in 3rd if you are in the 30mph limit. It is far more suited to long open French roads and the soft suspension really soaks up the bumps. Most of you have suffered the speed humps on our road and the Minor certainly does take offence at them. The Dyane lopes over them barely noticing them at all. Any sort of cornering though is a different experience. It leans, but strangely it feels quite safe when doing so after the first thousand nervous attempts. I can't recall anyone rolling a 2CV/ Dyane under normal circumstances. But it sure scares the hell out of you the first few times that you try to barrel through a roundabout at the same speed as you do in the

