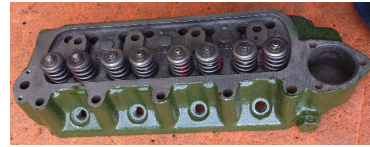


Rear View

What is wrong here?
Answers on a £10
note to the editor)



Club spares now has a limited quantity of newly refurbished Un-leaded 1098 heads. They are ready to fit c/w new valves, seats, guides, springs and stem seals.

They are **£195** to club members. No exchange, but would appreciate an old head back for next time.

Customer feedback has identified a requirement for stud kits to go with the heads. Accordingly, we can now offer a stud kit with all studs (except rocker shaft studs) c/w nuts and spring washers. (Manifold brass nuts and thick washers available separately). These are £10 and gasket kits are £10.75.

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)

Tax Disc Holders	£ 1.00	Caps	£ 12.00
Coasters	£ 1.00	Polo Shirts	£ 15.00
Branch Keyrings	£ 1.99	Sweatshirts	£ 14.00
Pack of 6 Cards	£ 7.00	Fleeces	£ 20.00
Single Cards	£ 1.35	Beanie Hats	£ 8.50
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Small Cars	£ 1.50	Morris Minor Hangers (lge)	£ 15.00
'Zoodies'	£20.00	Morris Minor Hangers (small)	£ 9.00
Waterproof Jackets	£ 15.00	Grille Badges	£8.50



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MORRIS MINOR OWNERS' CLUB

Dorset Branch NEWSLETTER



October 2014
Volume 17
Issue 11

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www.dorsetmmoc.co.uk

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 2013-2014

(01425 476634)

Newsletter / Website Editor: Brian Wood

(01202 573501)

(brian@dorsetmmoc.co.uk)

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)

Product Development Mgr: Brian Ford

Welfare/Technical Adviser: Eddie Pateman

Non Committee posts:

Raffle Coordinators: Chris Tilly and Margaret

Pateman

Spares Manager: Brian Wood

(07411 116336)

Regalia Manager: Richard Cyster

(01202 526660)

Catering Executives: -Sue Blewer, Lyn Gerry

FRONT COVER

David Holton's van won the 'Chairmans Choice' at the Isle of Wight Rally at the end of August.

***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)

2014

28th September—Autumn Amble—Holnest Country Fayre. Meet at Upton Park 9:30 prompt departure

1st October—Clubnight AGM

5th November—Clubnight—Rev Stewart Timbrell

3rd December—Clubnight 'Noggin and Natter'

28th December—Mistletoe Meander. 10:30 at Electric Club

2015

10th January 2015—Dinner Dance—Liston Hotel

10th-12th April—Sidmouth Weekend

16-17th May—MOGGYFEST SOUTH (at Beaulieu Spring Autojumble)

18th July—Holdenhurst Fayre

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

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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 club-nights. 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.

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



**MISTLETOE MEANDER
SUNDAY 28TH DECEMBER**

This will be our usual post-Christmas gathering to blow away the cobwebs. Meeting at the Electric club as usual, we will have a short run followed by a meal. More details to follow.

**ANNUAL DINNER DANCE
10TH JANUARY 2015
LISTON HOTEL**

Don't forget the Annual Dinner Dance in January at the Liston Hotel. The entry slips were issued last month. So lets have them back with your requirements as soon as possible.

Dorset Branch Newsletter

October 2014

MORRIS MINOR OWNERS CLUB

Volume 17 Issue 11

CLUBNIGHT ACTIVITY:
Annual General Meeting



Inside this issue...

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NEXT CLUBNIGHT

Talk by Reverend Stuart Timbrell

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.

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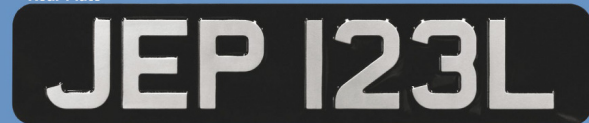
"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"

John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

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Editorial

Hello again, everyone. Firstly, can I apologise for the loss of the last line of the article under 'Editor's in Box' last month. The item related Branch Member **Olivia Akam's** Mendip Adventure, which appeared to be anonymous since the last line contained Olivia's name.

Anyway welcome to the last newsletter of the club 'year' and, of course, the Annual General Meeting.

This month sees the demise of the little round piece of paper called the Tax Disc. This is due to the DVLA's increasing modernisation/drive to save money which results in the all powerful roadside ANPR cameras to detect your road fund licence/MOT/Insurance status in an instant. We have a short

article on the changes for your information in this newsletter. For those with symptoms of 'TDW' (tax disc withdrawal) you will be pleased to learn that we are continuing

where the DVLA has left off by introducing *our* own DMMOC Membership Disc, which may bear a passing resemblance to an old style tax disc. These are going to be issued with the membership cards for next year for renewals before the end of October only.

Another busy month has passed with a weekend in the Isle of Wight, the International Autojumble and the Goodwood Revival in September. Both events were blessed with glorious weather and the club spares stand did a decent bit of business at Beaulieu. The 'Revival' was a first for us, having not been before. I was amazed at the quantity and variety of classics in the 'Over the Road' area (which can be accessed for no



"Men in Black meets Showaddywaddy"



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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.**

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Mistletoe Meander

Yes, its time to start thinking about Christmas already. This year's Mistletoe Meander run will be on Sunday 28th December at about 10:30.



We will be going on a short Winter Run after coffee and mince pies in the club, followed by the usual fish and chip lunch in the club house. Entry is £7 and you can enter using the form with this newsletter or online (dorsetmmoc.co.uk 'Events')

ndmarsh and his Citroen Acadiane – t and a welcome one.

That's dedication. He's joined by son Ethan (six) and daughter Hannah (five).

Dave Holton, from Silverstone, turned up in his beautiful Minor van. During a nut-and-bolt restoration, it was treated to wide wheels and vented discs to help handling and braking. Dave says he is addicted to CVP and reckons: "Buckle is the main man." What about Connolly? What about him?

CLASSIC VAN & PICK-UP October 2014 **23**

Dave Holton has been out and about in his van again—here spotted by Classic Van and Pick up October 2014 at the Classic Van and Pick up Show at Gaydon on a slightly damp looking Sunday in early August.

For Sale & Wanted & Club Notices

Please mention where you saw the ad when you respond, thanks

2015 Sidmouth Trip

Nev has been busy booking up the Royal Glen Hotel again for next April. The dates for you diary are 10-12th April. The cost is only about a pound up on last year so why not come along. It is a lovely hotel, well run and nicely 'classic'. You don't have to bring the Minor, any other classic or modern car will be fine. Places are limited, so lets have the forms which are in this news-letter back with your bookings as soon as possible. Forms are also available on the website under the 'Events' tab.

DORSET BRANCH SPARES NEWS

For the benefit of newer members who may not be aware of it, the Branch operates a Morris Minor New Spares service. All profits go back to the Branch to help keep subscriptions low. 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 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 support our branch rally also) and the prices charged generally reflect their prices. The advantages are availability of parts and *usually* no postage charges. Some locally reconditioned items are also available, such as fuel pumps, carburettors and radiators. . .

IF YOU ARE PLANNING A LARGE PURCHASE, WE CAN USUALLY OFFER AN ATTRACTIVE DISCOUNT.

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

Editor's In-Box



charge and also includes access to many trade stalls etc) There were believed to be over 4,000 vehicles in the pre-'74 display area. There were quite a few overseas visitors, but lots of exotica which you don't usually see at most shows. We spent Friday in this part and had tickets for the inner arena for Saturday. The theme is 'retro' and most people dress in period costume. This year they were concentrating on the sixties with emphasis on Mods/Rockers/ Teddy boys etc. I put the photo of Phil Traves and I posing in front of the 'Tesco' Albion lorry on Face-ache and Tracy Chivers wins the prize for best caption. We watched some of the track action on Saturday afternoon and enjoyed the fifties classic "St Mary's Cup" which was won by a



Mk II Jaguar after a long tussle with 2 Austin A35s. The air display was pretty good too, with the 2 Avro Lancaster bombers putting in

appearance together with sundry, Spitfires, Hurricanes and Mustang P51's. Later displays featured a Canberra, Hawker Hunter and other classic jets.

I am now a convert, and shall definitely be going again in the future. (Thanks to Phil for persuading us that we might enjoy it!) Brian.

Thought that you might like to see this (above). On arrival home from Frogham I decided to check the fluids on the Cortina and spotted an escape of fluid from this heater hose. It seems that when the hose got hot it drooped onto the carb. operating spindle which then was attempting to saw it's way through it. Memo to self: Always check hoses when hot as they can change their normal position. Regards, Dave Walker (DMMOC 46)

Chairman's Report

Good evening and welcome to October's clubnight. Tonight is the AGM—another club year gone with lots of new runs and clubnights and a great weekend at the Beaulieu Spring Autojumble with that lovely display of a 1960's showroom and garage. Speaking of clubnights, we had some good meetings, one of them being the Gardening competition. We have also had some good speakers. So if the committee are re-elected this year, we could do with some new ideas from the members. Jacky, Brian and myself went to see the new Ranger at Avon country park to sort out the rally for next year (2015) recently. We will let you know how we got on in next months newsletter. The dinner and dance evening is filling up nicely so don't forget to send in your slips to reserve your places soon. Also the mistletoe meander run on the 28th December is still a popular event so get your slips in as soon as possible so we can get the fish and chips ordered. We are still looking for a club member to take over the management of the branch regalia. If you would like to offer your services I would be pleased to give you a helping hand.



We are having a lot of interest expressed in 'Moggyfest South' next spring at the Beaulieu Autojumble so if you would like to come along, please let us have your forms. We have got quite a good deal for the event from Beaulieu so it will be good value. Anyway, have a good evening and that's all for now.

John

puter and do it online!

What about checking if a vehicle you are about to drive is legally taxed or one that is dumped outside your house? Easy, say the DVLA, just go to your smartphone or computer and look it up online.

Are you sensing a trend here? Sadly, computer literacy and the ownership of iPhones* is not as widespread among us (particularly us classic car owners) as the DVLA would believe (or hope). You could always write to them using the 'snail mail' I suppose.



Well hopefully, that has cleared everything up for you but I would be happy to receive your feedback on this issue over the coming months. In the meantime, the branch will be issuing our own 'membership' discs, so don't throw away your windscreen holders just yet! You will all no doubt be pleased to learn that these will be issued free of charge to all members, without the need to resort to smartphone or computer. Also, no refunds will be issued for unused months (automatic or otherwise!)

Brian. (*-other smartphones are available)

2015 Dinner Dance (Jan 10th)

- 7.00 for 7.30 Christmas Crackers and Napkins**
- Leek and Potato Soup**
- Prawn Cocktail with brown bread and butter**
- Melon and Orange Platter with Raspberry Coulis**
- Game Pate with toast, Chutney and Leaves**
- Also extra bread to be offered**
- 0-0-0-**
- Roast Turkey with all the trimmings**
- Beef Steak and Mushroom Pie**
- Smoked Haddock Florentine (Spinach, Poached Egg and Cheese Sauce)**
- Vegetarian Hot Pot**
- 0-0-0-**
- Christmas Pudding with Custard Sauce**
- Fresh Fruit Salad**
- Trio of Miniature Desserts**
- Lemon Meringue Pie**
- Cheese, Biscuits, Grapes and Celery**
- 0-0-0-**
- Coffee and homemade petite fours**

It's a little way off yet, but the Dinner and Dance has been planned for January 10th at the Liston Hotel. The cost will be £26 for Members (£28 – non-members). The room charge if you wish to stay overnight is £25 (£30 for 'Superior'). The menu is shown below. The hotel also do Sunday lunches 12-2:30 (booking advised). Starter £6, mains £12, deserts £6 and a Friday special 12-2.30 (booking advised) 2 courses for £12 and 3 courses for £15.

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Where have all the Tax Discs Gone? (Editor)

The little 3" (75mm) paper tax discs that have graced our windscreens since 1921 will be no more after 1st October this year. Car tax discs will no longer be issued and even if you have a disc with months remaining you no longer have to display it. The DVLA, the police and other enforcement agencies will use automatic number plate recognition (ANPR) cameras together with their electronic vehicle register to check if a vehicle is taxed or not, and so will no longer need to rely on physically checking the tax disc. The DVLA say this is a cost-cutting exercise and that getting rid of printing and postage costs will save 10 million pounds each year. Some motorists may worry that without being able to check the disc, they could unknowingly drive an untaxed car - such as a hire car, or one from a car pool at work. But the car tax status of any vehicle can be checked on the Gov.uk website using the make and registration details.

One of the more significant by-products of this will be that you will not be able to sell your car with any tax remaining on it. Unused tax paid will be reclaimed from

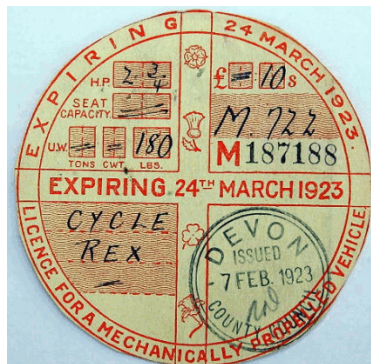


the first of the month following the sale. When you buy your new car, it will need to be taxed by you from the first of the current month. Accusations that the DVLA will get twice the tax for that month are countered by the promise of 'automatic' refunds when you advise the sale of the vehicle. (Hmmm!)

Well, how does that affect us Classic Car owners whose pre-1974 vehicles enjoy the benefit of a free tax disc now that there will be no tax disc issued? Furthermore, it is believed that about half of UK drivers are not

aware of these changes. So, let me get this correct. From 1st October, ***I will need to apply for something that will cost me nothing and for which I will receive nothing.*** Well not quite. I suppose I will receive the right to use my Moggie on the UK roads for another 12 months, but you don't even get a receipt. It has been a bit difficult to find out the true situation, since the DVLA website would still have you applying for a 'tax exempt' tax disc (at the time of writing - end of September). I believe it will be a case of just acknowledging your annual reminder, which will come through the post, either back in the post or on line.

When you buy a new or second hand car, you will now have to tax it before you drive it away. You should be able to do this the same day by going to the Post Office with the 'transfer' slip of the V5, or you could send it off in the post - but I guess you are not 'legal' until the DVLA has updated the computer. Or, just reach for your smartphone or com-



Secretary's Report

Good evening and welcome to the October meeting which is, of course, our AGM. Many thanks to all of you for your support over the last year. I hope that you have all enjoyed the events, meetings etc which we have arranged for you. Should you decide that you want us to be your committee again for the coming year you can be assured that we have already started planning a packed calendar of events for the 2014/2015 club year. It's hard to believe that we have already reached the end of another rally season. September seemed to be a quiet month to end on with only the Isle of Wight Rally and The Autumn Amble. Well done to Dave Holton for winning Chairman's Choice at the Isle of Wight. We went across to the island for a week combining the rally with a holiday. We enjoyed the Sandown Illuminated Carnival but the weather was foul and by the time we got back to the hotel we were soaked through to our underwear!!



Louise enjoyed the chairlift at the Needles so much we had to go on it twice! By the time you read this we will have had the Autumn Amble which will have taken us to the Holnest Fair near Sherborne.

Plans are starting to come together for Moggie Fest 2015 at next year's Beaulieu Spring Autojumble. We are hoping to go up to Beaulieu soon for a meeting to finalise the details before setting out the finished application form which will then be available to you all.

It will soon be Winter I'm sorry to say and time to get on with all those jobs out in the garage. Nev is currently building me a new engine for the convertible. The current one has started to smoke quite badly although it still goes very well. As it's the wrong one for the car I decided not to spend any money it and replace with the correct 948cc one. If anyone would like an 850cc engine please let me know. I'm also planning to clean out the wheelarches and repaint them and clean and paint the underneath - and who knows those stainless steel rear window surrounds might actually get fitted! I've more or less come to the decision that I am going to sell the Austin. I've hardly used it this year - mainly, I think, because it's an Austin and it doesn't feel right using it on our Morris events.

I think that's about all from me for this month, so until next time, Happy Minorng Laurie.




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Carburettor Servicing (by Editor)

The SU carburettor fitted to the Morris Minor is a relatively simple device and rarely gives any trouble. Problems usually arise when they are disturbed or have not been used for a while. The earlier ones (H2) are more prone to leakage than the later ones (HS2) fitted to the 1098cc model since they have more joints. As with most things, the moving parts do suffer from wear after high mileages, but they tend to be inherently reliable and advanced wear will probably *only* cause excessive fuel consumption. I use the term 'only' with caution, since the ever increasing cost of petrol may make a carburettor overhaul more economically desirable. Needle and jet wear may cause rough running and make mixture setting difficult. They don't usually fail in the immediate sense of the word. Whatever the reason you have to service your SU, the following article will hopefully give you a bit of a guide.

The carburettor used in this article is a late (1098) one which had a good spindle with very little play. It only needed the 'Service' kit as opposed to the 'Rebuild' kit. The difference between the two is the spindle and bushes which are not included with the Service kit. There are various kits depending on your car type (ie Series II, 948 or 1098 etc.) You have to order the needle separately, since this has to be specified for the exact model. The standard 1098 needle is the "AN". The kits for the earlier cars are a bit more expensive because they have more washers and seals etc. If yours is an earlier one, then you will find that these units are a bit more complicated with more opportunities for leaks. The jet assembly is also different, and I apologise now, if I gloss over the intricacies of servicing the older unit – but the principles are generally the same.

If you need to replace the spindle, you get some little bushes in the kit, which have to be fitted into enlarged holes in the body of the carburettor. This should be done by a machine shop, since ideally the holes should be carefully reamed out accurately to ensure they are lined up with each other..

Start by cleaning the outside of the carburettor of the worst of the accumulated crud. Carefully remove the linkage assembly and springs, noting the relative positions for re-assembly. (If you buy the SU kit, it comes with comprehensive instructions which include an exploded diagram.) Take off the float chamber lid (noting the orientation of the inlet pipe for reassembly) and the float chamber itself. Carefully tap out the splined retaining pin which secures the float (or float control lever) and remove the float needle assembly. (I usually only push the pin back far enough to remove the float – leaving it on the lid. It is harder to lose it that way!) Next, carefully remove the suction chamber (dashpot) and remove the spring and piston. The separate parts can now be cleaned up as required. I made careful use of a grit blast gun and some glass bead media. If you do this, you should tape up or otherwise block the internal passages of the unit to avoid damage. This process is very good at restoring a uniform, clean finish to the intricate contours of the body. It was also used to good effect in clearing the congealed 'varnish' from the bottom sump of the float chamber. I also re-faced the front and rear flanges (air filter and manifold joints) on a piece of flat glass using fine grinding paste. Keep going until you have a uniform matt finish on the flange and remove all traces of the grinding paste afterwards. Any deposits on the inside surfaces of the body can be carefully removed with rubbing compound or (sparingly) with wire wool. It is a good idea at this point to wash everything in paraffin

Chairman's Report

The Chairman gave a brief resume of the year's highlights and memories – particularly the Beaulieu Centenary celebration event. He proposed a vote of thanks for the work done by the committee during the organisation and the assistance provided by the membership during the event itself.

Committee Elections

Graham Jarvis (President) thanked the Committee for all their efforts over the past year.

The new Committee Nominations were as follows:

Chairman: John Jenkinson – prop. M.Pateman, sec. V.Palmer
Secretary: Laurie Blewer - – prop. V.Palmer, sec. M.Trickett
Treasurer: Jacky Wood - – prop. D.Walker, sec. P.Traves
Membership Secretary: Des – prop. M.Trickett, sec. V.Palmer
Events/H & S – Neville Gerry – – prop. V.Palmer, sec. M.Trickett
Newsletter/Website Editor: Brian Wood – – prop. V.Palmer, sec. M.Trickett
Regalia Manager – Richard Cyster – prop P.Houghton, sec – R.Tickner
Spares Manager – Brian Wood - prop. V.Palmer, sec. M.Trickett
Catering Manager 1 – Sue Blewer –prop. J.Walker, sec. R.Tickner
Catering Manager 2 – Lyn Gerry – prop. R.Tickner, sec. J.Walker
Raffle Manager 1 – Chris Tilly - - prop. V.Webb, sec. V.Palmer,
Raffle Manager 2 – Margaret Pateman – prop. V.Webb, sec. V.Palmer
Committee Member – Eddie Pateman – prop. L.Gerry, sec. V.Palmer
Committee Member – Brian Ford - prop R.Rees, sec. V.Palmer

Elections carried 'en-bloc' on a show of hands.

Any Other Business:

No other business was raised and the meeting was closed at 20:50

Signed



Laurie Blewer – MMOC Dorset Branch Secretary

down of the Spares, Regalia, Rally and Beaulieu event are also here if anyone wishes to see them.
Are there any questions?

The accounts were then accepted (p.T.Moxley, s. M.Pateman)

Editor's Report

The newsletter articles still keep coming in, and I would like to thank all the contributors both regular and occasional who help me fill the pages. I think rebuild sagas are particularly popular, as are general technical articles and event write ups. Also anything else which you feel might be of interest to the membership, will also be gratefully accepted. The normal size of the newsletter is 16 pages but sometimes it is expanded to 20 pages when there is a lot of material. As you know, we have in future decided to have a two-monthly edition for December/January due to the logistics of getting the January issue printed over the Christmas holiday. This issue should have more pages. Also, this year we will miss the usual first Wednesday of the month meeting date since it falls on January 1st. We are meeting here a couple of days before, however on the Mistletoe Meander.

Our 'new' website went live about a month ago following the withdrawal of the software which kept the old one going. This seemed like a bit of a poor show at the time, but it did mean that the site could be 'modernised' and made more suitable for display on the array of hi-tech gadgets now available. Having been 'forced' into re-building the site, which seemed like a pain at the time, I am now pleased with the end result which is much easier to maintain and hopefully looks a bit more up to date.

The spares section has had another good year, helped along by the Beaulieu Spring Autojumble which netted £2,069.51 of sales and the International Autojumble showing £1,213.78 of sales. The Branch Rally total was £636.65. The annual turnover has risen this year to £19,500 with a net margin of about 18% giving a surplus of £3,600 going back into club funds. Adding on last year's surplus of £1,800, this means a total of £5,400 has been returned to club funds in the last 2 years. This figure equates (more or less) to the value of spares held by the Branch – so the spare part sales is now at no-cost to the Branch. With regard to ordering spares, I am happy to take calls on the mobile number and would prefer advance notice before clubnight if you need anything particular.

to remove all traces of cleaning material.

Re-assembly is not quite "the reverse of dismantling" (as articles often say) since you have to set everything up again. The throttle disc and spindle should be fitted with new split screws. (I use a bit of Loctite – as 'insurance') Make sure the disc is refitted the same way it came out. Check for correct circumferential seating before tightening the screws. The float chamber should be bolted back on to the carburettor body and it is best to refit the linkages at this point. This is probably the fiddliest bit of the process since you have to make sure everything is the right way round. An exploded diagram or even an old, spare carburettor is handy for reference at this point.

Next, fit your new float needle assembly into the lid of the float chamber and replace the float or the float control lever (on older units). Tap the retaining pin back into place and refit the lid with the new gasket. Don't forget to check the height of the float in the float chamber lid with a bar or a drill placed between the lid and the float. Use 7/16" for 918 and 803cc engines, 5/16" for 948cc and 1/8" for 1098cc.

The new jet and needle should now be fitted. The needle should be inserted into the piston and the grub screw tightened with the shoulder of the needle exactly flush with the base of the piston. This is important since your mixture will be wrong if you don't get this spot on. Re-centralising the jet takes a little practice to get it right, but again it is important. The jet should be inserted into the jet bearing assembly which should be screwed up FINGER TIGHT only at this stage. You might have noticed that the hole in the jet body is oversized. This is so that the jet can be located concentrically with the needle. A little petroleum jelly or WD40 might help it to slide around to achieve this more easily. There is a small, sprung washer which is intended to assist this process – so make sure it is replaced between the nut and the bearing collar. Screw the brass gland nut on the end of the jet flexible pipe into the base of the float chamber (making sure the old rubber washer is removed first). Don't connect the jet base to the choke lever yet. The jet can then be centralised as follows. Screw the jet mixture adjuster nut up fully and refit the piston, spring and suction chamber. The piston should be gently lifted by inserting your finger into the venturi and allowed to drop. When it is correctly adjusted it will drop, onto the base of the venturi with a soft 'clunk'. If it doesn't, then the jet should be gently moved so that it centres itself on the needle. If this is wrong, the needle will 'bind' against the side of the jet orifice and will wear over a period causing the mixture to go horribly out of adjustment. Alternatively, the piston will stick in the 'up' position. Tighten the nut but be ready to check again since tightening can pull it off-centre again. The recommended start point for adjusting the mixture is about 2 turns of the adjusting nut down (ie 12 flats). This can be done, of course, when the engine is running. Use the choke to start the engine, since the mixture is likely to be too weak and adjust to suit when warm.



That's pretty much all there is to it. Don't forget to put a bit of damper oil in the dashpot when you have re-fitted it and make sure the throttle return spring is fitted correctly

MORRIS MINOR OWNERS CLUB

DORSET BRANCH

2013 ANNUAL GENERAL MEETING MINUTES 2nd October 2013 20:30

Apologies: Sue and Roy Gale, Bruce Eggleton, Richard Cyster, Helena Carr, Kate Noon, Peter and Val Webb, Steve and Michele Brown, Des and Tina Waller.

Minutes of Last Meeting. These had been printed in the current newsletter and were accepted as accurate (prop. Sue Blewer sec. Lyn Gerry.)

President's Opening Remarks

The President opened the meeting by welcoming everyone to the 2013 - AGM. He spoke briefly about the year's events and the Beaulieu Centenary display in particular. He proposed a vote of thanks to the Committee and especially the Chairman and then handed over to the committee members for their reports.

Secretary's Report

Here we are then at the end of another year for the club - and what a year it has been. We have had some fantastic events this year starting off with the annual dinner which was held at The Liston Hotel for the 1st time. A fantastic venue which we are returning too again next year. The main focus this year, of course, was the many and varied Centenary events throughout the year. After a huge amount of organisation by all the committee and helped by the members the Beaulieu Spring Autojumble display was a fabulous success with 220 vehicles in attendance. The display went down a storm with the public and the Beaulieu staff team were delighted with what we did. Our display of cars at the National Rally at Cornbury Park was brilliant. Many thanks to Phil for coming up with the idea of Nuffield Exports and for providing lots of memorabilia to use for the display. The Dorset Branch rally was extremely successful again this year with extremely good weather and another fabulous turnout of cars. We also had a good turnout of campers this year and a brilliant Saturday night in the cafe. Another Centenary display was put on at the Poole Bay Classics Motoring Extravaganza where I was asked to organise a display by

Pete Stacey. I think we did a good job for them at what turned out to be very short notice. The Lymington Show theme was also the centenary with the cars decorated with 100th birthday balloons and banners. We finished off the year with the Traveller 60th anniversary show at the Heritage Centre at Gaydon where over 200 Travellers plus other Minors and classics were in attendance. Brian's and Phil's Series II Travellers were both on prominent display being amongst the rarest Travellers you can get. Other events have included The Mistletoe Meander, The Aubrey Batt Run, the Midsummer Saunter plus many other shows throughout the area. Looking ahead to next year we have already organised The Mistletoe Meander, the annual dinner, the Devon weekend to Sidmouth and the Dorset Branch rally.

Treasurers Report

Good evening ladies and gentlemen, I hope you all have a copy of the accounts with your newsletter this month. Well, once again we have had a very busy year both financially and activity wise. Some of the major expenditures have been the purchase of tables for events at £179.40 and hi-vis jackets at £128.10 for use at Branch events, namely Beaulieu and our Club Rally. Beaulieu was very successful and after requests for financial help from the National MMOC, only actually cost the Branch £193.59.

The Rally has shown a healthy surplus due to reduced costs for the PA system, entertainment expenses and savings on Rally entry gifts, as we had a surplus of left over items from Beaulieu this year. The chosen charity this year was Julia's House to whom we sent £300. £192 of this was raised from the Blind Auction earlier in the year and £104.74 was raised and the Rally Auction. This makes a total of £296.74 which we decided to round up. Some of us attended the Waterloo show in September and the donation of £105 was made to the service charities supported by this event. This sum was raised from the 21 entrants to this show. The Branch rebate from the MMOC was £120 – so all members of the National club, please continue to sign the book. We need at least 4 attendances by members each year to qualify for the rebate. The Branch subsidised the Dinner and Dance in January and will do so again next year in order to enable the ticket cost to be kept as low as possible. We also subsidised the meal at Molly's Den in June because the cost was increased after we had published the cost to the membership. I have started to collect money for next year's Sidmouth trip so these costs are show in this year's figures. The books are available here and a break-