

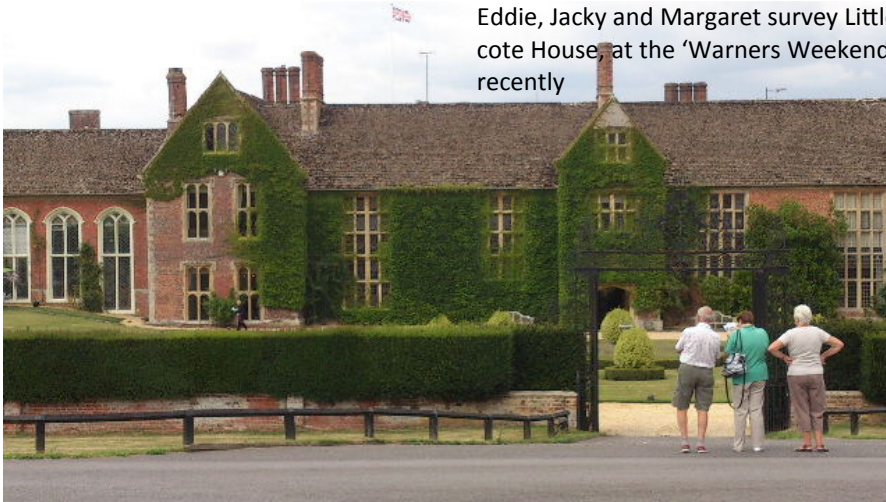
Rear View

Club spares now has a limited quantity of newly refurbished Unleaded 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.



Eddie, Jacky and Margaret survey Littlecote House, at the 'Warners Weekend' recently



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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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MORRIS MINOR OWNERS CLUB

Dorset Branch

NEWSLETTER



September 2014
Volume 17
Issue 10

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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)

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(01202 573501)

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Chairman: John Jenkinson (01202 576690)

Secretary: Laurie Blewer (01202 522673,

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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

The Lymington Classic Car show organised by the Rotary Club was on the 3rd August and very good it was too. There was the usual good representation of Branch cars there.

***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

30th August– Hordle Fete (contact kenhordle@live.co.uk)

31st August—IOW Branch Rally

3rd September—Clubnight Skittles v 2CV Club

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

2015

10th January 2015—Dinner Dance—Liston Hotel

10th-12th April—Sidmouth Weekend

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

(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.

AUTUMN AMBLE. HOLNEST COUNTRY FAYRE, SHERBORNE 28 SEPT

We will be attending this show on Sunday 28th September. Laurie has the forms or find one on website. We are meeting at Upton Country Park and will be leaving there at 9:30 sharp. Why not join us for one of the last summer runs?

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

September 2014

MORRIS MINOR OWNERS CLUB

Volume 17 Issue 10



CLUBNIGHT ACTIVITY:
Skittles Match V. 2CV club

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Rear Plate



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**NEXT CLUBNIGHT Wed October 1st
Annual General Meeting**

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

Evening every one and welcome to the September newsletter. Hope you all enjoyed the gardening competition last month. (Guess who voted for the plastic sweet pea?). It has been a busy month for shows etc, with the Lymington show, the Warner's Weekend, the Brockenhurst Fayre (with steam!) and the Mid Summer Saunter. We missed the latter due to family commitments but I understand it went well. It has been a busy month on the spares front as well with the events. We have now got some newly reconditioned 1098cc cylinder heads in stock for £195 each. If you are planning an engine rebuild, one of these is recommended. There is no exchange surcharge, but we would appreciate your old, repairable head back when convenient. We will also have a short 1098 rebuilt engine available soon, too. Price and availability TBA.



I have actually spent a little time on my green convertible last month. The floor is now nearly finished and I am contemplating the drivers side sill (completely!) Don't get too excited, there is still a long way to go yet! Several recent visitors have wondered why I am replacing the driver's side chassis leg. I was unhappy with the quality of the repairs carried out on it, although it didn't look too bad. However, my decision was vindicated when I removed the torsion bar. I found a nasty crack around the eyebolt which would not be easily repaired. The Beaulieu Autojumble is coming up fast, so hopefully, I might see a few of you there (in the spares tent?) Brian.

Hi All, hoping I can ask a favour?

My friend Kim Henson has put a lot of time and effort into starting a web based car magazine, www.wheels-alive.co.uk

As with all these things, it takes time to take off, and for companies to realise that people are reading his columns.

It is very good, with interesting articles. This is where you come in.

By clicking on the site (also please add it to your 'favourites', and check back often, as it changes all the time), the number counter will increase and hopefully, businesses will take note and advertise, therefore giving him some extra income. If you are on Facebook (which I'm not) you can also "like" the page, which would also help. **Colin Hughes (402)**

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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.**
Brian. 07411 116336

Unsinkable Sam

Hi Brian, I came across an article by Chris Pascoe and I thought the members would enjoy this extract:-

Unsinkable Sam was a World War 11 ship's cat, originally with the German Navy, and a floating furball of bad luck.



The fact that Sam's first naval posting was with one of the world's most famously ill-fated battleships, The Bismarck, says it all. The Bismarck was quickly torpedoed to the bottom of the sea, but a frantically catty-paddling Unsinkable was hauled aboard Britain's HMS Cossack.

With Sam aboard, the Cossack sailed on before being torpedoed by a U-Boat. A seriously fed up and drenched Unsinkable once again found himself being dragged from the ocean, this time onto HMS Ark Royal. The crew of the Ark Royal were now in serious trouble – Unsinkable Sam was aboard. They didn't stand a chance, and were duly blown up. Unsinkable, by now, no doubt thinking that massive explosions followed by 100mph splash downs in the Atlantic Ocean were just part of everyday life, swam over to the nearest ship and waited for a sailor from HMS Legion to rescue him.

Sam, though, had now become a very infamous cat indeed. When the crew of HMS Legion realised with horror just what they'd pulled out of the sea, it was to their credit that they didn't throw him back. Instead they sailed carefully and nervously back to England and put him ashore. Greatly relieved, they sailed happily away and were sunk by a Stuka bomber.

Dave Walker

(Editor's footnote: Sam spent the rest of his life in a seaman's home in Belfast, finally passing away in 1955—according to Wikipedia)

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For Sale & Wanted & Club Notices

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

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FOR SALE: Morris/Austin Minor chassis for sale. It is a late one with the seat belt anchorage points. I bought it about 15 years ago from a chap who had made a beach buggy based on it. It was not successful so it was dismantled and the parts sold. I originally bought it when I had the original Pick-up which never needed it. The current one doesn't either so it's for sale. It's advertised in Classic Car Weekly for £650 but any member can have it for £575. Phone me on 01202 877972 for more details. Also I found two brass what looks like horse brasses. They show 48 – 98 Southern National Rally Dorset. If anyone wants a part of Dorset Branch history give the Club a donation and they are yours. I will bring them to the next Club Night. (Dave Walker)



FOR SALE: 165 x 14 Budget radial tyre to fit a Morris Oxford/Austin Cambridge. Off the shelf and never fitted . £12.00 Derek Shearman 07593 623721 / 01258 857492

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

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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



To celebrate our 20th anniversary together and to assist at a wedding as part of the wedding party transport, we were taking no chances in our preparation for the occasion.

New rear seat belts fitted, Check
New Boot lock fitted to secure valuables, Check
Hood Cover and lesson in folding hood
(Thanks Laurie), Check
Full Service, Check
Tank Full, Check
Oil topped up, Check
Radiator topped up, Check
Spares box and first aid car kit, Check
Lights all working, Check
Tyres all pumped, Check
Full clean and Polish (Spotless!), Check
Start car and we are off, **NEGATIVE!**

PANIC!!! Starter motor malfunction. Call garage to go on standby for emergency treatment. Call Brian for emergency spares. Call AA to get the professional diagnosis. Oh the joys of owning a classic! How simple the remedy. Put her in gear, gentle rock problem sorted. (Learn something new every day) Then we were off on our trip to create a memorable long weekend in the Mendips! Whoopie... Special thanks go to you Brian, for all your advice and help with spares and to Jacky for



The Committee have decided to keep the annual subscription for the year 2014-15 year the same at £10 (£12.50 for joint membership). However, due to increasing postage costs, we have decided to request that the 'voluntary' donation for postal newsletters be increased to £5 per year. (That is, if you receive all or most of the newsletters by post) Your membership renewal form is included with this newsletter. Brian.

Hi Brian,

Dave and Jackie would like to say a big "thank you" to all the lovely people that helped with the Mid Summer Saunter. To Nev for organising the event, to all the committee members who came on the Friday to put up the gazebos, to Angi and Julie on the food and drinks on the Sunday as well as Andy, Nick and Olive on car parking duties. Also to all the kind people who stayed behind to take down the gazebos, tables and chairs and generally clear up. It is wonderful belonging to such an active and friendly club. Thank you all for making Sunday such a fun day.

Chairman's Report

Good evening and welcome to September Clubnight. I hope the members who went on the weekend break to the Littlecote Hotel enjoyed themselves—shame about the weather on Sunday which could have been better at the Newbury Rally. The Committee would like to thank Norman Kimber and John Trent for their past support of the newsletter with their advertisements. We also hope that they will both enjoy their retirement. The ads do help to finance the Newsletter so if you know of any companies or individuals who would like to place an advertisement, perhaps they would let one of the committee know.

The October clubnight will be the AGM as usual, so tonight we shall need names for the new committee for next year. There will be a nomination sheet on the club noticeboard. If anyone can think of some new places to visit, then please discuss with one of the committee.

The Three in one run is now called the *AUTUMN AMBLE* and we are going to a new show—the Holnest Country Fayre. This show only started a couple of years ago and they have requested our support. The *Moggie Fest South 2015* at Beaulieu is going well! We have some forms returned already.

A big thanks to all the members who showed their flowers and veg at the Club Horticulture night. I think the event was a great success. So thanks again for Eddie and also to Brian for help with the counting duties. Is there any club member who would be willing to help with the Branch Regalia? We are also looking for new lines and ideas, please let me know. I would like to thank Dave and Jackie for welcoming the club to their house for the strawberries and cream, wine and a cup of tea. Also, thank for showing us the collection of cars and scooters. It was a good day out.

I was sad to learn of the recent death of Len Melling, some of you may remember his clubnight talk on the subject of the AA. He also arranged a great day out at the Blandford Camp with the Royal Signals Regiment. Our thoughts go out to his family. That's all for now, John.



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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. . .

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2015 Dinner Dance (Jan 10th)

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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.

The August Gardening Competiton (results)

Roses: Patricia Newberry
 Sweet Pea: Ruth Hughes
 Fuschia; Helena Carr
 General: Joyce Sheppard (One vase mixed flowers)
 Helena Carr: One Potted plant of any type
 Runner Bean: Eddie Pateman
 Peas: David Saggs
 Tomatoes: Chris Tilly (Tomato, Cherry Type)
 Maureen Picton (Med to large Tomato)
 Cucumber: Thelma Ware
 Onions: Roger Ware.



Secretary's Report



Good evening everyone and welcome to the September clubnight and tonight we welcome the 2CV Club along to join us. We might be playing skittles if the new alley is ready but otherwise I will have prepared a quiz. Don't forget that next month is the AGM with your support being very much appreciated.

August has been a busy month with lots of events taking place locally. The Bygone Days Show at Ibsley was a very enjoyable day out as usual with the usual fantastic book stall and the usual flying display. The next day was the Lymington Show which once again was very good. There was the usual excellent display of cars as well as the very good car boot sale. I went along to the Purbeck Rally. Luckily I had the Friday off work as I was working on Saturday. Friday turned out to be the best day weather wise with heavy rain on the Friday night and all day on Sunday. I enjoyed the Friday though despite the numbers of cars and public seeming rather low. The Midsummer Saunter was well supported with members meeting up for breakfast at Avon Heath Country Park before driving out to Sammy Miller's Motorcycle Museum. The day ended up at Dave and Jackie's for the usual strawberries and cream and a good look round Dave's extensive collection of cars and mopeds. Many thanks to them both for their hospitality. As I write this we are just preparing for the Bank Holiday weekend with the Frogham Fayre, Beaulieu Simply Classics and the Brockenhurst Carnival to look forward to and then we will be heading off to Isle of Wight for a week finishing up at the Isle of Wight rally with the following week being the Beaulieu Autojumble.


Interest is starting to take off now for Moggy Fest South at next years Beaulieu Spring Autojumble. We hope to have a meeting with the events team soon to sort out all the details. Don't forget to book in for the Autumn Amble and the Dinner Dance – flyers for both are included with tonight's newsletter. That's about all from me for this month so until next month, Happy Minorng, Laurie.




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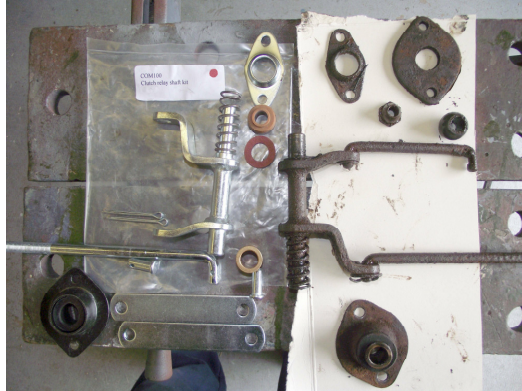


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Clutch Linkages (by Editor)

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 has 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 deteriorates, 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 bad 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.

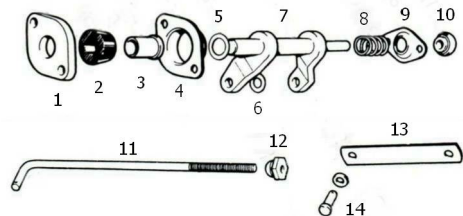
The set up does seem a bit complicated since it involves two linkage systems between the pedal and the clutch itself. In the middle is a transfer shaft which is cunningly wedged in between the gearbox and the offside chassis leg. In all this 'gubbins' there is plenty of potential for wear and it doesn't take much wear in



each component to multiply up through a cumulative effect for much of the effort to be lost. The photograph (left) shows typical wear on the end of the clutch linkage rod (which is prone to breakage!). Another common fault is for the return spring at the clutch adjusting rod end to be missing. (This is shown on the right of the photo at the top of the facing page). This causes the pedal not to return fully when you take your foot off it – causing premature release bearing wear – a similar effect to 'riding the

clutch' which means using the pedal as a footrest.

The numbers in brackets below refer to the numbered items in the drawing. 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. The final link – ie the clutch adjusting rod (11), also tends to get most of its cross section worn away. Further contributors to this unwanted movement are the phosphor/bronze bushes which reside in the chassis leg and carry the clutch/brake pedal 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 shaft on the earlier cars (as shown on the photograph of the whole assembly) 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 (4) & (9) 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. Also don't forget the clutch pedal return spring, if you need it.

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. Don't forget to put a bit of grease on the moving parts when you assemble it. I tried to do the job on my hydraulic lifter, but this was not very successful due to the parts of the lifter obstructing access to the area of interest. The best way would probably be to use an inspection 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 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. It will make a noticeable difference to your car and in my humble opinion is well worth the effort.

As always, good luck and happy clutching!
(Parts diagram, courtesy of Bath Morris Minor Centre Manual).