

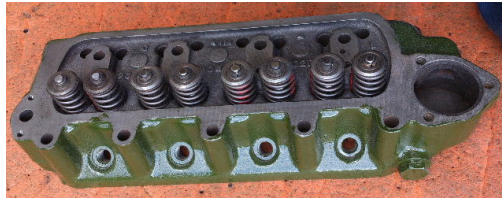


Brian, our intrepid Product Development Manager (and part-time inventor) has come up with some goodies for your Christmas stockings. Stainless steel 'DMMOC' key rings complete with bottle opener are now available from the Branch at £3.00 each. Also we have some Morris Minor weather vanes with the Convertible model on the top for £39.50. These are made from powder coated stainless steel so they are corrosion proof. They are available through club spares or regalia. Brian has said that he is working on a Traveler variant



so that should be available soon.

Rear View



We still have a few 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. Stud kits available for £10 extra.

BERU Ignition Coils



We now have some more discounted German made

BERU 12v Coils at **£32.50** each (currently available on eBay at £36.95)

MORRIS MINOR REGALIA - DORSET BRANCH

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

Morris Coasters	£ 0.50	Single Cards (not Morris)	£ 1.35
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Large Morris Hangers	£ 15.00	Large Cards	£ 1.50
Small Morris Hangers	£ 9.00	Postcards of Corfe	£ 0.50
Polo Shirts	£ 15.00	Sweatshirts	£ 14.00
Small Models	£ 3.75	Money Boxes	£ 5.00
Model Van (Morris)	£ 3.50	Fleeces	£ 20.00
Beaulieu Clocks	£ 5.00	Hats with light	£ 10.00
Dorset Ice Scraper	£ 0.50	Grille Badges	£8.50
'Zoodies'	£20.00	DMMOC Key Rings	£ 3.00
Waterproof Coats	£ 15.00	Weather Vanes	£39.50



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MORRIS MINOR OWNERS CLUB

Dorset Branch NEWSLETTER

© Dorset Branch MMOC - 2014-2015



Dec 14-Jan 15

Volume 18

Issue 2

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

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(brian@dorsetmmoc.co.uk)

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Chairman: John Jenkinson (01202 576690)

Secretary: Laurie Blewer (01202 522673,

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Pateman

Treasurer: Jacky Wood (01202 573501).

Spares Manager: Brian Wood

(07411 116336)

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573403)

Events Organiser/H&S Supervisor - Neville

Regalia Manager: Richard Cyster

Gerry (01202 747687)

(01202 526660)

Product Development Mgr: Brian Ford

Catering Executives: -Sue Blewer, Lyn Gerry

Welfare/Technical Adviser: Eddie Pateman

FRONT COVER

Branch member Phil was asked/volunteered for a fashion photo shoot recently for 'West' magazine. (Is that a real dog?)

(photographs courtesy of Steven Haywood)

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

3rd December—Clubnight 'Noggin and Natter'

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

2015

7th Jan—Clubnight—Call my Bluff type quiz

10th January—Dinner Dance—Liston Hotel

4th Feb—Blind Auction

4th March—Clubnight—Cake Competition (published recipe)

1st April—Clubnight—CPR Talk by David Grice

10th-12th April—Sidmouth Weekend

16th April—Inter-Club Quiz at Hamworthy Club 7:00 for 7:30 start

3rd May—Classic Cars on the Prom—Highcliffe Castle

6th May— Clubnight -Talk on 'History of Dodgems' by Kay Townsend (TBC)

16-17th May—MOGGY FEST (at Beaulieu Spring Autojumble)

24th May—Chairman's Run

28-31 May— Bournemouth Wheels Festival

31st May—Classic Cars on the Prom (Christchurch Quay)

3rd June— Clubnight—Talk on Australia by Phil Traves

1st July— Clubnight—Run (TBA)

5th July—Classic Cars on the Prom—Highcliffe Castle (plus Road run to Pier)

10-12 July—DORSET BRANCH RALLY

18th July—Holdenhurst Fayre

5th August—Gardening Competition

8-9th August—Morris Vehicles Association Rally—Thoresby Pk Nottinghamshire

9th-August - Mid Summer Saunter—Tynham (TBC)

23rd Aug—Classic Cars on the Prom (Christchurch Quay)

20th-Sep—Classic Cars on the Prom (Christchurch Quay)

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

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, at 10:30 we will have a short run followed by a meal. Bookings must be made by December Clugnight at the LATEST.

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

Don't forget the Annual Dinner Dance in January at the Liston Hotel. The entry slips must be returned by December Clubnight at the LATEST.



CLUBNIGHT ACTIVITY:
Christmas Noggin and Natter

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NEXT CLUBNIGHT—Call my Bluff type Quiz

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.

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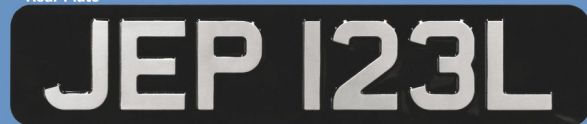
"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"

John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

Front Plate



Rear Plate



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Editorial

Hello and welcome to the 'enlarged' end of year edition with some extra pages for you to read. Hopefully there will be something of interest within.

The advertising in the newsletter is reviewed annually and the adverts have now been finalised for the coming year. One of the 'new' advertisers is Precision Clutch Components of Henstridge. They offer rebuilt 948 and 1098 clutch kits for £65 plus exchange and postage. If you have a spare, used and undamaged clutch of either type (cover and plate) and would like to donate it to the branch, we can get a few rebuilt ones in stock.

We have two technical articles this month; the first part of a look at the fitting of radios into your Minor, and also on the benefits/perils of Ethanol in the fuel. (Actually, I am not too sure about any 'benefits' as yet as far as us classic owners are concerned, except perhaps a slightly warmer feeling about using renewable energy.)



Sophie Wessex's old Minor came up for sale at Bonhams on 12th November. It made a fairly healthy £4,600—a bit short of the optimistic estimate of £7k. This prompted the BBC radio host Mark Forrest to include a piece on his networked evening show about classic cars and Morris Minors in particular. I was asked by the producer to talk about our experiences with Minors since they couldn't find anyone else at short notice. (There was apparently no reply

from the MMOC!). Everyone has their five minutes of fame and I shall be available later for autographs. At least Roy and Sue Gale heard it and immediately phoned to tell me that I was on the radio! Speaking of 'Sold' Minors, my white convertible has now gone to a new home with Nev Lyn and so I am down to my last three Moggies again. I hope that they will be happy with it. It was sold with the usual 100 yard or 5 minute full warranty!

Another one for you diary next year is the Inaugural Morris Vehicles Association Rally on 8-9th August. It will be held at Thoresbey Park Nottinghamshire. As you may know, the MMOC (Ray Newell) has played a big part of the creation of this Association and the or-

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For Sale & Wanted & Club Notices

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



FOR SALE: 1959 Morris Minor Saloon.

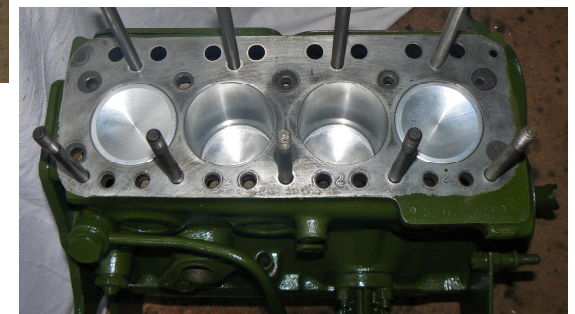
Some modifications through Charles Ware I believe. It has a 1098 reconditioned engine with roughly 11,000 miles, new wings, new electrics with alternator, Toyota 5 speed gearbox, disc brakes along with other things. The front seats are red leather from a Morris Marina and the rear are original. It has a heater inside It's been largely kept in a garage for the last 30 years with intermittent runs. **£4,995** My number is 07845 586870.

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

Andrew, has some seats for sale out of a Mk 1 Austin mini Metro VDP, Front and rear seats and reclining. He says will fit into a Morris Minor! Think he said about £30. His number.....07734 508340



I have 10 volumes of Marshall Cavendish "On The Road" consisting of weekly magazines, printed from 1978 - 1981. They contain lots of information on cars and systems etc. If anyone is interested they are free to a good home, but would be grateful for a donation to the DMMOC charity. We are planning to come to the December meeting, so will bring them with us. Peter and Val Webb.



FOR SALE: 1098cc short engine. Fully rebuilt, with spin-on oil filter, duplex timing chain, rebored (+0.020"), re-ground crank, new pistons, ends and mains. £675. Can be supplied with re-conditioned unleaded head (see back page) Available through club spares.

with the chassis leg. The only consolation was that since the old leg seemed to be rustier than I thought, it came away quite easily and it was alarmingly fragile!

My preferred method of fixing the new leg is by using 'plug welds' which involve drilling holes at about 2" (50mm) intervals along the top flanges. Bizarrely, this is not acceptable for the MOT test as all welding repairs must be continuous. Our car is MOT exempt but I have absolutely no qualms about my method as it replicates the panels and the spot welds that were put there by the factory! Don't forget to lightly tack weld into position



and check the alignment. Twice – at least before permanently welding!. I then tidied up the welds and concealed the 'sleeved' joint with the rest of the leg at the back – also applying a little seam sealer and body schutz, so it now looks as good as new.

I am not pretending that everyone will want to go out into their garages and start replacing their chassis legs tomorrow. But hopefully, now you will understand a bit more

about the underpinnings of your chosen classic as a result of this and at least be aware of possible pitfalls.

Incidentally, my 'Mr Grumpy' roll frame has been used many times for both long-term and one-off repairs. It doesn't take very long to prepare the car. If one is rolling onto the offside, the fuel filler is uppermost and petrol does not need to be drained (unless welding close to the tank) although it is a good idea to have minimum fuel anyway – just in case. The battery has to come out, of course, as does the windscreen wash water. I also drain the rear axle as well, as oil



sometimes finds it way past the hub seals on to your brake shoes (or out of the breather). A small amount of engine oil can drip out of the dipstick hole, but if the car is only going

to be in this pose for a few days (as in this job) you can probably live with it – otherwise, not a big deal to drain it. (It might need changing anyway). The only other precaution is to temporarily replace the brake master cylinder cap with one with a blocked breather so the fluid does not escape.

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

organisation is being led by the Morris Register.

Thanks very much to Phil Traves for sending in the photos and account of his modelling career which took place one afternoon recently. If anyone would like to see the full magazine article, it is online at: <http://issuu.com/marketingswmg/docs/westmag1210>

Anyway, stay safe and have a great Christmas and New Year break and hope to see a good few of you at the Mistletoe Meander. Brian.



Editor's In-Box

Just a reminder that Motabitz at Fern-down give a discount to Dorset Branch Members. This does not have to be Minor related. I recently bought a Yuasa battery for my Vespa Scooter from them and it was cheaper than on line.

I know that some of our members have already used this facility but with Christmas coming up...

When you contact by phone, or if you call in, say that you are members of Dorset Morris Minor Owners Club and they will look it up on their trade list to see what sort of extra discount they can give. I have had things like towbars fitted to modern cars and they will give a better price even on these items. Graeme was the person who arranged this but all members of staff are aware of it.

They also seem to employ staff who know something about cars and take time to be helpful which is less usual these days.

Phone 01202 894888 or 01202 911135 or call in at 491 Ringwood Rd., Fern-down BH22 9AG

Hi Brian and Jacky. Just to say Roy and I were listening to the radio on Wednesday 12th (night) and we heard you talking about Morris Minors. We thought you put it over very well. With you on the radio and seeing Phil Traves on the TV, we have two stars in the making. All the best for now, Roy & Sue Gale.



Thanks to Peter Houghton who sent in this shot of a 'double' Minor at the Classic Car Show at the NEC on the Practical Classics Stand He reckons it could be a 'Cut and Shut'. What do you reckon?

Chairman's Report

Good evening and welcome to the December Clubnight. It seems to me that the older you get, the years go faster. I can't believe it was a year ago that I was wishing all club members a merry Christmas and a happy New Year, but it has been a good year with new rallies and runs. We had another great weekend at Beaulieu and thanks to all the members who helped. Also clubnights have been entertaining with some good talkers and quizzes. Also the weekend breaks at Sidmouth, Littlecote House, Isle of Wight and the National Rally at Kelmarsh Hall, Northamptonshire. I am very lucky to have a committee that are so keen to support the running of the Branch and also a big thanks to Chris and Margaret for the funds that they raise by doing the raffle every clubnight. Also can I thank Lyn and Sue for the great food we have each month at the clubnight. It was sad to hear that Derek is giving the Book Club, so thanks for all your hard work, Derek and for starting it up in the first place. PS—we are still looking for a club member to take over the club regalia and also, now the book club. If there is anyone who would like to either jobs please let one of the committee know. Tonight is December clubnight so have a glass of wine, a noggin and a natter and that's all from me. Ann and myself would like to wish everyone a Merry Christmas and a Happy New Year.



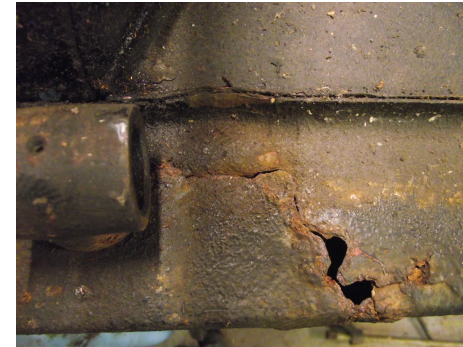
Secretary's Report

Good evening all and welcome to the last clubnight of 2014. That year seemed to pass extremely quickly! I hope you all enjoyed our annual visit from Stewart Timbrell last time and I'm sure you'll all want me to ask him back for next year. The first clubnight of 2015 will be another of the Call My Bluff quizzes and don't forget the annual Blind Auction in February. Don't forget to check out the regalia special offer table tonight and to check out the other items for your last minute Christmas shopping.



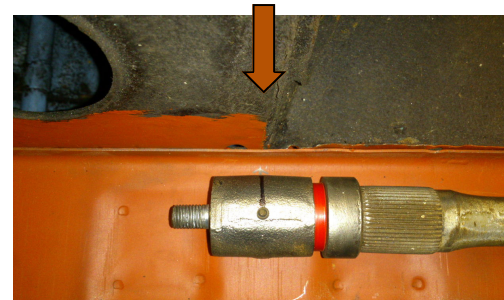
Our next big event will be the Mistletoe Meander. Tonight will be your last chance to book for this event. We will have to know numbers beforehand in order to let the Fish and Chip van know how many people are coming. The route has been planned and we have to hope for now is some good, or at least dry, weather! Please get your bookings in for the annual Dinner and Dance as soon as you can – once again tonight is your last chance. Bookings are still coming in for the Devon weekend to Sidmouth in April. There is still room if you want to come to get your booking in as soon as you can.

chassis leg is quite important, structurally since the lower suspension arm is anchored by it and should it fail completely, then it would be possible for the lower arm/torsion bar assembly to be parted from the car with potentially disastrous consequences. Of course, we stopped using the car when this damage was discovered and a replacement 'half' leg ordered for the nearside. You can purchase either the whole length or the short version. It is rarer for the rear part of the leg to need replacement – but I have had to replace both (long) legs on my convertible. With new panels, I always remove the black transport primer – which is easily done with a bit of thinners and thoroughly coat the new panel with good quality anti-rust primer inside and out. (Bonda primer is my current favourite—others are



available.) Leg replacement can be done from underneath the car, but believe me it is much easier on a roll frame. The job sounds difficult, but if you take your time, it can be done at home. Alignment is quite critical, as you might imagine. It is important to ensure that the new leg is parallel to the one on the other side and to that end you can measure the distance at several longitudinal points before starting. You could make a timber or metal gauge which fits over both legs and this will aid the alignment of the new part when the time comes. Longitudinal

positioning is also important and there is a simple alignment check which I use. For this you should ensure that the centre line of the eyebolt hole lines up with the rear edge of the engine tie plate. If you look closely in that area before you start, you will see what I mean. (See photo below).



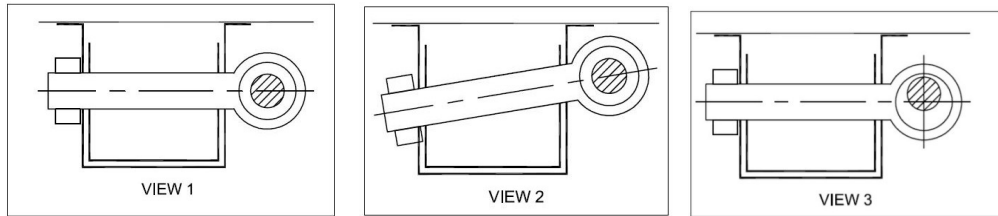
Before you start cutting anything, you will have to remove the torsion bar and lower arm. It is best to take it off completely and get it out of the way to prevent damage. (Torsion bars are easily damaged and any nicks can cause local stress raising and premature failure.) I took the steering leg off as well, since I was fitting a new one as part of the job. (My article on suspension overhaul details a method for removing/replacing the

suspension.)

Removing the leg itself is straightforward – you can either cut along underneath the top flange with a grinder or air chisel or drill out the spot welds. I personally find it easier to do the former then remove the remains of the flange piecemeal. There is usually quite a lot of tidying up to do and repairs to the tieplate (engine bay floor) are often necessary. I also had to repair the end of the front crossmember (under the radiator) since the end came away

Chassis Leg Replacement

The chassis legs are the parts of your Minor that keep the front wheels apart and stop the engine from falling out – in case you didn't know. There are two of them, they are a square, channel section and they run from just behind the front over riders half way down the car to the central cross member. Unfortunately, they are not immune from rust and tend to get heavily over-plated during their lives. The area that suffers most is the area which supports the lower suspension arm/torsion bar - the so-called 'eyebolt'. This component provides the connectivity between the car and suspension and thus is subject to considerable loading – both pulling and twisting. To combat this, the manufacturers provided a reinforcing cradle and tube which was spot welded inside the square sectioned chassis leg. Whilst this piece of strengthening undoubtedly did its job, unfortunately the double steel section tended to trap moisture. MOT style patches on the outside would only hide the developing rot within and it always worries me when you see a car with thick patches in this area. External repairs will do little to replace lost strength to resist the twisting and pulling forces as previously explained. Inspection is straightforward if you look closely. Rust or fatigue damage can be fairly obvious but you can also look at the alignment of the eyebolt in the lateral sense to get an insight into the condition of the chassis leg—as shown below:



In the diagrams, view 1 shows the cross sectional view through a nearside leg and looking from the front of the car. Here you can see the eyebolt approximately in the centre of the leg (height wise) and it should be level. You should be able to get your forefinger between the engine bay floor and the eyebolt (or the front part of the arm bolted to it). If you can't do this, the leg might resemble the second diagram (view 2). In this scenario, the eyebolt has rotated slightly anti-clockwise and the 'eye' of the eyebolt has moved upwards and the large securing bolt on the inside has moved downwards. Sadly, this almost certainly means that the reinforcing cradle inside the chassis leg has been weakened by rust and is no longer providing any significant additional support. If the eyebolt still appears to be in correct place but you can't manage the 'finger test' you may be lucky and have the scenario envisaged in view 3. This is caused by deterioration of the rubber eyebolt bushes and results in the shackle pin which should be in the centre of the bush, cutting its way upwards through the bush. A clue to this condition is usually squeaky suspension on that side of the car. This can be cured by fitting a new set of bushes and this has been dealt with in a separate article.

The nearside leg on our 1957 4 door had developed some rather nasty looking cracks – probably caused by a combination of rust and metal fatigue. Unfortunately, they tend to collect water and should have little drain outlets, which are often blocked. As previously noted the

Plans are coming together for Moggy Fest in May at the Beaulieu Spring Autojumble. We are organising an evening meal in the Brabazon Restaurant on the Saturday evening with an entertaining after dinner speaker. We are planning to put on the BMC dealership display again in the main marquee so if you can lend us anything suitable please let me know. I have been liaising with Richard Lee, the chief concours judge for the MMOC, and there will be a concours display on the Sunday and a judged competition on the Sunday. As most of the national competitors live in the Midlands and the North of England it is unlikely that many of them will attend. Despite this Richard is still keen to have a concours section so if you've ever fancied having a go, why not enter. We have some really good vehicles in the Dorset Branch and Richard is keen for you to participate. Once again, we will need plenty of volunteer marshalls as we did in 2013 so please let me know if you can help in any way. The more volunteers we get the easier the weekend will be for us all.

Thanks to everyone who has renewed their membership for another year and I hope you have another enjoyable year with us. We are already busy planning for 2015's events! Did anyone hear Brian's bit on BBC local radio last month? He does have it recorded if anyone wants to hear it and if you would like your newsletter autographed I'm sure he will be happy to do it for you.

We attended a couple of shows during November. The Restoration at the Bath and West Showground was much better than in previous years will lots of autojumble stalls and displays from various car clubs. There was plenty to see and do and I had a good day out. The other event we attended was the International Classic Car Show at the NEC. This is a truly enormous show and 1 day is really not enough to see it all. The MMOC display was very good with their theme being Dad's Army. Sandy Hamilton looked the part dressed as Fraser, the undertaker, and he took Brian's measurements just in case. Corporal Jones made us a very welcome cup of tea on arrival and we spent a short time with them before moving on to see the rest of the show. There was a very interesting double ended Minor on the Practical Classics stand – it was quite difficult to work out which was the front and which was the rear! The MMOC Young Members Register put on a good display as did the LCV Register who were displaying the recently discovered 1953 van which is the oldest one known to exist (I think!). I spent a while looking round the Morris Registers display of Morris 8's which are celebrating their 80th birthday in 2014. I really do like these and fell in love with 1 or 2 of them. As they had a special offer on for membership I decided to join and have really enjoyed reading my first copy of Morris Monthly. There really was an excellent display of cars put on by all the clubs and we had a really good, but very long, day out.



That's all from me for this time, so Merry Christmas and a Happy New Year to you all Laurie.

Is your Car an Alcoholic? by Editor



Not such a daft question if you think about it. There is probably 5% (E5) Ethanol by volume, in your petrol tank right now and it is due to go up to 10% (E10) soon. What is Ethanol? It is basically alcohol that is distilled from grain, sugar beet, vegetable waste etc. The **Renewable Energy Directive** has bound all oil companies to increase the use of renewable fuel. Ethanol has been around as a fuel source for over 100 years—indeed the Model T Ford was designed specifically for it until 1908. It fell out of favour when petrol became more widespread and the distillation of alcohol became a social problem in the United States in the twenties. Oil companies are now obliged to include increasingly greater percentages of Ethanol in their fuel. Unfortunately, Ethanol is corrosive. That is of no great consequence in modern petrol engine cars (since about 2002) which have fuel systems made of resistant materials such as plastics. However, your average classic car, containing 'yellow metals' alloys etc, has considerable vulnerability, which will inevitably mean an increasing need to overhaul the fuel systems at regular, short intervals. Not only is it acidic, but it is also hygroscopic (like our old friend, Dot 4 brake fluid—but don't start me off on that one today!) so it attracts moisture. As if that isn't enough, it has greater electrical conductivity than petrol so, galvanic corrosion will also occur. (This is when you have dissimilar metals in contact—ie brass jet in an alloy carburettor body.) In fact, the corrosion issue is so significant that Ethanol is only added to the petrol when already in the tanker waiting to be delivered! It will also attack rubber pipes and GRP. And, finally, shelf life can be as short as 90 days so laying up for the winter with a full tank is not a good idea (see article on Laying Up in last months newsletter.)

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SAMPLE PRICES: Rebuilt/Exchange clutches for Minor
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The March Clubnight will be a cake baking completion so, to prepare for it, here is the approved recipe for a Victoria Sponge Cake:
Ingredients:

225g (8oz) butter or margarine
225g (8oz) caster sugar
4 medium eggs
225g (8oz) self-raising flour (sieved)
Jam for filling.

1. Pre heat oven to 180c/350f gas mark 4. Grease and line 2 8" sandwich tins.
2. Cream together the butter and sugar until light and fluffy with an electric whisk or wooden spoon.
3. Gradually beat in the eggs and, if the mixture starts to curdle add a little flour.
4. Fold in the remaining flour with a metal spoon.
5. Divide the mixture between the two tins and bake for approximately 25 mins until golden brown and firm to the touch.
6. Remove from the oven and leave to cool before turning out onto a cooling rack.
7. Once cool, spread the jam and sandwich together.
8. **HAPPY BAKING**

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Phil Traves becomes an Unlikely Fashion Model

I work for Dukes Grove Auctions in Dorchester, In October this year we held our annual Vintage clothing auction. Vintage clothing is a growing trend and with the Goodwood revival and many collectors it is still very popular.

I had a phone call from West magazine, which covers Cornwall, Devon and parts of the West Country, and they were interested in having a fashion shoot with all the clothing from different eras. I suggested having it at Athelhampton House, as the owner Andrea Cooke loves her period clothes, she also loves old cars and loved her Morris Traveller when she owned it a few years ago! She said yes and on a bright autumn afternoon, Maddi and I set off for our photo shoot! We took



Photo courtesy Steven Haywood

a selection of outfits from different eras, and we had the best afternoon. The photographer was brilliant, with calls of “Keep your chin up Maddi!” and “Look harder Phil, stop smiling! You need to look hard, like a Kray!” Andrea was cool and composed at all times, as we later found out she had been a model a few years earlier, and was a great director!

The results were brilliant, and the article appeared in October in West Magazine, it was so much fun and seeing the final results was quite a shock, as I looked so different!

Working for a firm of auctioneers in rural Dorset sure has its benefits, and being a model was a new one on me!

Phil Traves

I have, for some time now, been using ‘Super Unleaded’ in my Minors in the belief/hope that the Ethanol content is lower or non-existent (E0). I wondered whether it was an urban myth, but the list below seems to corroborate that theory. ‘Super Unleaded’ is marketed as a higher octane alternative for higher performance cars. Any petrol engine can use it but it won’t make your Moggie go any faster! Oil companies seem a bit coy about letting on about their Ethanol ‘policy’, however, the following is a few years old now, but might still be useful.

BP Ethanol is added at 5% to unleaded petrol at all sites across the UK. BP Ultimate (super unleaded petrol) does not have Ethanol added, except in the South West of England.

Esso Ethanol is added at 5% to unleaded petrol at most sites in the UK. Esso Super Unleaded petrol does not contain Ethanol, except in the South West of England (Devon & Cornwall)

Shell Shell has repeatedly refused to answer the question. It is therefore an assumption only, that all Shell petrol should be considered to contain 5% Ethanol.

Texaco Ethanol is added at 5% to unleaded petrol. Texaco Super Unleaded petrol does not contain Ethanol.

Total Ethanol is not added to any Total fuel (including standard unleaded petrol). Except in the North West and South East of England.

Note that the above information may be out of date by now and the current situation may be different. The only reason that the super unleaded fuels may be ethanol free is because it is harder to obtain the fuel quality required for higher ‘octane’ rating if Ethanol is present. I found it very difficult to find the current ‘recipe’ of different brands of fuels However I did find the constituents for the Tesco ‘Momentum 99’ brand which includes 5% ethanol. Just in case Total Super Unleaded is still ‘E0’ I have reproduced a list of local ‘Total’ retailers in Hampshire and Dorset which has been put on the website under the ‘Technical’ section. (No recommendation implied).

Before you end it all, I can reveal that the car accessory company, Frost market an additive called ‘Ethomix’ which costs £12 and will treat 250 litres but it only combats the water corrosion and neutralizes acid. It will not stop galvanic corrosion. Millers offer a similar product called ‘EPS’. (Again, no recommendation implied).

So if anyone can provide any further, up to date information, I would be grateful. As always, any comments or feedback more than welcome.

It seems that alcohol is much more fun when taken orally (but in moderation and not whilst driving, of course!). I would rather we didn’t have to put it in our cars, however! Editor

(The information in this article was gleaned from many sources including a piece by Chris Thompson of the TR Register.)

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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Powerspark Vacuum advance units (for Lucas 25D distributor) £19
 (3 out of every 4 old Minor diaphragms don't work*.)



(* = based on non-scientific observations on my part!)

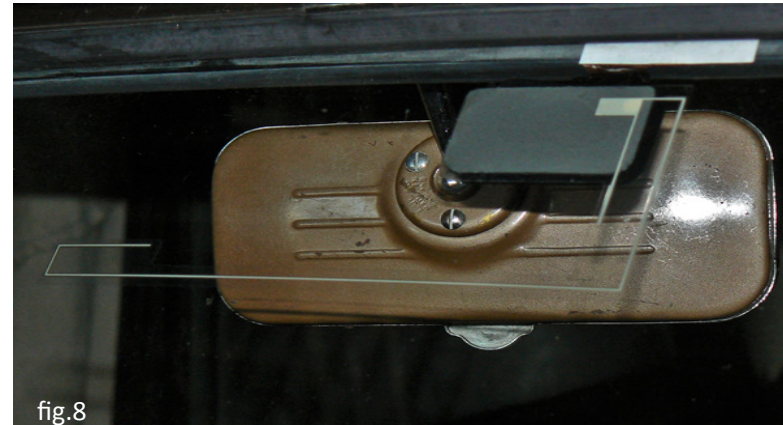
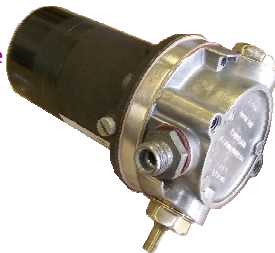
Rebuilt HS2 carburettors for 948 and 1098 £95 each. (Others reconditioned to order—please ask)



Combined alternator rear bracket/ignition coil mount, nickel plated exclusive to DMMOC £12 each. (as seen in Minor Matters)



Reconditioned Petrol pumps at £50 each. EXCHANGE (plus £10 refundable surcharge on old unit).



amplifier and comes with eight feet of lead making it a very interesting proposition, but I have no knowledge of its effectiveness. Bench assembly and trial of all the components before they are installed will give a good idea of their

performance and can save a lot of time and temper if some aspects prove themselves unsatisfactory.


Next time, we tackle what seems to be a 'bete noir' for many aspiring radio listeners - the wiring.



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should be noted that these days, car radio output is quoted as a maximum which is rarely attained and cannot be sustained; 40 watts per channel looks more impressive to a prospective purchaser than 10 w.p.c. which would be a more realistic figure based on general performance!

Speakers usually end up on the parcel shelf but there are alternatives. Under the front seats facing forward is a well-hidden location for a pair of large speakers which will enhance bass performance. There is ample room for a pair of 6" speakers on the trim panels forward of the front doors but holes are needed; not a nice way to treat a concours car!



fig.6



fig.7

Small speakers cannot produce bass, and because of this, many well-meant 'discrete' installations end up making Paul Robeson sound like Kate Bush! If speakers can be mounted solidly it will make a big difference to their sound.

An aerial will be needed for radio reception; I am not entirely in favour of adding holes to cars which may already have plenty of unwanted ones, but nowadays internal aerials are available. Carefully placed behind the rear-view mirror they are invisible to the driver and not too obvious to the casual

observer.

Recently I have seen advertised an aerial which is simply a black box which can, apparently, be placed anywhere inside the vehicle. It contains an inbuilt signal

Seventh Heaven

SEVENTH HEAVEN

Stuart and Elizabeth Keeping were determined to restore the Mini that had been part of their lives since 1973. Sadly Elizabeth is no longer with us, but 7 VME helps keep her memory alive.

Words: Kay Dwyer, Photos: Jim Kapp

Stuart Keeping
 Age: 66
 First car: Austin A8, cost £25
 Other cars owned: 1958 Austin A8, 1959 Rover 8, 1912 Rover 8, 1958 Austin 7, 1968 Morris Mini Cooper, 1969 Morris Mini Cooper, 1970 Morris Mini Cooper, 1971 Morris Mini Cooper, 1972 Morris Mini Cooper, 1973 Morris Mini Cooper, 1974 Morris Mini Cooper, 1975 Morris Mini Cooper, 1976 Morris Mini Cooper, 1977 Morris Mini Cooper, 1978 Morris Mini Cooper, 1979 Morris Mini Cooper, 1980 Morris Mini Cooper, 1981 Morris Mini Cooper, 1982 Morris Mini Cooper, 1983 Morris Mini Cooper, 1984 Morris Mini Cooper, 1985 Morris Mini Cooper, 1986 Morris Mini Cooper, 1987 Morris Mini Cooper, 1988 Morris Mini Cooper, 1989 Morris Mini Cooper, 1990 Morris Mini Cooper, 1991 Morris Mini Cooper, 1992 Morris Mini Cooper, 1993 Morris Mini Cooper, 1994 Morris Mini Cooper, 1995 Morris Mini Cooper, 1996 Morris Mini Cooper, 1997 Morris Mini Cooper, 1998 Morris Mini Cooper, 1999 Morris Mini Cooper, 2000 Morris Mini Cooper, 2001 Morris Mini Cooper, 2002 Morris Mini Cooper, 2003 Morris Mini Cooper, 2004 Morris Mini Cooper, 2005 Morris Mini Cooper, 2006 Morris Mini Cooper, 2007 Morris Mini Cooper, 2008 Morris Mini Cooper, 2009 Morris Mini Cooper, 2010 Morris Mini Cooper, 2011 Morris Mini Cooper, 2012 Morris Mini Cooper, 2013 Morris Mini Cooper, 2014 Morris Mini Cooper, 2015 Morris Mini Cooper, 2016 Morris Mini Cooper, 2017 Morris Mini Cooper, 2018 Morris Mini Cooper, 2019 Morris Mini Cooper, 2020 Morris Mini Cooper, 2021 Morris Mini Cooper, 2022 Morris Mini Cooper, 2023 Morris Mini Cooper, 2024 Morris Mini Cooper, 2025 Morris Mini Cooper.

We know of several 1959 Minis, with the numbers seen in the registration number. BMC dealers used all sorts of tricks to get seven on Austin Sevens, so it made the car look good when on display in their showrooms. As early as the 1970s, Stuart Keeping tried to sell the registration number for £80 but was told that was far too expensive. We wonder what it would be worth now but there's no way he's selling it! 7 VME was built at Longbridge on 31 August 1959, just five days after the official Mini launch.

Stuart tells us what he knows of its history: "It was dispatched to 'Sul and Slater Ltd., of Palmer Green, London the very next day, and registered on 3 September'. Unfortunately Stuart doesn't have details of the first registered owner, but it's likely it was the dealership and that the Mini was used as a demonstrator with its distinctive registration number. It then was taken to the Isle of Wight. The early owners appear to have been based at the cloister house, in Cowes. It came back to the mainland on 17 June 1972. We bought it on 14 August 1973. At the time

he was a young serviceman serving with the Military Post Regiment at Southampton. His wife, Elizabeth, had just had their first child. He was about to be sent away to the Middle East for six months. The military way of that time was not very substantial. We were on the lookout for a cheap car. In the early 1970s there was an abundance of early BMC products so 1959 Minis were cheap and not really sought after. I bought the Mini for £40. It had an MOT which, in those days, was not very onerous. It ran but, like all early Minis, it

needed like a sieve. It had been sprayed in the most awful colour of mustard sickly yellow. Elizabeth used the car for six months, driving owing son Nathan around in his carrycot on the back seat. "Whilst I was in the Gulf, I missed the employment opportunities that could be taken by a trained marine engineer, so when I returned I purchased my discharge from the UK forces." He then returned to the Midlands East to work as an oilfield mechanic. At the time, both his wife and son with him. "I left 7 VME under a tarpaulin, behind a

small garage. Storage was paid for a year, a very modest sum. Ten years later, and now with a second son, he was the family breadwinner. I had always paid the storage fees but the Mini was a sad example compared to what I had left. The one-hole window glass had been taken, as had the driver's door. I moved it to my new home and promptly got on with other things. It was to be a project that I would start tomorrow." Three more house moves followed. "I always told the DOL where the car was so I retained the original registration." *

Branch member Stuart Keeping (526) is quite keen on the BMC Mini and currently has 3 in his collection. However, the one he has owned longest was recently featured in the magazine 'Mini World' (October 2014). It is a red 1959 Austin Mini 7 dating back to the first week of Mini production. It was believed to have been used by the dealer as a demonstrator (probably explaining the '7' registration number) prior to spending the next decade or so on the Isle of Wight then being purchased by Stuart and Elizabeth in 1973. The car was intermittently used and stored, with the 'storage' option being used more as time went on. The restoration was commenced in 2007 and the shell was repaired by 2009 when it was shown at a Mini anniversary at Longbridge on the Mini Register stand. The restoration was carried out to replicate the original car as far as was possible bearing in mind the lesser focus on using original parts 'back in the day'. Neither the engine or gearbox have been rebuilt and both are fine. The car was presented for MOT in 2009 and passed (of course) then going on to be exhibited at classic car shows. Stuart tells me that it is going to be shown in the London Classic Car Show at the ExCel Centre 8-11 January 2015. Might be worth a look as there is usually not much going on in January.



I.C.E. On the Road

In-car entertainment is expected in a modern vehicle, however it was a luxury accessory in the days when our Minors were built. Back in the fifties and sixties there were several different brands of car radio available from British makers Ekco, Pye, Cossor etc. plus a few from the Continent, such as Grundig. All were comparatively expensive and performance was apt to vary. They worked on the long and medium wave bands only, FM reception and stereo sound coming along in the later 1960's, followed by radios combined with a cassette player.



fig.1

Output was usually around 3 - 5 watts per channel but to overcome the engine and road noise at speed, the volume would have to be close to maximum which often overtaxed the amplifier leading to distortion of the sound.

Most cars of the fifties and sixties in the medium to high price range had a place where a radio and speaker could be fitted as seen on the Wolseley in fig.1.

Manufacturers offered radio and speaker 'packages' as optional extras but the cost was offputting to most. The Minor, at shall we say the 'economy' end of things had no provision for such luxuries, and it was unusual to see a radio fitted into what was considered a utility vehicle. Oddly, in 1958 Morris (B.M.C.) was offering an optional radio in its seven-ton payload commercial vehicles. It could not have competed with the 5.1 litre diesel engine on full song at 38m.p.h. although with hindsight it seems a stronger selling point than the asbestos-lined engine cover which occupied the central third of the cab interior.



fig.2

When choosing a radio for any classic car there are two ways to go; an old one that *looks* right or an up to date model with an up to date performance, the appearance of which will not be in keeping with the car. It may be possible to improve the output of a low-power 'vintage' radio by using a remote power



fig.3

amplifier as shown in fig.3; some of these have what is known as 'high level' inputs which connect to the radio's speaker output. The results could range from impressive to depressing depending on how well-matched the components are.

There is also the matter of polarity to consider. All modern radios are negative earth, some earlier models may well be positive earth. If the car is equipped with a dynamo, polarity of the electrical system can be changed quite easily to suit; if an alternator is fitted, the radio will have to be negative earth.

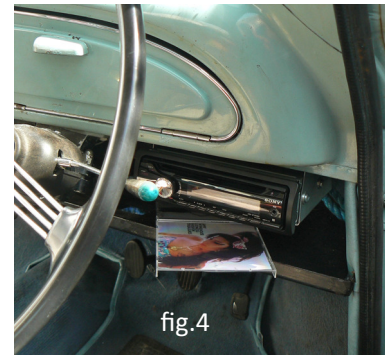


fig.4

Beneath the Minor's dashboard is a favourite location for a radio, but it must be remembered that an installation on the driver's side will obstruct access to the bonnet release handle. This can be remedied by a few inches of cord tied onto the handle to form an 'extension'. Some owners have made a very neat job by fixing a panel over one of the glove boxes which then forms a fascia for a radio, but of course the glove box storage space is lost.

Before installing a radio, an important point to address is water ingress. On any old vehicle the windscreen rubber may leak, likewise the wiper escutcheons; on many cars, Minors included, the bonnet hinges can allow water to seep in under the scuttle. If water gets in it will surely run down and drip straight onto the radio, wherever it is.



fig.5

Period radios will normally be single channel, needing only one speaker, later devices with stereo will demand two speakers and twenty-first century installations call for four although two will get you by. For optimum performance it is definitely a case of "The more the merrier". It