

## Rear View

When I was at the checkout and ready to pay, the cashier said very loudly, "Strip down, facing me." Making a mental note so I could complain to my local MP about this security rubbish, I did just as she had instructed. After the shrieking and hysterical remarks finally subsided, I found out that she was referring to how I should position my credit card. Nevertheless, I've been asked to shop elsewhere in the future. They need to make their instructions a little clearer for us seniors



We have obtained some new Minor 1000 door pulls for sale to Branch Members at the favourable introductory price of only **£7.50** each. These are available in four colours: Green, Blue, Black and Grey (as shown).  
(\*Currently £11.88 from ESM and £10.78 from Bull Motif)

We still have just one newly refurbished Unleaded 1098 head in stock. It is ready to fit c/w new valves, seats, guides, springs and stem seals. It is **£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](http://www.dorsetmmoc.co.uk))

Morris Coasters	£ 0.50	Single Cards (not Morris)	£ 1.35
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Small Morris Hangers	£ 9.00	Postcards of Corfe	£ 0.50
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Small Models	£ 3.75	Money Boxes	£ 5.00
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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**

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**February 2015**  
**Volume 18**  
**Issue 3**

[www.dorsetmmoc.co.uk](http://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

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

Olivia and David's Convertible at the recent Mistletoe Meander run in December. (Winner of the 'Car of the Day' award).

**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](http://www.dorsetmmoc.co.uk))

### **2015**

4th Feb—Clubnight—Blind Auction

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

15th March—Milestones Museum Run, Basingstoke (Rownhams 10:00am)

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

7th June—Wessex Car Show—Breamore, Fordingbridge

14th June—North Wilts MMOC Branch Rally

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

19th July—Classics at Sherborne Castle

2nd August—Lymington Rotary Show

5th August—Gardening Competition

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

9th-August - Mid Summer Saunter—Tynham (Meet at Craft Centre, Lytchett.)

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

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

28th December—Mistletoe Meander

2016

January 9th—Dinner and Dance, Liston Hotel, Boscombe

### **BRANCH REBATE SCHEME**

You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly clubnights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise Des Waller (or any Committee Member) of your **MMOC membership number** and renewal date and make sure that you sign the attendance sheet at the clubnights. Thanks.



## For Sale & Wanted & Club Notices

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



New pair of pattern front wings £200 the pair  
Set of four Minilite style alloys to fit Minor, 5.5 x 14 fitted with 165/70 x 14 tyres ( 5-6mm tread ) c/w chrome wheel nuts £250 the set  
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### Discount arrangement with Motabitz

Please note that the Branch discount is available from any branch of Motabitz.

Our trade account reference is MIN 004 and is listed on all Branch computer systems. The discount arrangement was set up via Graeme, the manager, at Ferndown Branch.

Please let me know if you have any problems.

Dave Walker 01202 877972 or daveandjackie@tesco.net

## ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

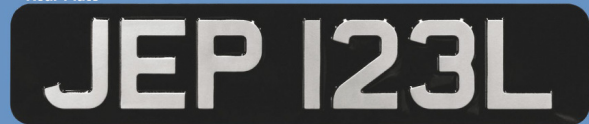
*"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"*

John Jenkinson, Chairman  
Morris Minor Owners Club, Dorset Branch

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# Dorset Branch Newsletter

February 2015

**MORRIS MINOR OWNERS CLUB**

**Volume 18 Issue 3**



**CLUBNIGHT ACTIVITY:**  
Blind Auction

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### NEXT CLUBNIGHT—Cake Competition

The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid-up members. It is also available for download from the Internet usually about 10 days before the clubnight.

## Editorial

Hello everyone and welcome to 2015. I hope you didn't have withdrawal symptoms without your favourite newsletter in January. Anyway, we are back with another full year of activities and highlights for you to enjoy with your Morris Minors.

Sometimes, fate intervenes in the best laid plans and usually this has a negative effect. In most cases, an unforeseen event at a late stage of planning will cause much running around like headless chickens and gnashing of teeth. However, when John received the bad news about the Chip van that had been booked for the Mistletoe Meander—things actually worked out better in the event. The MOT test on the van had apparently revealed about £3,500 worth of repairs needed prior to the fryers being fired up again. The upshot was, of course, that, at the last minute, the fish and chips on the Meander were out of the question. A few phone calls and feverish research by John soon found a willing chip shop in Parley who were willing to take on the challenge. They opened up just for us and came up with the food at 1:00pm as planned. Don't know about you but I thought it actually worked out better than before since it all arrived at once and tasted pretty good.

Thanks to those who have contributed to this month's newsletter, both the 'Regulars' and the 'Newbies'. These include a great little sequel to last month's item on fitting a radio to your classic and Nick Odell's adventure to London. I would have liked to have seen the London Classic Car show myself in January, but we had already booked a dinner and dance for that weekend! So thanks to Nick for the write up on the show. Speaking of the Dinner and Dance, this was held at the Liston Hotel in Boscombe and as is the usual tradition, the previous year's presentations were made as follows: Series MM: Mike Sheppard, Series II: Brian

Wood, 1000 Saloon: Chris Tilly, 1000 Traveller: Ian Chivers, 1000 Convertible: Olivia Akam, 1000 LCV: David Holton, Best (Selwood Cup): Eddie Pateman. The 'Dinner' (well... mine) is shown (left) and on the right is the aftermath of Tracy and Ian's dancing.



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SAMPLE PRICES: Rebuilt/Exchange clutches for Minor  
£65 (948cc) £65 (1098cc)

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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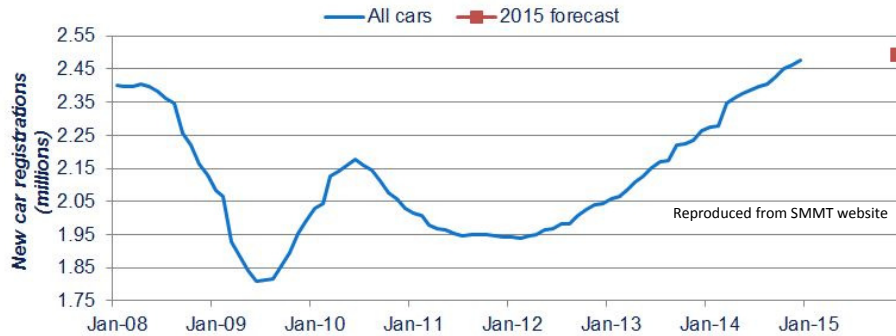


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## More Scrappage!



Could somebody please explain to me the logic of introducing another Scrappage Scheme to the UK this year?

Classic Car Weekly informs us that the Society of Motor Manufacturers and Traders (SMMT) are currently drafting plans in conjunction with the Government to reintroduce the scheme that was first seen in 2009-10 and involved cars of all fuels (although there is some suggestion that this time round it might only involve older diesels).

A casual analysis of the graph above will reveal that new car sales hit a 'trough' of about 1.8m in mid 2009 and is now at an all time high with about 2.5m predicted for 2015. If there was any logic to it last time, it was to boost new car sales, however misguided it might seem to us classic car owners. It is quite clear now, however, that the new car sales figures don't need another 'leg-up' at this time. So to me, it would appear that there is little or no justification this time round.

The statistics of the last scrappage scheme make sad reading, they resulted in the destruction of 81 Morris Minors. I had a browse through the statistics of other cars that bit the dust and found such sad entries as the Toyota Celica GT4 (4), BMW 635CSi (13), Peugeot 205GTi (32) and even a Lancia Delta HF Integrale (1). Future classics—all of them!

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 "At Woodies we specialise in the Morris Traveller but we can fabricate timber frames for all classic cars. We have completed many Morris Travellers over 30 years, as well as many other wood framed vehicles."

## Editor's In-Box



Following on from last month's exposé on Ethanol, Branch Member, Terry Kingston contacted me to say that he had suffered a protracted investigation with one of his Fords which was suffering from low fuel pressure (being fuel injected) A new metering head was fitted and didn't make any difference. A new pump was fitted—still no joy. Eventually, the fault was traced to a degraded fuel pipe, which was not old but had got many tiny cracks which was keeping the fuel in but allowing air to be drawn in through the cracks. This was believed to have been caused by the ethanol. Apparently the underground tanks at the petrol stations have to be leak tested if they have ethanol-laden fuel inside. If the super-unleaded tank has not been tested, then it won't have ethanol in it.

Thanks to Jim Eggleton for the article recently published in 'Classic Bike' on the subject of Ethanol (and Chrome!) This article contains the news that E5 (that's 5% biofuel) is to be banned in favour of E10 (10% biofuel) in *two years!* This is indeed bad news for all pre-1980 vehicles with rust, corrosion, fuel system damage and clogging—oh, and it also attracts moisture, as if all that was not enough Meanwhile back at the 'EU' they are planning to introduce a ban on tradi-

tional chrome plating, branding 'hexavalent' chrome (CrVI or CR +6) as it is a potential health hazard to those working with it. The proposed substitute 'Tri-valent Chrome' is useless, according to experts who say that it is not resilient, doesn't have the same weather protection and you cant get the same consistent bluey colour you get with hexavalent chrome. It will react with contamination— even 5 parts per million which can make the chrome look brown. Chrome plating of hydraulic rams (used in construction machinery) is not possible with Trivalent chrome so an exception for that use has been agreed. Unless an exclusion is sought and granted, hexavalent chromium will disappear as a decorative finish by 2019 at the latest, and follows on from a ban on it being used in car production across the EU since 2007. "Aaargh!"

Hi Laurie, We would like to thank all concerned for making today (Mistletoe Meander) so enjoyable. The run in the car followed up with a chat and the fish and chip meal was just great. Bring on next year. All the very best to those involved with its organizing.  
 Jim Eggleton , Bruce Eggleton and Jenny

Just a formal note to say how much Jackie and I enjoyed the Dinner Dance and the Mistletoe Meander.  
 Our grateful thanks to all of the committee for their hard work. Regards,  
 Dave and Jackie.

## Secretary's Report

Good evening everyone and welcome to the first newsletter of 2015. I hope you all enjoyed the "Call my Bluff" quiz at month's meeting. Tonight, we will have our annual blind auction for charity so please dig deep. We will choose this year's charity a bit later on in the year so please start to think which one you would like us to support this year.

The annual dinner and dance went very well and the staff at The Liston Hotel really looked after us well. Well done to the following who were presented with the annual awards this year:

Series MM – Mike Sheppard, Series II – Brian Wood, 1000 Saloon – Chris Tilly, 1000 Traveler – Ian Chivers, 1000 Convertible – Olivia Akem, 1000 LCV – Dave Holton, Best Overall – Eddie Pateman.

The plans for Moggy Fest are coming on well with a steady stream of entries dropping on the mat every day. I have been talking with Richard Lee, the chief concours judge for the MMOC, and he will be holding an official concours competition over the weekend. I know that some of you have extremely good vehicles so I would like to encourage you to enter. Don't worry if it is modified as there is a special concours category for you. You should have an entry form with your newsletter tonight so please let me have it back ASAP.

We are looking into several new shows and events this year. We have been asked to bring the cars along to the Holdenhurst Village Summer Fete in July. We are looking into having a club stand at The Wessex Classic Car Show which is being held at Breamore House this year and at Classics at the Castle in Sherborne. We have been invited along on a run by the 2CV Club and the A30/A35 Owners Club to the Milestones Museum in Basingstoke. This is on Sunday 15<sup>th</sup> March.

Quite a few members have been under the weather lately so I would like to wish them all well and look forward to seeing you again soon.

Nev has finished building the new engine for the convertible and we hope to get it installed soon. I want to get a few miles on the clock before we start using it in earnest this year.

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

Happy Minorng, Laurie.

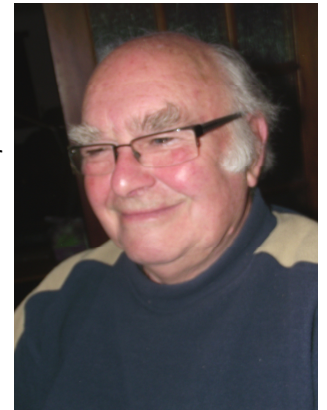
Laurie has now sent out the application forms for the big DMMOC event of the year.

If you have not got one, please ask or download one from the website. (Go to 'Events' and click on the link)



## Chairman's Report

Good evening and welcome to February's clubnight. It was nice to see members and friends enjoy the dinner and dance at the Liston Hotel. Nev has booked the hotel again for next year. My friend in London was meeting with the colonel in chief for dinner to see if the Branch can be offered 50 tickets for the Trooping of the Colour in June. If any of you would like to go, please let me know at Clubnight or give me a ring. Tonight is the annual Blind Auction with our top auctioneer, Roy, trained by Sotheby's\*—so dig deep for this year's chosen charity. Moggyfest at Beaulieu is going well and will be at the May Autojumble on 16-17th May. Laurie has the forms for this and also the Branch Rally in July 10-12th to give out. If any of the branch members know of any others who are not feeling well or suffering from illness, please let Eddie know so that we can send a get well card. We are still looking for branch members to take over the Book Club and the Regalia (I am happy to help out—so you won't be expected to do it alone if you don't want to). That's all for now, John.



\*probably not true.

## Milestones Museum

As Ruth and I are lucky enough to have great friends in various car clubs, I thought it would be nice if we had a run to the Milestone Museum at Basingstoke. This would give us all the chance to see other makes of cars besides our own Citroen's, Austin's Morris's, Messerschmitt's, Fords etc. More importantly, to meet other great, like minded people. For those of you who have not visited before, Milestones is an indoor museum, with various street scenes in two different eras. There is something of interest for everyone ranging from vehicles, period shops and

a pub selling beer with a pianist playing Les Dawson style! There is a cafe selling the usual cakes, pasties etc. All in all a really good day out even if the weather is not too good My idea is to keep the run to the local clubs, that I am associated with, and would appreciate that it is not published in the national club magazines. The rendezvous would be at Rownhams Services north bound at 15th March 10.00 a.m. for a 10.30 departure. There is a discount price of £ 6.85 per person for parties of over 15 and lots of free parking. Can you please let the various club coordinators know if you would like to come They in turn can then give me some idea of numbers. Looking forward to seeing you all. Colin Hughes



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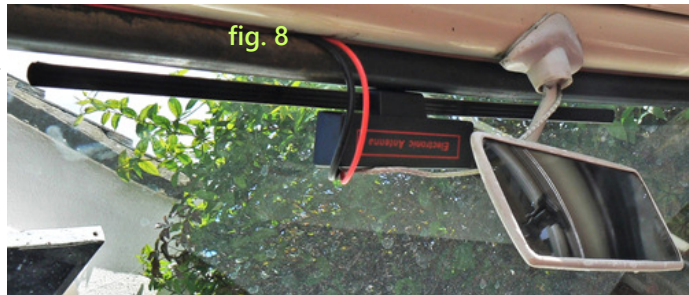




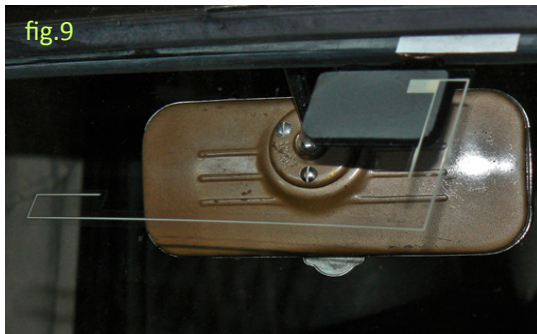
There are either one or two more power related wires attached to the modern radios; one blue, the other blue/white. One for electric aerial operation, the other to power an auxiliary amplifier. They will be redundant in most Minor installations but both become live when the radio is switched on, so precaution should be taken to ensure that

they cannot cause a short circuit.

When connecting the speakers it should be noted that most of them have one large and one small terminal. If, for all your speakers, the plain wire is attached to the small one and the wire with the tracer put onto the large one the phasing will be correct. If it is not correct, one speaker will be 'sucking' whilst others are 'blowing'. It is very hard to detect this and for most installations it won't matter, but it's nice to have things right.



Finally, an aerial will be needed; the traditional type which requires a hole in the bodywork has been superseded by a variety of discrete devices which usually stick to the inside of the windscreen. The cable can be tucked behind the windscreen rubber, emerging at the lower corner and the aerial itself is partially hidden by the rear view mirror. That shown in fig.8 has an integral signal amplifier which requires a live connection - to one of those spare blue wires mentioned earlier. Fig. 9 shows an internal aerial for digital signals.



As always, neatness and tidiness of the wiring will pay dividends. All joints and terminals should be soldered as a loose joint will give rise to a crackling through the speakers which will drive the listener to distraction.

I decided to visit the inaugural London Classic Car Show staged by Brand Events at the Excel Centre on Friday, 9<sup>th</sup> January during the second day of its four day duration. The journey up from Bournemouth by train went smoothly enough, and having taken the underground to Canning Town, I alighted and decided to walk to the Centre. I was amazed by all the development of the Docklands which has taken place over the last few years and which has given the area a decidedly airy and spacious feel. The new houses and apartments by the quays have been tastefully designed and I particularly liked a new building called "The Crystal". They have even created a small beach by the Royal Victoria Dock - it looked inviting until I saw a sign which said "No Swimming", so perhaps the Thames is still not as clean as it could be!

The show itself was held in a large hall of the Excel Centre and contained an impressive selection of high-end classic cars, all highly polished, valuable and in some cases rare. Several London area dealers had cars for sale with some eye-watering prices to match!

On display in the show were Rolls Royces, Aston Martins, Jaguars, Mercedes, Ferraris, Maseratis, and a Bugatti to name just a few! James May's thirteen most "significant" cars was an interesting feature and it was good to see that these included a Model T Ford, Volkswagen Beetle, Ford Mustang and the Toyota Prius. The last one was significant because it was the car that was at the forefront of the hybrid movement. Sadly the Morris Minor was not in the selection, but I spotted a Minor Million on display in another part of the show - it had immaculate bodywork but the interior trim looked slightly worn.

Because it is the 60<sup>th</sup> anniversary of the Citroën DS this year, I reckon that I saw four examples around the show - a black one, a green one, a décapotable (convertible one) and a fetching two tone red and cream one which was on sale for just under £25,000. It was very good to see these iconic French cars here as it also was to see an early Mini Cooper.

I enjoyed seeing how two specialist manufacturers had created modern replicas of the Austin Healey 3000 and the Morse type Jaguar Mark 2. Evidently you can say what you want created if you intend to buy one but it won't come cheap!

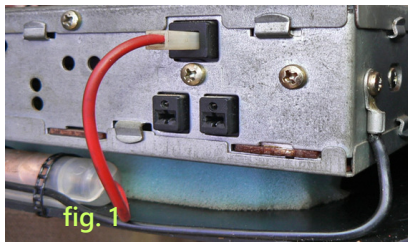
There was also an area devoted to the career of Red Bull designer Adrian Newey containing some historic racing cars and also an attractive looking Riley RM (circa 1950) which had family connections with him. In the middle of the hall there was a Grand Avenue containing several of the "most desirable" classic cars ever made and there was space for some of them to be driven along the avenue by experts from time to time during the day.

This was an enjoyable and successful show to have visited, and as a strict amateur, I apologise for having given rather a generalised account of proceedings. I discovered that you had to be a Premium Ticket holder to partake of some refreshments situated in a pleasant seating area near two London buses. Oh well, such is life!

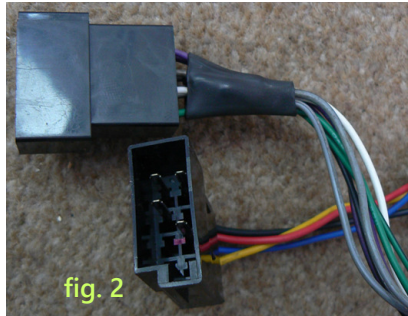
## I.C.E. On the Road (Part 2)



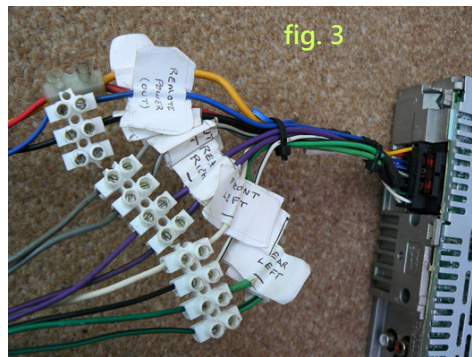
Assuming that a suitable radio, speakers and aerial have been chosen and their positioning and mounting decided upon, there remains the sometimes mystifying job of wiring the whole lot up in a neat and functional way. One can learn much about the scheme of things if the ensemble is bench-tested before fitting. It is much harder to rectify mistakes and perfect the arrangements whilst laying on one's back poking around under the dashboard in the semi-dark!



Older radios have a very simple arrangement for power and earth leads, as seen in fig. 1, note the obvious earth connection and the pair of 2DIN sockets for the outputs. Modern radios come with two multi-pin plugs as in fig. 2 which are universal and enable the radio to plug in to the existing wiring of the vehicle. One plug deals with power circuits and the other with speaker circuits.



For the sake of simplicity when fitting a new(ish) radio to an older car it is better to cut these plugs off, labelling the wires if necessary, then replacing the plugs with terminal strips as in fig.3. If a brand-new radio is being installed, removing the plugs may invalidate the guarantee in which case a pair



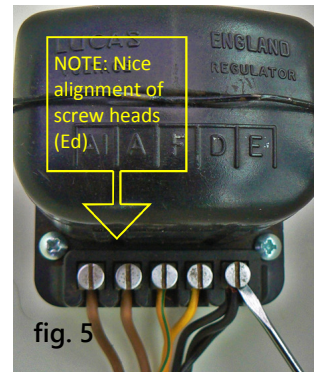
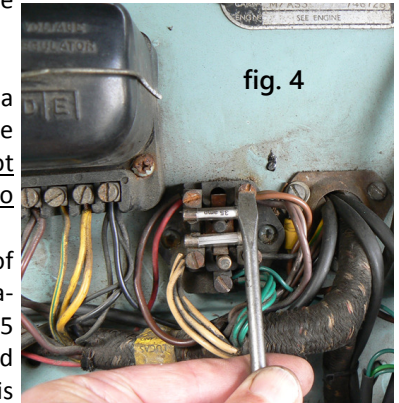
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of mating plugs should be obtained and wired to the car, if only for the life of the guarantee.

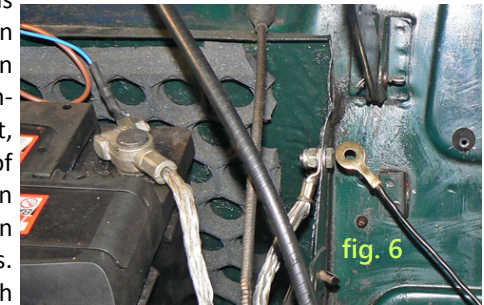
All the external wiring on modern radios conforms to a standard colour code which will be referred to as we go along, and is tabulated below. Older radios do not conform to this standard, and care must be taken to ensure correct identification.

The power (red) and earth (black) leads should be of wire not less than 1 sq. mm in cross section, if the radio does not have an integral fuse, a line fuse of 5 amps should be included in the power lead. A good place to tap into the live side of the vehicle's wiring is at the fuse box as shown in fig 4.



Connect the red radio supply wire onto the fuse box terminal which holds the two purple wires, this way the radio will be permanently live regardless of ignition switch position. Alternatively terminal A of the voltage control unit may be used.

A good earth is important and in fig. 5 is shown an appropriate connection point, the 'E' terminal of the voltage control unit. Cars fitted with an alternator may have 'lost' the control unit, in which case refer to fig. 6 for two alternatives. A ring terminal may be soldered onto the earth wire and bolted directly to the battery clamp or to the battery's earth bolt.



All modern radios have an integral clock and a memory for settings. The supply for these is via the yellow wire and this must be permanently live. To achieve this neatly the red (radio live) and yellow wires may be joined near to the radio as may just be seen at the top of fig. 3. Remember that once the radio is installed and set up, disconnection of the battery will cause the radio to return to its default settings.