

## Rear View



The Hampshire Branch had their annual show at the Bursledon Brick works on the 14th June. The space was limited but it was a good display with other attractions as well. The museum is well worth a visit for those with an interest in building.



### MORRIS MINOR REGALIA - DORSET BRANCH

Our Branch Regalia stock is managed by **Dave & Jackie Walker** 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
Mugs	£ 3.00	Single Cards	£ 1.35
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



Printed by: **Adding Value Solutions Limited**

2 Friars Workshop, The Friars, Jedburgh, Roxburghshire, TD8 6BN

M : 07768 653017 T : 0870 360 7000 F : 0870 360 7001

E : [stephen@addingvaluesolutions.co.uk](mailto:stephen@addingvaluesolutions.co.uk) - W : [www.addingvaluesolutions.co.uk](http://www.addingvaluesolutions.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).

Raffle Coordinators: Chris Tilly and Margaret Pateman

Spares Manager: Brian Wood

(07411 116336)

Membership Secretary – Des Waller (01202 573403)

Events Organiser/H&S Supervisor – Neville Gerry (01202 747687)

Regalia : Dave & Jackie Walker

Product Development Mgr: Brian Ford

Welfare/Technical Adviser: Eddie Pateman

Catering Executives: -Sue Blewer, Lyn Gerry

### FRONT COVER

We had a good turnout of Minors at Tyneham Village for the Chairman's Run on 24th May.

**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

1st July– Clubnight—Skittles at Bloxworth  
4th July—Burton Scout Carnival– Burton Rec, Martins Hill Lane.  
5th July—Classic Cars on the Prom—Highcliffe Castle (plus Road run to Pier)  
10-12 July—DORSET BRANCH RALLY  
18th July—Holdenhurst Fayre—**PLEASE TELL LAURIE IF YOU WANT TO GO.**  
19th July—Classics at Sherborne Castle **LAST CHANCE TO BOOK**  
19th July—Poole Bay Classics, Breamore, Fordingbridge.-  
1-2 August– By-Gone Days—Brooklands Farm, S.Gorley, nr. Fordingbridge  
2nd August—Lymington Rotary Show  
5th August—Club night Gardening Competition  
7,8 & 9th August —Purbeck Rally  
8-9th August—Morris Vehicles Association Rally—Thoresby Pk Nottinghamshire  
15-16th August—Forest Fayre with Steam, Brockenhurst.  
23rd-August - Mid Summer Saunter—Meet at Avon Heath—Road run 10:30 depart for Classic Cars on the Prom (Christchurch Quay). Finish at Dave & Jackie Walker's (High Tea)  
30th August Brockenhurst Carnival and Fun Day, Brockenhurst College.  
2nd September –Clubnight—Pub Quiz  
5-6th September –Isle of Wight MMOC Rally, Havenstreet Railway, IOW.  
5-6th September—Beaulieu International Autojumble  
12th September-Rebekah Fund Charity Day, Hamworthy Club, BH21 3AP **SEE LAURIE**  
19-20th September-Holnest Country Fayre  
20th-Sep—Classic Cars on the Prom (Christchurch Quay)  
26th Sep—Skittles v HAMMOC and Surrey Hants,Wellow Golf Club, SO51 6BD  
7th October—Clubnight AGM  
28th December—Mistletoe Meander

2016

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

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

## TRAVEL LINK UK

ALL UK AIRPORTS & DOCKS

01202 526498

[www.travellinkuk.net](http://www.travellinkuk.net)

## 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**

### 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

Branch Spares has the improved 2-stage bonnet stay (right) which allows the bonnet to be raised almost vertically! On special offer £25 each to Branch Members only. (£27.50 normally) (Postage-add £2.00)



**BOSCH**

We have now sold all the BERU coils and now have some BOSCH ones which are **£30 each** from Branch Spares



**WANTED:** pair of early road wheel rims (series II) 4.5" PCD. Tony Dorey 07952 982510 9/5/15 dorey.tony@googlemail.com

## ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

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

John Jenkinson, Chairman  
Morris Minor Owners Club, Dorset Branch

Front Plate



Rear Plate



Our Morris Minor plates are specially designed with radius corners to fit the rear aperture of a Morris Minor. All our embossed aluminium plates are handmade using traditional methods, stoving enamels and decades of experience.

VINTAGE & CLASSIC  
PLATES BY  
**Jepson**  
Est. 1894  
MADE IN  
SHEFFIELD

**0114 273 1151**

[www.jepsonclassicplates.com](http://www.jepsonclassicplates.com)

Jepson Classic Plates. 44 East Bank Road, Sheffield, S2 3QN

# Dorset Branch Newsletter

July 2015

**MORRIS MINOR OWNERS CLUB**

**Volume 18 Issue 8**



**CLUBNIGHT ACTIVITY:**  
Skittles at Bloxworth

## Inside this issue....

Editorial	4
Editor's In-Box	5
Secretary's Report	6
Theresa's Tale of Dodgy Brakes	7
More on Brakes	8
Trooping the Colour	11
Chairman's Report	12
For Sale and Wanted (and Club Notices)	14
Forthcoming Events	15
Rear View & Branch Regalia	16

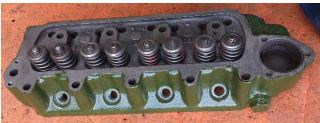
**NEXT CLUBNIGHT—Gardening Competition**

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 and welcome to the July edition of the newsletter. The Annual Branch Rally is almost upon us and the preparations are well underway. Hopefully we will have our usual helping of decent weather and a good turnout of Minors and other classic vehicles. Thanks to all of you who support the spares section, which continues to grow each year. We had a record busting Beaulieu—taking more on the Saturday than we normally do over the whole weekend! We have ordered another batch of unleaded heads and they should be available soon. I can't promise that



they will be the same price as last time, as the cost does seem to vary. However, I am satisfied as to the quality of the workmanship of the current provider and we should be able to get some-

where near the same deal. Although the cost is comparable to others (i.e. ESM), the advantage is undoubtedly in the saving in two lots of postage for the delivery and the exchange return (which is a significant amount). The bonnet props sold quite well at Beaulieu and I have still got some left. They are gradually going, however, and I am not currently planning for a second production run. I am writing this at Warner's Holiday camp on Hayling Island. We got a partial credit for the last expedition to Warner's at Littlecote House back in January in which I (some of you will recall) I had, what is best described as 'a funny turn' and spent the weekend in Swindon Hospital. Bizarrely, the comedy act on Friday night was 'Kamika' who also appeared in January at Littlecote. They only managed about half of the set before I joined in and mucked it up for everyone. I spoke to 'Tina' after the Hayling show and apologised. She remembered the incident clearly and was very understanding!

Roger Kellow has penned another in his series of 'A-Z' of British Industrial Legacies that were featured in Earls Court Motor Show guides. In order to save him from premature 'burn-out', I have given him the month off so his series will continue next month with 'E' for ... (wait and see!)

We have the salutary tale of Theresa's brake failure on page 7. The phenomenon described (ie detachment of brake lining from brake shoe) is not uncommon. I have had it happen to me on a set of unused old stock shoes and the detachment was due to damp storage and rusting causing the separation. The brakes on our Minors can be made to work adequately for most purposes, but they are often not up to the job due to a lack of maintenance. (My own cars are not immune to this deficiency, incidentally). Leaving aside the recent experience of said Ms. Moxley, braking performance tends to deteriorate gradually so as we don't notice the gradual fall-off until someone pulls out in front of us.

Anyway, that's all for now, Brian.



**CHARLES WARE'S  
MORRIS MINOR CENTRE**  
[www.morrisminor.org.uk](http://www.morrisminor.org.uk)



**RESTORATION SPARE PARTS**

MOT, Repairs,  
Service, Welding,  
Body, Paint & Trim

Comprehensive  
range for all makes  
and models

Sales: (0117) 3003 754 Parts: (0117) 3003 753  
20 Clothier Road, Bristol, BS4 5PS  
[morris.minor@charleswaresmmc.co.uk](mailto:morris.minor@charleswaresmmc.co.uk)



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). (Branch Spares) (\*Currently £11.88 from ESM and £10.78 from Bull Motif)

**Little Canford Garage Ltd.** BOSCH SERVICING CENTRE

\*Servicing (classic and modern) 98 Wimborne Road West,  
\*MOT's (inc. Class IV & VII) Wimborne,  
\*Car Repairs Dorset, BH21 2DS,  
\*Car Diagnostics [littlecanford@yahoo.co.uk](mailto:littlecanford@yahoo.co.uk)  
(discount on MOT's for Club Members)

**Tel: 01202 883243 or 01202 886980**  
We specialise in all aspects of car repairs (ask for Colin)

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.

**PCC Precision Clutch Components**

Sales: Simon Davis, Shaftesbury Road,  
Henstridge, Templecombe, Somerset,  
BA8 0PP

Tel: 01963 362484 Fax: 01963 364146  
E: [precisionclutch@aol.com](mailto:precisionclutch@aol.com)  
[www.precisionclutch.co.uk](http://www.precisionclutch.co.uk)

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

**The Village Collector**

**WANTED**  
By collector: Dinky,  
Corgi, Spot-on  
Hornby, Wrenn and 'N'  
Gauge  
Phone Steve—01202  
575447

**UP AND OVER GARAGE DOORS  
AND SHUTTERS LTD**

Garage Door Repairs, New & Used Garage Doors  
Supplied & Fitted in Dorset, Hants, Wilts & Surrey

Call Frank on 07949 913373 or 01202 523334  
[www.upandovergaragedoorsandshutters.co.uk](http://www.upandovergaragedoorsandshutters.co.uk)

**KINSON TYRE SERVICE**

01202 573698 / 576653

1469 Wimborne Road Northborne Bournemouth BH10 7BQ

**Nidor BODYWORKS**

**Accident Repair Specialists**  
Insurance Approved  
Restoration Work  
Resprays

Unit 23 Dawkins Road,  
Hamworthy Industrial Estate  
Poole, Dorset BH15 4JY  
[www.nidor.co.uk](http://www.nidor.co.uk)

**01202 671741**

**ESM MORRIS MINORS**

ESM - Partners with & distributors for  
Morris Minor Centre (Bath) Ltd  
Est 1982 [www.morrisminors.com](http://www.morrisminors.com)

Old Factory Buildings, Battenhurst Road, Stonegate, Wadhurst  
E.Sussex, TN5 7DU. Parts: 01580 200203



## Chairman's Report

Good evening and welcome to July's clubnight. I thought that June's clubnight with Phil on the valuation of club member's antiques was very entertaining, especially when Phil and John discussed the 'Russian Faberge' worth about £26,000. It is good to have some jokers in the Branch, so well done to you both.

I hope all you keen gardeners have been in your greenhouses getting the exhibits ready for the gardening clubnight. Good luck to you all, hopefully we will have a good turnout for that meeting.

The Branch rally is all booked up and ready to go, so if you have not booked in, you will have to park in the public car park if you are planning to visit. We are sorry about this situation but the Country Park have imposed more conditions on us this year, which are out of our control. Don't forget that we need, for the Rally, home baked cakes, bric-a-brac and prizes for the raffle. Thanks for your support.

Dave and Jackie Walker have taken over the Branch Regalia (with my help) and we are looking at some new sales lines to add to the stock, so if you have any ideas, please let us know.

## Gardening Competition

The weekend in London went well, with good seats for

**Exhibitors:** Would member wishing to enter the show please have their exhibits in place by 8:00 sharp. Please register before placing in selected class. Each exhibit will be issued with a number and cup placed next to each item.

**Judging:** The judging will commence at 8:15 and finish at 9:15. Members wishing to judge the classes, please collect counters from Eddie and place one counter into the cup next to the exhibit you have judged the best in that class.

(Please note: One counter per class)

'Best in Show' to be judged by the Committee on the night.

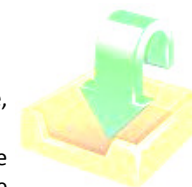
Hope you enjoy it—Eddie Pateman.



the Trooping of the Col-our (Colonel's Review) and also the weather was also good to us.

There have been a couple of Branch members who haven't been too well lately, so our Welfare Officer, Eddie has sent them get well cards. If you hear of anyone else who is not too well, please let Eddie know. That's all for now. Happy Motoring,  
John Jenkinson.

## Editor's In-Box



There were 83 cars and about 150 people on tour this year to L'Argentiere, way down south in the Ardech region of France.

The last few miles to the Mobile Home site were very twisty and proved quite a challenge to the Minors. The region is mountainous and the views were spectacular.

There were 7 Dorset members on the tour – Mike Pattison from Weymouth, Nick and Angi, Dave and Jackie and Des and Tina. (See the photo –page 11). We were very lucky with the weather – bright sunny days, but for the first 4 days we had the tail end of the Mistral which is a cold wind. As always, there were lots of activities going on, which were optional, such as a drive of 80 miles organised by the local French Car Club, an auction, raffle and tombola, the Branch Evening, where the Dorset branch together with others, 13 in all had dinner together at the excellent camp site restaurant. A quiz night, visit to the local market, canoeing, trip to the local caves, a wonderful dinner for us all put on by the Site owners, another drive and last but not least a challenging walk organised by Nick and Angi. In total, over the whole week £3,000 was raised, split between Leuka(Leukaemia Research) and British Heart Foundation. The site owners arranged the exclusive use of a function room for us and even when there were no planned activities, we all met up for drinks, nibbles and a natter.

Next year the venue will either be in the Loire or the Vendee areas, so not such a long trip as this time and in 2017 M.O.T. will be in Germany. We can thoroughly recommend the week, which always takes place over the Spring Bank Holiday in May and the dates next year will be Saturday 28th May to Saturday 4th June. We hope to see you there., Dave and Jackie Walker

Hi Brian and Laurie

Just a quick note before I dash off on holiday for a few days.

Well done to all the branch members and of course to both of you for all your hard work on the fantastic display at Beaulieu.

I was impressed, as many other people were with the showroom display and the backdrops which created a fantastic atmosphere...and in my case that was just from the pictures in CCW and you branch newsletter. Not sure whether I mentioned before that I am compiling a history of the MMOC and am on the look out for pictures etc of significant branch events etc.

I would be grateful if you could send me a j peg picture of the showroom display which i will try to include with a suitable acknowledgement and reference to Moggyfest 2015. All the best for now. Ray Newell



**TOP MARK**  
**WINDSCREENS**  
CAR & COMMERCIAL GLAZING

WINDSCREENS✓, REAR SCREENS✓, GLASS REPAIRS✓, SCRATCHES✓, BODY GLASS✓, MARINE✓

Call today for a FREE Quotation  
**07971 956297 01202 534191**

www.topmarkwindcreens.co.uk email:info@topmarkwindcreens.co.uk

**Old Autos**  
Old, Interesting and Classic Cars in any condition  
**BOUGHT AND SOLD**  
Paul 07890 096907, Ken 07814 385781  
old\_auto@yahoo.co.uk  
Open Friday and Saturday or by appointment  
Southfields Farm, Church Ln, W.Parley, BH22 8TR

www.morriswoodwork.co.uk  
01243 788660  
**WOODIES**  
Email:torwoodies@aol.com

(Proprietor, Steve Foreman)  
Unit 25, Eastmead Industrial Estate, Lavant, Chichester, West Sussex, PO18 0DB, UK Phone/ Fax: +44 01243 788660

"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."

**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**



## Secretary's Report

Good evening everyone and welcome to the July clubnight. I hope you all enjoyed Phil's "Antiques Roadshow" last month. Tonight, of course, we are at Bloxworth for a skittles match against the 2CV Club and the Bloxworth Car Club.

This month sees the Dorset Branch Rally at Avon Heath Country Park. I'm afraid that due to new rules at the park if you haven't pre booked your place you will have to park in the public car park. We will be having all the usual stalls etc. so please get baking for the cake stall and look out your GOOD QUALITY bric-a-brac for sale at the rally. Helena and Kate are manning the cake stall this year and Ruth has agreed to look after the bric-a-brac. We will need volunteers for marshalling and I will need volunteers to help out with the judging. Please let us know if you can help. I have been asked to put on a club display at the Holdenhurst Village Fete on Saturday 18<sup>th</sup> July between 12pm and 4pm. I would like to put on a good display for them so please let me know if you are able to support us.

We have sent off the entry now for the club stand at Classics at the Castle at Sherborne on 19<sup>th</sup> July. As soon as I receive the passes I will pass them on to you. One for the diary now for you – we have been invited to take part in a Tri-Branch Skittles Challenge on Saturday 26<sup>th</sup> September. This will be between the Dorset Branch, the Hampshire Branch and the Surrey/Hants Branch and will be held at West Wellow Golf Club near Romsey. Please let us know if you are able to support us.

Several of us made the short journey to Bursledon Brickworks museum for the HAMMOC rally. Although there were only 31 cars in attendance it was a good day and the museum itself was quite interesting. Louise made a brick which is now displayed in the garden.

We have just come back from CCOTP at Christchurch Quay. A very good turnout of cars but the weather could have been a bit warmer – apparently it was held on mid summers day!! You could have fooled me though! I was particularly taken, I'm afraid to say, by a 1954 Volkswagen Beetle. The car was to completely original specification, not lowered and messed about with and still running on crossplies and using trafficators – fantastic.

I think that's about all from for this month, see you all at Avon Heath.

Happy Minorng, Laurie.





Specialist body repairs and paintwork: Free estimates. All insurance repairs undertaken. Collection and delivery service.

**ACCIDENT REPAIR CENTRE.**

Low Bake Oven <b>COLIN HUGHES</b>	Body Jig <b>MIKE DREWETT</b>
--------------------------------------	---------------------------------

**UNIT 5, BROOK PARK, 27 BROOK ROAD,  
WIMBORNE, DORSET, BH21 2BH. Telephone  
(01202) 887727 www.bodycare-arc.co.uk**

## London Visit 2015



A group of us went to London in early June to see the dress rehearsal for the Trooping of the Colour in Horse Guards Parade. The weather was excellent and everyone enjoyed it—so well done and thanks to JJ for organising the event.



The 2015 Dorset Branch Minor Overseas Trip participants. (L-R: Nick and Angi Odell, Dave and Jackie Walker and Tina and Des Waller. (See article on page 5.)

## LEAF (Lukaemia Eductating and Fundraising)

LEAF is our Charity of the Year, this year and our charitable effort will be directed towards them. We usually make a donation of the proceeds of our blind auction (and other donations). Leaf fundraises to help young people and adults living in Dorset and Hampshire affected with a blood cancer who are receiving treatment or who have needs since being discharged from hospital.



## The Tale of my Brakes (by Theresa Moxley)

frequently. If any loss is sustained—it is going somewhere AND YOU NEED TO FIND OUT WHERE - and fix it! When the fluid level gets down to the bottom, you will get air in the system and then your braking will be intermittent/non existent. Pumping the pedal may reinstate some retardation, but don't bank on it. The after market remote reservoirs under the bonnet are a good idea improve access—but some may feel that they don't improve the engine bay 'vista'. You will need to get the car up in the air and carefully inspect everything with a torch looking for areas of dampness at all joints etc. I know I have regaled many of you in the past with my experience of using non-hygroscopic DOT 5 Silicone fluid and I can point you in the direction of others in the branch who agree with me (some don't—gasp!) All I know is—it works in a standard Moggie—our 4 door has used it since the 80's and still has all the original brake cylinders fitted during its (first) restoration. If you are planning a major overhaul—it is a no-brainer (in my humble opinion). The best time to put it in is when you have a nice new set of brake cylinders, pipes and flexibles all round although it will safely mix with a little residual glycol fluid. Silicone fluid has been around for a long while and is quite popular in the USA and with the racing fraternity. It doesn't work for all cars, but I can vouch for the fact that it works in the Morris Minor!

Don't forget the handbrake, the cables need to be tightened using the brass nuts each side of the handbrake lever on the floor. Jack the car up at the rear and apply the handbrake 3 CLICKS ONLY. Then adjust each side until the resistance is equal. Make sure the handbrake is fully off when you bleed or adjust the service brakes. The cables do stretch and if you cannot achieve this adjustment equally, then you probably need new cables (again, don't renew just one!).

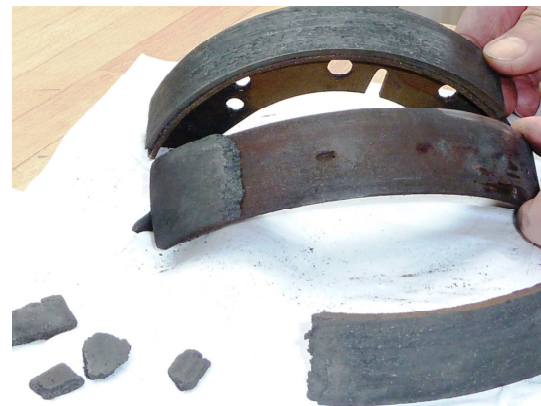
### So there you are. BE NICE TO YOUR BRAKES!



### **DORSET BRANCH SPARES NEWS**

We have the inner wing liners (LEFT) at £24.99 for the front wings kit complete with all fittings and instructions.

We also have the improved 2-stage bonnet stay (right) which allows the bonnet to be raised almost vertically! On special offer £25 each to Branch Members only. (£27.50 normally) (Postage-add £3.50) WHILE STOCKS LAST



Early one Monday morning, (about a month ago), (well actually not that early), (well almost afternoon to tell the truth...but it doesn't sound so good does it?). Anyway I was on my way to work, set off out of the garage, in the Morris as I do every day and as I braked at the end of my drive the car pulled over heavily to the near side.

I thought, what was that all about? (as you do with the unexpected), have I hit something on the drive? Has the off side brake cylinder jammed shut, having not used the car since Friday? (it had

looked a bit oiled up when I last checked the brakes). So carefully I ventured on to the road, and slowly went to the end of it (about 500 yards). When the same thing happened again (only worse), I decided not to go on to school (about 5 miles away) but to go round the block back home and put the car away until I had time to have a better look at it. Luckily I had another car to use (David had cycled to work that day).

Having tried and failed, to contact Brian about cylinders and brake shoes, (just my luck that he had gone away in the caravan that week!) I looked in my spares box and I found 2 new front brake cylinders and 2 sets of front brake shoes, which were not new but would do if I needed them! Yippee I thought and then phoned my dad to ask him if he wanted to help me fix them on Friday! (after all mum is always saying he needs something to do to keep him active at 81!!)

So on Friday I arrived at their house, overalls on, jacked the car up, wheel off, to find that there was nothing wrong on the off side brake!! All of it was working perfectly. The shoes were okay too. Puzzled we looked at the other side ..... here was where the problem lay! As you can see from the pictures I took, the lower brake shoe had almost no lining left on it. The glue had failed; the lining had come away and broken into about 3/4 bits. It was this that was jamming into the rim as I braked!

Problem identified, we cleaned it all up, put the second hand brake shoes on the car and she was as right as rain!!

About 3 hours after I got home Brian phoned! So I got hold of some new brake shoes and fitted them a week later! (I have to say I was well impressed, it only took me 40 minutes to completely change both sides!!!!)

So now if you see me driving around you can jump out in front of me and I should stop!!!!



## More on Brakes (by Editor)

Or 'Moron on Brakes' if you prefer? This month we return to the Morris Minor Braking system for the benefit of those who reckon their car doesn't stop as well as it should.

When the Minor was designed (back in the forties) there weren't many cars on the roads and they didn't go very fast. Consequently hydraulically operated 7" drum brakes front and rear seemed to be adequate. From 1962, as a gesture to safety, the drum size on the front was increased to 8". 'Adequacy' was then assured for the time being, but as driving conditions changed, with many more faster cars on the road., driving techniques also changed, with 'tailgating' becoming a popular hobby among some drivers. All these factors meant that even with well maintained brakes you were at some risk of not being able to retard your speed as quickly as that modern hatchback in front of you, the consequences of which don't need to be spelt out! However, the Minor is not the fastest car on the road, so my belief is that if you drive within the limits of the machinery beneath you, the brakes will be fine left



Fig.1 Typical view of leaking front cylinder. (Note Non-standard beehive spring—not really necessary!)

as BMC intended them to be. If your penchant is for more horse power under the bonnet, then by all means fit discs and a servo. These will stand you in good stead, but remember that you still have relatively skinny tyres and the contact patch of tyres on the tarmac can only generate so much friction. Your wheels will then have more propensity to lock up under hard braking—and that usually means no steering! Modifications have to be considered 'in the round' - in other words you have to look at the whole package.

Anyway, back to the old Minor brakes. I think that the ideal solution is to carry out a fairly detailed check on the brakes on at least an annual basis, more if you cover a high mileage or if you feel that there is any pulling to the side between

checks. If you use DOT 4 fluid (ie the ordinary glycol stuff which is hygroscopic— which means it soaks up water) you should flush it through with new fluid EVERY TWO YEARS. I know a lot of people who say they do this, but I am not convinced. The consequence of not doing this keeps the brake cylinder manufacturers in work for the foreseeable future by allowing the moisture which collects in the old fluid to corrode the insides of your cylinders. This makes them leak all over your brake shoes or seize up. This usually manifests itself by an uneven 'pull-up' as experienced by Theresa. If one of the cylinders (say on the left) has

leaked or seized then the performance on this side will deteriorate resulting, logically in a pull to the right on braking. If this effect can be duplicated using the handbrake (carefully) then it is one of the rear cylinders at fault. If it happens suddenly—like Theresa's did (ie ok on Friday then not OK on Monday) something like the brake lining separation is more likely to have occurred. The generally accepted rule of vehicle brake maintenance (and indeed anything to do with steering and suspension as well) is to "do unto both sides that which you do to one side". If someone wishes to buy one brake cylinder from me, I usually try (without appearing to be bumping up the sales figures) to extol the above rule and sell them an axle set. Even if there is only one leaking cylinder out of the 4 on the front—change the lot, the others will all be the same age and probably just about to start leaking themselves. Then to avoid any unbalancing effects, please repeat the process on the other wheel. The front wheels do most of the braking so the back ones are not quite so important, but you should still change both (1 each side) if you change one.

I helped out one of our members recently with failed brakes and the problem turned out to be a fractured copper pipe on the rear axle. The pipe had broken adjacent to the flare and this is not uncommon and is referred to as 'work-hardening' of the copper. It is caused by the slight movement of the rear shoes causing the pipe to move slightly every time you operate the brakes. This weakens the area that has been 'worked'. It is fairly rare and it is not thought to happen with best quality copper pipe. However, there is a move with the spares suppliers towards using Kunifer pipe (a copper nickel alloy) which is more durable. I am reassured as to the quality of the Automec copper pipes which I have always used, so don't panic and rip out your old pipes (unless you have to, that is).

One does come across the odd 'bodge' occasionally—some fairly professional and some not quite so! These usually result from not having the correct parts or the owner being too mean to fork out for new bits. I came across one the other day where someone had used the mask and snail cam adjuster for the 8" front brakes—on the back 7" shoes. This was clearly intended to increase the spacing of the shoes so that the remainder of the linings could be used. It was also evident that the drums were quite badly worn, so it all fitted back together nicely. ..Except that the lining on the shoes was wafer thin! I don't think it is a good idea to try to use every last bit of your brake linings, since the thinner they are the less they will dissipate heat and increase the likelihood of brake fade. Also, they will quickly ruin the drum when they peel off or wear right through. My recommendation would be to change them when they are about half worn. I guess that is why the adjustment usually 'runs out' when this amount of wear has occurred. Another idea was a thin brass plate held to the bottom of the adjuster mask with tiny rivets. (See above and not recommended!). Brake drums should be changed if they are worn. They usually end up with an interesting profile of wear (which is not flat) so the contact area of the new shoes you have just fitted will be minimal and your brakes will be rubbish until they bed in properly.

The master cylinder hides under your right foot in the chassis leg and often gets forgotten. Normally, the fluid level should not need routine topping-up but it is a good idea to check it