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(Laurie Blewer)

Rear View

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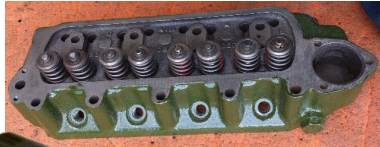
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6 pack greeting cards	£7.00	Waterproofs	£15.00
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	£9.00	Caps with LED in peak	£12.50
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The MMOC Dorset Branch

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 2014-2015

(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)

Non Committee posts:

Raffle Coordinators: Chris Tilly and Margaret Pateman

Treasurer: Jacky Wood (01202 573501).

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

Catering Executives: -Sue Blewer, Lyn Gerry

Product Development Mgr: Brian Ford

Welfare/Technical Adviser: Eddie Pateman

FRONT COVER

The last club event of 2015 was the Mistletoe Meander at the end of December—and very good it was too!

Dorset Branch of the Morris Minor Owners Club
Helping to preserve the post war Morris Minor in the Dorset area and beyond

FOR SALE: Tyres on rims: 145x14 Bridge-stone as new £25, 155x14 Firestone good condition £15. 165x14 LCV tyre only-£20. Recon **dynamo**, painted ready to fit, £20.

Original rear **steel bumper valance** stripped to bare metal and primed. Very hard to find an excellent steel one, now this one is 'top notch'. Bargain at £50.

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Roy Gale 01202 697044

FOR SALE: 1965 Morris Traveller breaking for spares, All wood in good condition. Good metal wings. Many new panels. Please contact Paul on 07732105676 or 01363 774606 if no answer please leave a message I will return your call as soon as possible.

FOR SALE: One -piece exhaust system in mild steel to fit Morris Minor saloon/ convertible/ traveller, new unfitted although some surface rust from long-term storage - £50. Steve Loder 01202 694828 07748 154474 T

Forthcoming Events (see also

February 3rd—Clubnight—Blind Auction
March 2nd—Clubnight—Feely Bag competition
April 6th—Clubnight Talk on 'History of Bournemouth Gardens' (TBC)
April 10th—Classic Cars on the Prom restarts.
May 4th—Clugnight—Call my Bluff
May 7-8th Breamore Working Weekend
May 8th—Chairman's Run to Portland House
May 15th—Classic Cars on the Prom—Christchurch Quay 11:00-17:00
May 22nd—Classic Cars on the Prom—Christchurch Castle 11:00-16:00
May 21-22— Beaulieu Spring Autojumble.
29th May—Pecorama Rally
June 1st—Clubnight—Cake Competition
June 5th—Classic Cars on the Prom—Christchurch Quay 11:00-17:00
July 6th—Clubnight—Out and About (TBA)
June 26th—Classic Cars on the Prom—Christchurch Quay 11:00-17:00
July 3rd—Classic Cars on the Prom—Christchurch Castle 11:00-16:00
July 9th –10th -'CLASSICS IN THE FOREST' (incorporating Annual Branch Rally)
July 31st—Charles Ware Memorial Rally, Bath. (Details TBA)
3rd August—Clubnight—Gardening Competition
7th August— Lymington Classic Car Show
7th August—Classic Cars on the Prom—Highcliffe Rec 11:00-17:00
13-14 August— Forest Fayre with steam (Brockenhurst)
21st August—Classic Cars on the Prom—Christchurch Quay 11:00-17:00
28th August — Classic Cars on the Prom—Highcliffe Rec 11:00-17:00
4th September—Classic Cars on the Prom—Highcliffe Rec 11:00-17:00
7th September—Clubnight— Speaker (TBA)
18th September—Classic Cars on the Prom—Christchurch Quay 11:00-17:00
24-25 September—Holnest Country Fayre
5th October— Clubnight—AGM

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

For Sale & Wanted & Club Notices

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



FOR SALE: Pair of Saab 9000 leather seats in dark grey (almost black) on JLH motor-sport seat frames. Ready to bolt straight into any Minor £325 (Steve Loder) T

FOR SALE: Pair of Newton Commercial reclining seats in Cherokee red together with rear seat (2 door/convertible) trimmed to match. One small nick to piping on one seat but otherwise excellent condition. £750 (Steve Loder) T

Tow bar assembly c/w tow ball and electrics £100 (Steve Loder) T



Steve Loder 01202 694828 07748 154474 T

FOR SALE: 1971 2 dr, 1098 Snowberry white, one owner, original black trim, bare metal respray, detailed engine bay, structurally excellent and recently rust protected. Excellent mechanics, all new wheel cylinders. Bills for £25,000 over last 10 years. 9k miles on rebuilt engine, £8,500 (Tim Lang) T **01823 461861**



FOR SALE: 1968 Traveller, 1098 Smoke Grey, Disc brakes, alternator and immobiliser. Resprayed with detailed engine bay, new wood, structurally sound & rust proofed, mechanically excellent, full history, new carpet, MOT'd and serviced £12,500. **01823 461861** Tim Lang. T

FOR SALE: Pair of front seats, red and green , good condition. £offers. Martin Harris 01590 643083

FOR SALE: Pair of stainless steel sill finishers (fit 2 door / Traveller) £30—Steve Loder (see above)

FOR SALE: Ex-Minor , original riveted 4 ½ steel wheels for van or pick up. £275.
4 x Minor Standard steel rims with good 145 x 14 Dunlop SP6 tyres. £100.
01202 575447 / 07771 743530



Dorset Branch Newsletter

February 2016

MORRIS MINOR OWNERS CLUB

Volume 19 Issue 4

CLUBNIGHT ACTIVITY:
'Blind Auction'



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NEXT CLUBNIGHT— Feely Bag 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

Hi and welcome to the first newsletter of 2016 and (if its not too late!) **Happy New Year to you all.** Spring is just around the corner (I'm nothing if not an optimist!) and the Morris Minor *fan's* thoughts turn to the prospect of top down motoring in a nice, drop-top Minor. I think they do tend to fetch a premium at this time but their desirability (particularly in the spring) never seems to diminish. They seem to be quite popular in our branch with paid up members admitting to owning 18 of them (including mine, which is in kit form). (8 x 1098, 5 x 948, 3 x SII and 2 MM). So just in case you are thinking about joining us with one, then there is a little article on buying them in this newsletter. It is assumed that you know what you are looking at on a normal saloon etc. and it just gives a little guidance on the quirks and foibles of the roofless variety. (There are other buying articles on the website on the 'Technical' page if you want to brush up on the others as well.)



Speaking of '*fans*', as we were earlier, thanks to our anonymous technical contributor (Roger Blakeley) for his excellent Part 1 on engine cooling. I will be saving my pennies for one of those Revotec fans for the convertible 'kit'!

We also have an article by Roger Kemish on his trip to Afghanistan in a Minor in the seventies. Difficult then, probably suicidal now! Thanks very much, Roger.

You'll all be pleased to know that the bonnet props are selling well following the appearance in Minor Matters in January. Still got one or two left if you haven't already got one on your car! (Apologies for the shameless commercial—but see back page for more details!).

On the parts 'theme', a couple of you have pointed out that the Bosch Coils have a fundamental drawback that they are a slightly larger diameter than the original Lucas ones and as a consequence won't fit easily into the original Lucas bracket. Sadly they are not supplied with an integral bracket like the *Beru* ones we sold previously. (These were more expensive however and sadly I can't get hold of them any more now) I phoned the supplier about the Bosch ones and got the fairly useless response that no one else had ever mentioned it and no, they couldn't supply a matching bracket. Come on then Brian Ford, we will have to knock some up in your garage!

You should have received an entry form for the Branch Rally—henceforth known as "Classics in the Forest" with this newsletter and/or by email. Hopefully as many of you as possible will try to support this 'new' show to ensure its success.

Anyway, that's all for now. Until next time, happy Minoring, Brian

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Chairman's Report

Good evening and welcome to the February clubnight. I hope all the members had a good Christmas and New Year and are now looking forward to 2016 with lots of rallies, runs and entertaining clubnights. The forthcoming 'Events Page' in the newsletter is looking good and almost full. Tonight is the Blind Auction for this year's club chosen charity. Please dig deep into your pockets. The Chairman's run this year on the 8th May is going to Portland House so if you would like to go please add your name to the list on the notice board tonight. Or give Jacky or me a call. This year's Branch Rally at Burley Park will be quite a challenge for the Branch— with a bigger field to fill, with things such as car clubs, autojumble, boot sale, stalls, entertainment and catering. If your 'other' classic car club would like a stand or you know of any other stalls which might like to attend please let the Committee know. We are still looking for more help on the Rally weekend from the Branch Members so if you can help please let us know. It may be only for half an hour or so, the more that volunteer, the easier it will be. Put your name down on the notice board at clubnight if you can help.



The Walverley Weekend break in London—I should know the date and cost during February—so I will put it in my March Chairman's Report.

Club Regalia—Dave and Jackie are waiting for a new merchandising catalogue so that we can order some new stock for the club shop. So that's all for now, so as the weather is getting better I hope all the members are spit and polishing their Moggies and classic cars ready for this year's events. Happy Motoring, your Chairman, John.

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.

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Editor's In-Box



Classic Cars on the Prom re-appeared for a short time on New Year's day and a group of us braved the dull weather and strong winds for the 'selfie' taken with Tracy's new selfie stick (what else did you get for Christmas Tracy?)



Photo: Tracy Chivers

Hello Brian, Please could you pass on our thanks to the team for the Mistletoe Meander event today. It was a perfect end to the festive period.

We do appreciate all of the hard work that was put in. May we also wish you all the best for the coming year. Regards, Dave & Jackie



Good to see that Dave Holton is looking better now!

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New Morris Minor Spares
are available through the club. The current list is posted on the website under the 'New Spares' tab. *We can also order other items for you—usually saving the postage cost.*
Brian. 07411 116336

Secretary's Report

Good evening everyone and welcome to February's clubnight. I hope you all enjoyed last month's talk by Chris Brown, the Wimborne town crier. Tonight is our annual blind auction for charity so please dig deep. Plans for this year's events are going well. This year's Chairman's Run is going to Portland House. Please put your name down ASAP on the notice board – it should be a good day out. Have a look at the events diary – it's filling up very quickly so there will be plenty to enjoy this year. Classics In The Forest is coming together well. You should all have received an entry form by now so please can I ask that you return them to Jacky ASAP. You will notice that we are having a Concours Competition again this year. Richard Lee, the MMOC Chief Concours judge has agreed to come down again for the weekend. Some of you have fantastic Minors so can I ask that you all please think about entering.

The Mistletoe Meander was an overwhelming success. Thank you to everyone who turned out in their Minor or other classic car – there was a fantastic display in the car park. The fish and chips were superb again and made for a very welcome change of menu over the festive period.

Louise, Nev and I took the Traveller down to Classic Cars on the Prom on New Years Day. Unfortunately, the weather was "pants" but the turnout of vehicles was still very impressive with a good few that I haven't seen before. We had an enjoyable few hours on the prom but the day was somewhat spoilt by a Volkswagen Touran deciding to try to get into the back! Luckily not too much damage was done but it will still mean a trip into the bodyshop and an insurance claim. So far, Footman James have been brilliant and I have no complaints.

That's about all from me for this month – so until next time,
Happy Minor-ing
Laurie.





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John Jenkinson, Chairman
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Minor Journey to Afghanistan



Hope this might be of interest to you and your members:

I met some members of your branch in Lymington early summer 2013 and said that I had some photos of my 1952 split windscreen Morris that I drove from Lymington to Afghanistan in 1972.

I travelled with 3 friends, 2 in a mini van and myself and Martin Wareham in the Morris Minor. Our trip

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Brian. 07411 116336

Afghanistan (continued)



took 2 months about 5500 miles. We went through Europe to Istanbul , then down to Syria - Iraq, Southern Iran and then into Pakistan .

We finally sold the old girl in No Mans land, between Pakistan and Afganistan . One of the photos shows us doing the deal in Quetta/ Pakistan. We were not allowed to sell in Pakistan or India in those days, the transaction had to be done over the border.

A very dangerous place then, a lot worse now!

We had no punctures the entire journey, but did break a steering arm in Southern Iran which we managed to get fixed by an engineer/blacksmith and held it on with a jubilee clip. Was a little worrying going round some of the mountain roads.

I have enclosed some photos of desert roads and mountain passes.

We paid £40 for the car and sold it for \$120 us dollars. I have a lot of happy memories of the trip. Roger Kemish

1969 with total production being less than 6% of all passenger cars. Applying the normal rates of attrition over the years meant that they would become a bit rare later on. Because their construction is relatively simple and there were so many more 2 door saloons around, it became quite popular in later years to make 2 door saloons into convertibles. Kits came on to the market and you could either do it yourself or get someone to build one for you. Thus, the so-called "post-production convertible" was born. If a conversion is done properly, there is no technical reason why it should not be as good as a real one. It is harder to spot a conversion, if the work has been carried out well, but the vendor should not misrepresent a conversion as an original.

We have covered elsewhere, the basic items to check when buying a Minor Saloon and these will apply generally to the convertible with some additional checks as follows which are specific to this model.

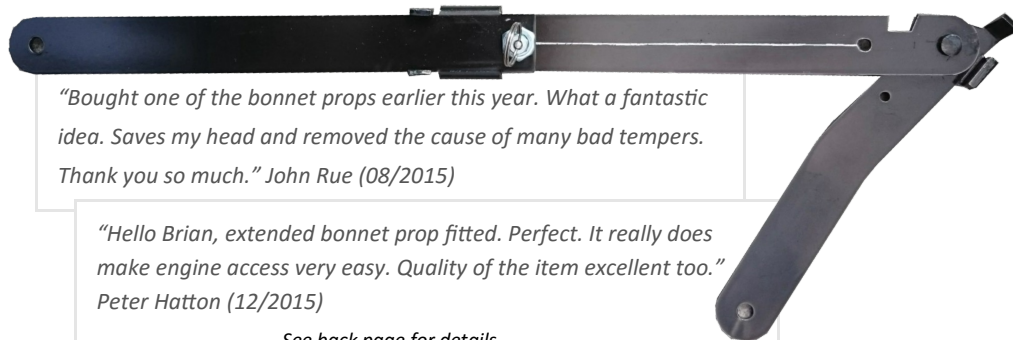
First, check the condition of the hood and the operation of the frame. Most owners stand in the rear footwell and raise the hood vertically prior to lowering it onto the front screen and securing with the two butterfly screws. On most cars you will find that the hood hoops rub against the doors and the rear side window frames. This, of course, damages the paint and so many owners have fitted Traveller doors

(stainless steel frames). Also, you need to carefully check the body shape which can indicate weakness in the chassis. Door gaps should be even and parallel. Tapering narrower towards the top of the door usually means a weak or badly repaired chassis. If the door window frame rubs on the rear fixed side window frame at the top, there could be a structural problem. You don't want one where the doors jam shut when you take on passengers either. Make sure, there isn't the opposite problem of the chassis 'hogging' ie bowed upwards so that the door gaps are too wide at the top. This probably means a conversion (or structural repairs) have been done badly and potential 'sag' has been over-compensated for.

You should verify the authenticity of 'original' convertibles - not necessarily taking the seller's word for it. Have a close look at the strengthening panels under the dash and the 'B' posts which will tell you definitively if the car is a converted saloon. It is very difficult to replicate factory spot welds. If in doubt have a look for some spot welds somewhere else and compare them with those in question. Watch out for 'plug' welds which will look similar but should give the game away. Of course, the chassis number should tell you, but don't rely on it. It may have been tampered with. The earlier code used the second letter to denote the body type. So, for example 'FBU' means 2 door saloon, 'FCU' means Convertible. Sometime in 1957, the codes changed as follows. The chassis number prefix 'MA2S' means 2 door saloon and 'MAT' means Tourer.

Once again, there is nothing wrong with properly built conversions, but I would value them a bit less than an equivalent condition original -when you come to sell, you can be sure your buyer will!

Happy convertible hunting



"Bought one of the bonnet props earlier this year. What a fantastic idea. Saves my head and removed the cause of many bad tempers. Thank you so much." John Rue (08/2015)

"Hello Brian, extended bonnet prop fitted. Perfect. It really does make engine access very easy. Quality of the item excellent too." Peter Hatton (12/2015)

See back page for details...

We seem to be quite fond of convertible cars generally in the UK and it seems that the idea of a Morris Minor Convertible is as appealing as ever. This is, of course, reflected in their value which mirrors their desirability. As we all know, the Morris Minor has 'monocoque' construction. This word is part French



(‘mono’ – single) and Greek (‘cocque’ – shell). It means that there is no separate chassis from which the body can be lifted – as per most pre-war cars. Instead of the chassis doing all the load-bearing work, the car is designed as a structure where the whole body (or most of it) is performing the load bearing function. It follows, therefore that the roof section, being an integral part of the structure of a monocoque designed vehicle performs a vital function in keeping it from collapsing in the middle! You may have noticed the continuity of the tubular sections on the Minor saloon which run up past the windscreen, over the roof and down into the boot. These provide rigidity and strength and help to limit flexing of the vehicle in use. If you cut the roof off a car with a separate chassis, you would not need to provide structural strengthening. You might, however need to add strengthening to stop sideways scuttle shake etc.

So what about the Minor Convertible, I hear you ask? Well, the answer from a structural point of view is that the car floor is converted into a load bearing ‘chassis’. This was done during construction, by adding a couple of steel channel sections within the sills. It is often quoted as a testament to the inherent strength of the Minor design that it needed so little additional steel to make it strong enough to survive without the roof. As mentioned earlier, strength was not the only consideration and so it was also necessary to provide some ‘fillets’ under the dashboard to limit the ‘scuttle shake’ effect. Also, some struts were provided on the ‘B’ posts, behind the doors to strengthen the body tub (and probably to stop the rear quarter panel wobbling when the doors were shut). The convertible was available right through production, but was the first to be phased out in June

It's Draughty in Front

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 MODEL _____
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 C.C.4 _____

Firstly I apologise to all readers who have been misled by the title of this piece. It has been hijacked from an excellent book of the same name but unfortunately the article bears no relationship to the book and stands in the shadow of its literary quality.

Far from being entertained by the exploits of a pre-war London taxi driver, we are to look at alternative cooling arrangements for the Minor. The standard set-up is perfectly able to cope in the temperate British climate as long as the working parts are in good order, in fact the radiator is much larger than those found on modern cars of a similar engine size and offers scope for a modified arrangement which may be seen as slightly beneficial in several ways, lauded by these advertisements from over forty years ago. Appropriately in fig. 1 the engine depicted is a BMC 'A' series!

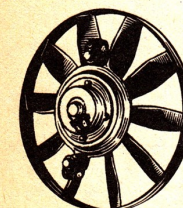
fig. 1

On an unmodified Minor the fan fixed to the front of the water pump is working all the time that the engine is running regardless of whether it is needed. This requires energy from the engine which could be put to better use, or saved. Driving the fan, as well as the water pump and

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Fig.2

generator, is the 'fan belt' which wears out in proportion to the amount of work it does. There is also a degree of noise generated by the fan, roughly proportional to its speed.

From this we may suppose that we could be better off without the fan, but wouldn't the radiator boil before we got out of the driveway? Research has shown that with a correctly-functioning cooling system, minus fan, a Minor can be driven around all day with no problem.

The thermostat will perform all the temperature control necessary when on the open road, with a good draught of air passing naturally through the radiator. Overheating could possibly occur in stop-start traffic with a thoroughly warm engine, and this may be avoided by the fitting of an electrically operated fan.

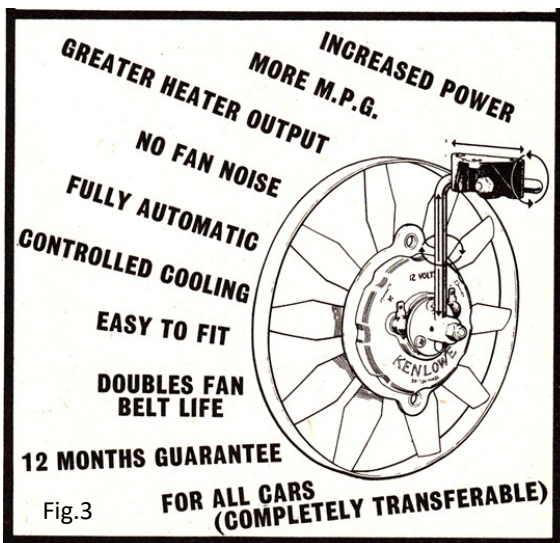


Fig.3



Fig 4.

There are a couple of British brands of electric fan available which are highly recommended if the reader is prepared to splash out on a ready-made 'kit'. Some kits are designed to have the fan mounted behind the radiator, sucking the air through. Other kits such as seen in figs. 2 & 3 include fans which are quite slim and can be operated as a 'blower', being discretely fitted in between the grille and the radiator on a Minor. A depth of 2" should be considered the maximum for front-fitting.

The advantages of mounting the fan between the grille and radiator are neatness and greater efficiency, as the (out of sight) fan can be closer to the

Cooling Kits for Classic Cars

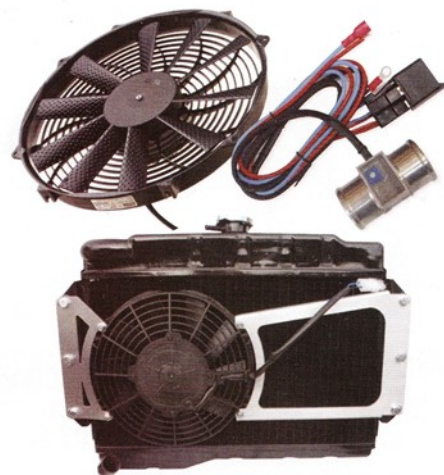


Fig.5

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hottest part of the radiator which is directly beneath the outfall from the top hose. The opposites are true for rear-mounted fans, particularly neatness, as will be seen in fig 4. which is a home-made installation concocted from a variety of proprietary parts and some scrap steel. Another advantage of the 'blower' is that in the unlikely event of a problem, the original fan blades can be refitted without having to remove the electric fan.

A thermostatic switch and relay are necessary and will be included if buying a kit. An override switch and warning lamp complete the set-up. All parts can be obtained separately if preferred. The advantages of an electric fan are small and would probably go unnoticed by low-mileage users, however we should remind ourselves that no modern car or commercial vehicle comes with a direct-drive fan, so there must be 'something in it'.

Next time, in the second part of this article we will look into the practical issues of fitting an electric fan.