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Grateful thanks to Nev (left) for helping out with a neighbour's daughter's wedding on a rainy Thursday in April.

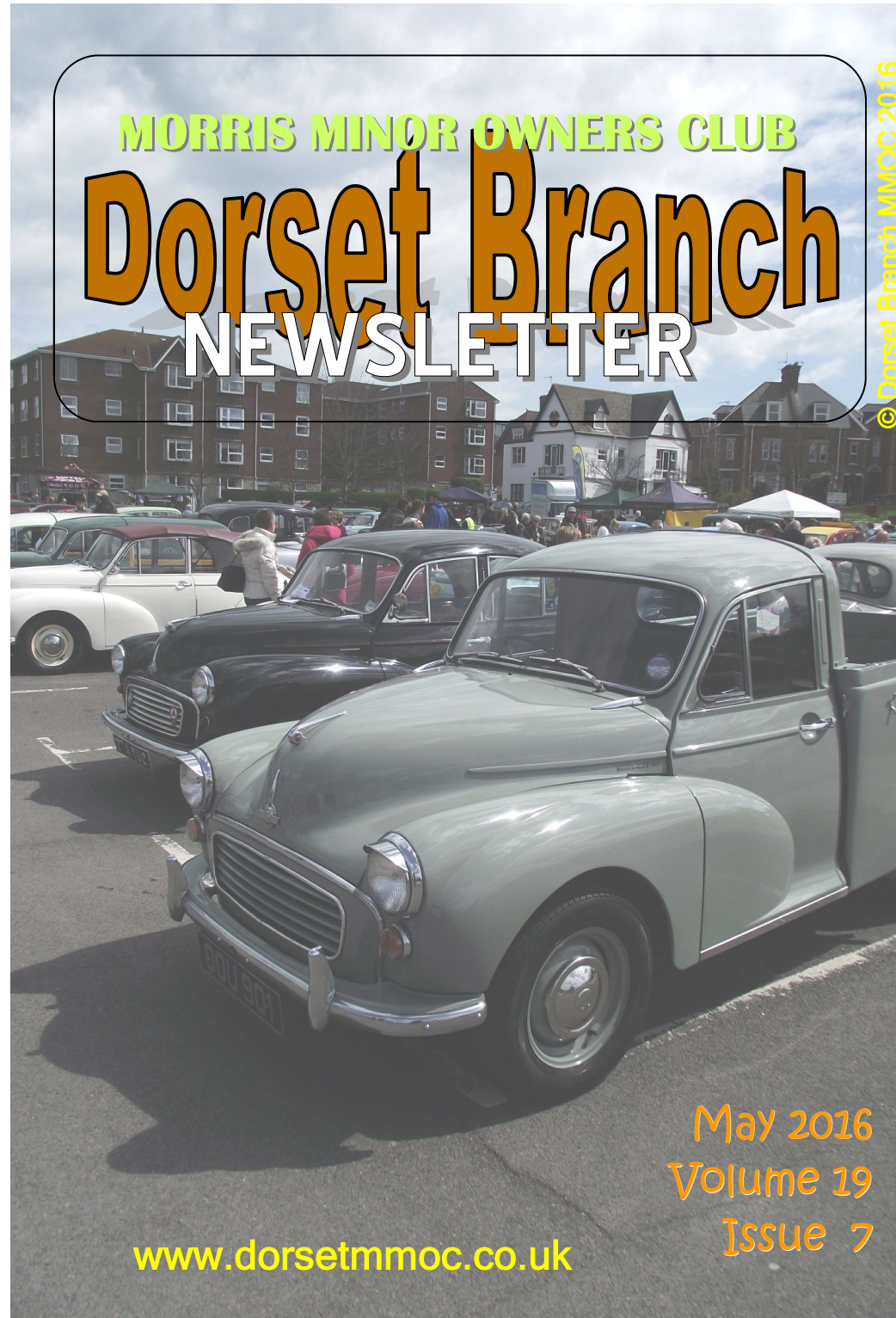
**MORRIS MINOR REGALIA - DORSET BRANCH**

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))

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**MORRIS MINOR OWNERS CLUB**  
**Dorset Branch**  
**NEWSLETTER**

© Dorset Branch MMOC 2016

May 2016  
Volume 19  
Issue 7

[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 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)

Treasurer: Jacky Wood (01202 573501).

Membership Secretary - Des Waller (01202 573403)

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

Product Development Mgr: Brian Ford

Welfare/Technical Adviser: Eddie Pateman

Non Committee posts:  
Raffle Coordinators: Chris Tilly and Margaret Pateman

Spares Manager: Brian Wood  
(07411 116336)

Regalia : Dave & Jackie Walker

Catering Executives: -Sue Blewer, Lyn Gerry

### FRONT COVER

The Swanage Charity and Vintage Vehicle day was on 24th April and was an opportunity to get out in the classics for a gentle run. Terry House's pick up and John Bainbridge's 56 saloon are shown.

**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))

May 4th—Clugnight—Call my Bluff  
May 7-8th Breamore Working Weekend  
May 8th—Chairman's Run to Portland House. Meet at Upton House Car park (9:00 dep)  
May 8th—Dorset Blind Assoc.—Lulworth Castle  
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.  
May 22—Victoria Car Show and Vintage Day—Victoria Ed Ctr., 12 Lindsay Rd, BH13 6AS  
29th May—Pecorama Rally, Beer, Devon.  
June 1st—Clubnight—Cake Competition  
June 5th—Classic Cars on the Prom—Christchurch Quay 11:00-17:00  
June 18th St Edwards School Summer Fete and Classic Car Display 12-3pm  
19th June—Hampshire (HAMMOC) Rally—Hambledon Vineyard.  
June 26th—Classic Cars on the Prom—Christchurch Quay 11:00-17:00  
July 6th—Clubnight—Out and About (TBA)  
July 3rd—Burton Scout Carnival—Martins Hill Lane, Burton start 1:00  
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 17th Sherborne Castle—Classics and Supercars  
July 30-31—Melbury Abbas Vintage Rally  
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  
3-4th September—IOW 30th Rally (Havenstreet, Isle of Wight)  
4th September—Classic Cars on the Prom—**CANCELLED**  
7th September—Clubnight—Speaker (TBA)  
18th September—Classic Cars on the Prom—Christchurch Quay 11:00-17:00  
24th September—Marie Curie 40th MMOC Anniversary JOGLE Charity Run  
24th-26th September—Waverley Trip  
24-25 September—Holnest Country Fayre  
5th October—Clubnight—AGM  
  
7th January (2017)—Dinner and Dance

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

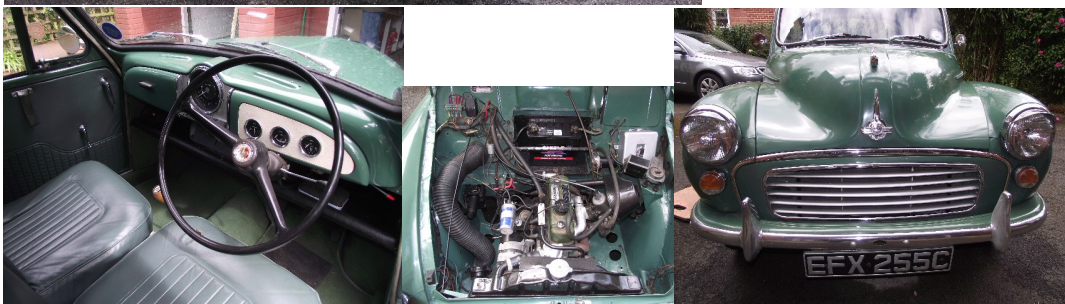


## For Sale & Wanted & Club Notices

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



**FOR SALE:** 1965 Almond Green 2 door saloon. Reconditioned 'barn find' brakes overhauled, new coil, fuel pump and service items. Alternator, auxiliary gauges. Good, solid car, ideal first classic. New MOT, £2,500 o.n.o.  
Brian 07411 116336



**WANTED:** Morris Minor 2 door saloon (pre '60 if poss. Reasonable price/condition.  
Bernard Kann 01202 849489

**FOR SALE:** post production - 1969 Convertible - Bermuda Blue with an asking price of £6,950 - offers considered.  
Adrian Rigby 01794516363

**FOR SALE:** Trailer tent, Conway Classic Trio. Good condition. Approx 2002. Gas bottles, spare wheel, wheel clamp, full awning and porch awning. Can tow with Minor. £600 ONO. Phone Nev on 01202 747687. (Video of similar tent on YouTube—see advert on Dorset website, 'Cars for Sale')

**FOR SALE:** 1954 Split Screen saloon 4 door Light Green. Last MOT was 3 years ago. Stored under cover and engine runs. Current on SORN. Spares included. Original number plate. £1,500 or offers. Trevor Harman 07879 668041 (Totton)



# Dorset Branch Newsletter

May 2016

**MORRIS MINOR OWNERS CLUB**

**Volume 19 Issue 7**



**CLUBNIGHT ACTIVITY:**

**Call my Bluff Quiz**

## Inside this issue....

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## NEXT CLUBNIGHT— Cake Baking 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

Welcome to the May edition of the Newsletter. There is a lot of upcoming Minor activity over the next few weeks. It seems to go from nearly nothing to something every weekend! We are off to the Swanage Show (at the time of writing) and then Popham is the following weekend, followed swiftly by the Chairman's Run to Portland. Anyway, hope to see a good few of you at those and other events.

For those following the saga of my Convertible, the shell has now left the premises for its respray. I am told it will be about 3-4 weeks, so I had better make best use of the space in the garage to get some of the other parts ready for re-assembly. (Hasn't happened yet!).

Roy Gale recently came up with a good idea for your surplus Ice Scrapers. Given that the ambient temperature in Poole is such that the windows rarely frost up, Roy has fashioned his ice scraper into a rather fetching grille badge. (This is the Mk II version. Market research showed that the Mk I still looked too much like an ice scraper!), Cheers for now, Brian



Good evening Brian It was lovely to meet you and some of the other members last club-night. Going by the welcome I received I shall certainly be coming again. As I briefly mentioned last night, I'm arranging a trip to the Morgan factory on Wednesday the 25th May, tour time 2.30pm cost £20.50 each and everyone makes their own way there. I will ask if the factory can hold places for me until the newsletter comes out or could it be circulated as an email in the meantime? Also, do you think some of the members would be interested in travelling to Pete Waterman's to view and play with his private model railway at his house near Warrington? It could be organised as a weekend away possible, say travel up on the Friday, view the railway on the Saturday, travel home on the Sunday. It's just an idea.. Thanks again for last night. Regards, Nigel Seymour

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## For Sale & Wanted & Club Notices

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

**FOR SALE:** 165x14 'INDIA' tyre for Minor Van or Pickup. As new, few miles use only – Bargain at £20 Roy Gale 01202 697044

**FOR SALE:** Set of five LP917 Genuine Van / Pickup wheels, fitted with 165 X 14 8 ply commercial tyres. 8mm tread. £550



**FOR SALE:** 13" steering wheel and mounting boss, as new condition £60



One-off Morris Minor interior supplied by Newton Commercial front and rear seats trimmed in dark blue/cream leather currently fitted in a two door saloon but would also fit a convertible great upgrade for any Morris Minor. Front seats slide, tilt and recline. Seat mounting frames included so ready to bolt straight into your Minor door cards and rear side panels are standard minor type ('64 – '71) design in matching dark blue vinyl all in excellent condition £1,195.

**Steve Loder 01202 694828 07748 154474 T**

### 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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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.

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Hi all, As I am sure you all know, I am very fond on the Melbury Abbas Rural weekend and Vintage Rally. Unfortunately, last year, they had great problems, regarding health issues and being let down by exhibitors. There had been some doubt that the show would take place, but I am pleased to say that it is being held.

Ruth and I have had some great weekends there and hope that some of you may be able to join us to support the event, in order that it can continue and flourish.

It has a real country feel and is a very relaxing event. The venue is based around a lake and there is usually a beer tent, with live music.

Displays and exhibitors are being sought and so if you could please forward this on to any friends, clubs that may be able to help, I would be very grateful. An entry form is available at club night or on the Events Listing on the website with details of the different categories.

You are welcome to contact me on 01202 873327 if you need any more information.

It may not be the biggest, but it is one of my favourites and thank you all in anticipation. Colin Hughes

www.morriswoodwork.co.uk

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Wimborne.  
16th July  
West Moors



Memorial Hall, 231 Station Road, West Moors, 23rd July  
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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 and welcome to the May clubnight. I think everyone enjoyed last months talk on the history of Bournemouth gardens. I know I did and I learnt a few things I didn't know about Bournemouth along the way. Tonight is another of our Call My Bluff quizzes so good luck to you all. Thank you to everyone who voted for Chaos as being our chosen charity for the year – I know they will really appreciate the funds. *(Votes shown below.)*

Now the weather is hopefully taking a turn for the better we can look forward to getting out and about in the cars again with plenty of events coming up. We have our first run of the year coming up – the Chairman's Run from Upton House to Portland House this coming Sunday. Phil has asked that those of you who can and would like too, to dress in period dress. Not sure whether this will be period to Portland House or your Moggie, it would be good to see the variety. We also have the Beaulieu Spring Autojumble coming up this month so if you are going along be sure to pop in and see us on the club stand.

Have you got your entry in yet for Classics In The Forest? They are coming in thick and fast including entries to the concours section. I know that some of you have fantastic vehicles which would do very well in concours so don't be shy – enter and be proud.

As I write this we have just returned from the Swanage Charity Day which was luckily a dry and bright day albeit rather chilly. A good turnout of cars and stalls and plenty of interest from the public.

Nothing to report from the garage this month I'm afraid as what with going on holiday plus a weekend away in Sidmouth and, of course, the dreaded 'work' thing I have hardly had time to even open the door let alone do anything!

I think that's about all from me for this month, see you on the Chairman's Run  
Happy Minorng Laurie.

### Branch Charity Nomination Results:

At last month's meeting a vote was held to decide upon the Charity to be supported by the Branch in 2016-17.

The winner was 'CHAOS' with 31 votes.

Second was Dorset Air Ambulance 10 votes, Julias House 4 votes, Salvation Army 3 votes, Cherry Tree Nursery 2 votes and Special Olympics, Margaret Green Sanatorium, British Heart Foundation, Poole Life Boat, Radio Bedside and Tenovus all 1 vote each.



## Chairman's Report



Good evening and welcome to the club-night. I have just got home from Swanage Charity Day classic car show. This is a good little show held in the car park at Swanage, with a few stalls and some very nice classic cars. A good day out!

I took my Mercedes estate into Kinson car wash two weeks ago. I thought they did a very good job for the price—inside and out for £15. Why not give them a try.

I thought that the talk on the history of Bournemouth Gardens was one of the best the club has had for some time. We will try to get Chris back again for another talk. The Rally slips are starting to come in but we still require a couple of gazebos for the Rally Weekend. So if you could lend the club one, it would be much appreciated. The Waverly trip to London and then on to Southend on 24,25 and 26 September 2016 is all booked. There are still a few places left so if you would like to go, please let me know. It was good to hear that Margaret Pateman is now out of hospital and at home. Get well soon! Chris needs help with the Raffle. My daughter's flat in Winton is looking a lot better now we have done a few jobs there for her. I hope that is all now, so I can get on with a few of my jobs.

We have about 20+ cars for the Chairman's Run to Portland House on 8th May. I have never been there, so I hope the weather is good for us on the day.

Thanks to Helena Carr for the Coffee Sandwich Cake Recipe—it does look good. Also thanks to Eddie for the Gardening Competition categories for two of the forthcoming Clubnights. Good Motoring—John.

**YOU ARE INVITED TO:**

**Classics in the Forest**



**ORGANISED BY THE DORSET  
BRANCH OF THE MORRIS MINOR  
OWNERS CLUB**

**SAT-SUN 9-10th JULY 2016**

**CAR BOOT SALE:** On Both days. If you would like to attend, please use a Trader Entry or just turn up on the day

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## Industrial Legacies, ICI pt.1 —by Roger Kellow

I is For I.C.I. in an 'A-Z' of British Industrial Legacies Looking again in the 1960's Earls Court Motor Show Guide A-Z listing of accessory and components exhibitors, we now progress to the 'I's'. Following Harris & Sheldon last time we now look at a well-known name - Imperial Chemical Industries (I.C.I.) Their headquarters is shown, Millbank in central London - I.C.I. House: an imposing 700 room building consisting of 370,000 sq. ft. of office space built for the company in Neo Classical style, matching the grandeur of any nearby government official department building. I.C.I. also had other large office buildings including Nobel House nearby (The architecturally important 'I.C.I. Building' today is actually now used by the present government.)

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The four companies that merged in 1926 were: -

1 .The British Dynamite Co (also known as Nobel Industries) - built up by Alfred Nobel who was born in Sweden. He invented the explosive Dynamite and had already worked extensively to stabilise for practical use this very powerful new explosive. Nobel's Dynamite was many times more effective than traditional Gunpowder, and was proven reliable and supplied in huge quantities during WW1. His explosives had also enabled realistic possibilities for undertaking more peaceful roles in huge civil engineering projects, major cross - continent railways containing mountain ranges and also construction of the Suez Canal etc. Nobel also invented Gelignite and the smokeless explosive Ballistite together with other industrial linked inventions. He was also instrumental in creating a major armaments and gun manufacturer with the com-

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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**

## ICI Part 1 (contd)

pany Bofors, originally a steel producing company. After his death in 1896 Alfred Nobel had assigned in his will the majority of his estate to the Norwegian Parliament requesting to finance permanent committees for awarding four 'Nobel Prizes'. These international prizes recognised individuals outstanding worldwide contributions



to Science, Chemistry, Literature and most famously for outstanding initiatives instrumental towards International Peace. There followed much academic analysis of why Alfred Nobel had made the decision to leave his estate wealth to fund an International Peace Prize by one who's lifetime involved the invention of tools used so extensively in military mass destruction and conflict.

2. Brunner Mond Co - was Ludwig Mond's company, a German born who was also Jewish. He had studied chemistry at famous German university. He emigrated to England in order to escape an increasing trend of fascism, anti-Semitism in Germany. He was

able to build up the company Brunner Mond successfully in Britain. It is said that with many mixed feelings Ludwig Mond looked back to his earlier scientific career, when earlier, before domination by the Third Reich in Germany he had been involved in research for I G Farben. This was the major German chemical organisation that was later to become manipulated by the Nazi party. Both Bayer and BASF were incorporated as company divisions having been ordered to research and develop and then produce required quotas of the resultant and infamous chemicals and gases expressly designed for use in the tragic holocaust of WW2.

Instead, Ludwig Mond soon built up the successful British based Brunner Mond Co. a large Alkali and specialist chemicals producer.

3. The British Dyestuffs Co. had produced dyes and many other important offshoot chemicals from the dyestuff making processes. (Certain coal derived dyestuff processes actually led to this division contributing the additional supply of special wartime explosive ingredients). The company saw the advantage of becoming part of the merger particularly to establish a stronger position to face increasing German technology and competition of the era in this field of chemistry.

4. The United Alkali Co., an established and successful association of Lancashire based Alkali and various Chemical works companies with major markets that included major supply to Japan and China.

The newly formed Imperial Chemical Industries (said to be named to reflect the might and span globally of the 'British Empire' at the time) was then divided into nine divisions - Alkalis, Cellulose Products, Dyestuffs, Explosives, Fertilizers, General Other Chemicals, Leather Cloth (Rubberised Fabrics) Lime and Metals.

There were in fact just three large scale global chemical producers, each were

## Cake Competition

If you are thinking about entering the Grand DMMOC Baking Competition at the June Club-night, here is the approved 'standard' recipe.

(Kindly provided by Helena Carr)

### Coffee Sandwich Cake

#### Method

Preheat the oven to 180 c/ fan 160 c/gas 4. Grease 2 x 18cm (7") sandwich tins and line the base with greased baking parchment. Dissolve the instant coffee in the hot water. Whisk the caster sugar and margarine until light and fluffy. Add the eggs one at a time, whisking well between each and then add the dissolved coffee.

Gently fold in the sieved flour and baking powder, with a metal spoon, until well combined.

Divide equally between the prepared sandwich tins and level the tops. Cook for about 20 minutes or until well risen and the tops of the cakes spring back when lightly pressed with a finger.

Once cakes are cooked remove from the oven and leave in the tins for about 5 minutes before turning out onto a wire cooling rack. Carefully remove the lining paper and leave to cool completely.

To make the butter icing, dissolve the coffee in the hot water. Cream the butter and icing sugar until light and fluffy and add the dissolved coffee.

When the cakes are cold, sandwich together with half of the butter icing and spread the remainder on the top. Decorate with walnut pieces if desired.

#### Ingredients:

150g (6oz) caster sugar  
150g (6oz) soft margarine  
150g (6oz) self raising flour  
3 eggs  
1.5 tsp baking powder  
1 tbsp hot water  
1 tbsp instant coffee (more if you like it strong)

#### For the butter cream filling:

225g (8oz) icing sugar  
100g (4oz) softened butter  
1.5 tbsp instant coffee  
1 tbsp hot water






of the combustion chamber, or where fuel pumps are placed in a location receiving a lot of exhaust heat for example, are more likely to suffer problems of this kind. If fuel mixture strength is not adjusted (made richer) when running on petrol containing 10% ethanol, the leaner operation is likely to increase any potentially negative effects of distortion of the distillation curve caused by adding 10% ethanol to the fuel.

Often, relatively simple modifications can be extremely effective in preventing the formation of unwanted vapour bubbles in the liquid fuel. Relatively minor changes need not alter the essential character of a historic vehicle, while thermal baffles and heat shields can be fitted sympathetically to provide minimal visual impact. It is accepted however, that the standard and original condition of some vehicles will be compromised by the changes described above. However, the advice given here about practical steps to counter these difficulties can produce real operational benefits.

### Concluding remarks


The mandating of 10% ethanol in all spark ignition fuel to be sold in Belgium from 2017 is likely to result in operational problems for some historic vehicles. Where these vehicles have already operated satisfactorily on petrol containing 5% ethanol, the move to 10% ethanol may not result in significant adverse effects, but the majority of vehicles will benefit from mixture adjustment to counter the leaning effects of the additional ethanol content. Corrosion problems may increase, but these can be countered by use of an effective corrosion inhibitor of the type tested by the FBHVC. Compatibility issues will probably have been already encountered and resolved because of the use of 5% ethanol in petrol over recent years. Volatility-related issues are the most likely source of a greater number of operational difficulties resulting from the increase in ethanol content from 5% to 10%. Unless a source of petrol free from ethanol can be found, these problems will need to be resolved by adopting measures described in the relevant section above. It must be accepted however, that many of these measures will involve making changes to the standard and original condition of historic vehicles if normal running and operation is to be possible.



### **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 £2.50)**



formed almost in parallel during the same 1920's – 30's time span.  
 - I.C.I. - Britain - IG Farben.- Germany - Du Pont - America

I.C.I. due to its vast diversity had attracted many industrial and scientific top brains. The 1930's were the start of an amazing track record of what was to become the world's highest number of useful invention patents filed by any one company in the world. Eventually after 75 years whilst still in business by 2002 a staggering number of over 33,000 invention patents applications had been recorded. Just one early example was the invention of the plastic, Polyethylene, in the early 1930's. However this was shelved along with numerous other projects at the start of WW2 hostilities. By 1939 I.C.I. was so important in supplying chemicals



and raw materials to practically every single factory and manufacturer for the war effort, the war government immediately prioritised the finance for many new I.C.I. laboratories, factories and processing plants. At the same time I.C.I. themselves also directly supplied armaments, guns, and munitions in huge quantities.

I.C.I. had in fact, during wartime, even started research and development for the making of an atomic bomb, but after some considerable advancement in the project, it was abandoned following discussions and a falling out with American government programme researchers at the time. This led to a government political decision for no further British work on the subject, allowing America to continue working alone.

I.C.I. manufactured some important items at Morris Motors, and then BMC/BLMC, including of course our Minors. (In fact every other car and vehicle maker of the era would have used the various I.C.I. products and services. Manufacturing unit facilities supplied to the Cowley and Longbridge plants included I.C.I. 'degreasing' units and 'cyanide baths' for pre-treatment of body shells, various units for painting and also for chrome plating work etc. Specialist technical expertise was also provided for the installations of finishing paint shops, with of course, the all-important cellulose body paint and primers. We are now very familiar with all those original named shades of the original I.C.I. Morris Minor bodywork colours today, matched faithfully using present day paint technology. (To be continued next month—Ed)

### Mandatory Inclusion of Ethanol at 10% Volume in Spark Ignition Road Fuel (Petrol) in Belgium

**Introduction** . To date, the UK has avoided this situation, and in fact at the time of writing there has been no effort made to retail petrol containing 10% ethanol (E10) in the UK. However, late in 2015, documents emerging from the Kingdom of Belgium indicate that the compulsory introduction of ethanol in petrol will increase to 'at least 8.5%' by volume from 1 January 2017. If this action is taken, all spark ignition vehicles in Belgium including historic vehicles, will be obliged to operate on this fuel. In practice this is likely to mean that all retail fuels for spark ignition engines can be considered to constitute E10. Enough work has already been done by the Federation of British Historic Vehicle Clubs (FBHVC) through contributions by oil industry experts to give a fair idea of the probable impact of the use of E10 petrol in historic vehicles. These findings are presented below.

**Effects of ethanol in spark ignition engines:** These may be considered under the three different headings of Compatibility, Corrosion and Combustion:

**Compatibility:** Some elastomers, plastics and composite materials are not compatible with petrol containing ethanol. Where problems are experienced, incompatible materials in the fuel system should be replaced with compatible alternatives.

*Acknowledgement and thanks to CONCAWE who provided the above data.*

**Corrosion:** Long-term storage of petrol-ethanol mixtures (eg over a winter period) can lead

Material	Recommended	Not recommended
Elastomers	Buna-N (hoses and gaskets) Fluorel Fluorosilicone Neoprene (hoses and gaskets) Polysulfide rubber Viton	Buna-N (seals only) Neoprene (seals only) Urethane rubber Acrylonitrile-butadiene hoses Polybutene terephthalate
Polymers	Acetal Polypropylene Polyethylene Teflon Fibreglass-reinforced plastic	Polyurethane Polymers containing alcohol groups (such as alcohol-based pipe dope) Nylon 66 Fibreglass-reinforced polyester and epoxy resins Shellac
Others	Paper Leather	Cork

to corrosion in historic vehicle fuel systems. The mechanism of this potential corrosion lies in the falling pH values, ie greater acidification, which may occur with degradation (oxidation) of fuel-grade ethanol over time. Many historic vehicles have fuel systems containing metals such as fuel tanks made fromterne plate, (lead-tin or zinc-tin coated steel), copper fuel lines and brass fittings, and zinc-based carburettor castings, which can be vulnerable to fuel acidity. Following tests, a number of corrosion inhibitor additives which are effective at protecting fuel system metals have been identified and endorsed by the Federation. The corro-

sion inhibitor additives which passed the tests carried out by the FBHVC are as follows, in alphabetical order:

Ethanolmate from Flexolite, [www.flexolite.co.uk](http://www.flexolite.co.uk), email: [sales@flexolite.co.uk](mailto:sales@flexolite.co.uk)

Ethomix from Frost ART Ltd, [www.frost.co.uk](http://www.frost.co.uk), email: [order@frost.co.uk](mailto:order@frost.co.uk)

VSPe Power Plus, VSPe and EPS from Millers Oils, [www.millersoils.co.uk](http://www.millersoils.co.uk), email: [enquiries@millersoils.co.uk](mailto:enquiries@millersoils.co.uk)

These products achieved an 'A' rating in the corrosion tests carried out, permitting each to carry an endorsement from the FBHVC. The endorsement takes the form of the FBHVC logo and the words '*endorsed by the FBHVC as a fuel additive for protection against corrosion in metals*'.

In the absence of effective inhibitors, corrosion in historic vehicle fuel systems can result where fuel grade ethanol is included in petrol at 5% volume. The risk of corrosion is greater where 10% volume ethanol is added to petrol. However, these additives will provide effective protection with 10% ethanol.

**Combustion:** There is no evidence that the addition of ethanol to petrol directly affects combustion adversely, but ethanol does have a leaning effect; fuel mixture strength becomes slightly weaker, and this is particularly true for higher ethanol blends. Whereas the inclusion of 5% volume ethanol in petrol leans the air-fuel mixture by 1.8%, which may be regarded as negligible, the addition of 10% ethanol would result in a mixture-leaning effect equivalent to 3.6%, which may be felt as a power loss, but also could contribute to slightly hotter running. Adjusting mixture strength (enrichment) to counter this problem may prove beneficial. There is a further secondary effect on engine operation from the addition of ethanol to petrol, in that it adversely affects fuel boiling characteristics by increasing volatility at lower temperatures, and so could exacerbate vapour lock problems.

**Boiling characteristics (fuel volatility)** : The volatility of spark ignition fuels has increased significantly in most European countries since historic vehicles were initially produced. This can lead to operational difficulties, and a significant number of members have experienced vapour-lock related problems, such as over-heating, power loss, poor hot starting, erratic running, excessively lean or rich operation, poor acceleration, flat-spots etc. These difficulties can in many cases be traced to the formation of bubbles of vapour in the liquid-fuel metering zones of carburettors, or in fuel pumps supplying liquid fuel to carburettors. These vapour bubbles result from the proportion of fuel boiling at low temperatures (so called *front-end volatility*) being much greater than was the case when the vehicle was designed and first produced. Unwanted vapour formation of this kind disrupts the normal fuel metering process and produces erratic distortions in the ratio of fuel to air supplied to the engine combustion chamber. Inclusion of ethanol in petrol tends to make these observed problems worse, because of the relatively low boiling point of ethanol. As the percentage of ethanol increases, the distortion to the distillation curve becomes more marked. The negative impact on the operation of some historic vehicles would therefore be expected to be greater with 10% ethanol than for 5% ethanol. Not all historic vehicles experience such problems, but those where the inlet and exhaust manifolds are on the same side