

Morris Minor Regalia Catalogue



MORRIS MINOR REGALIA - DORSET BRANCH

Our Branch Regalia stock is managed by **Dave & Jackie Walker** and is available at Club Nights and our outdoor events. (The illustrated stock list is shown on the website www.dorsetmmoc.co.uk)

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Dorset Branch

MORRIS MINOR OWNERS CLUB

NEWSLETTER

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Feb 2018, Volume 21, Issue 3
www.dorsetmmoc.co.uk

The MMOC Dorset Branch

was founded in 1980 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 Club Night 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

Key Contacts

President		Non-Committee posts	
Committee Members—'16-'17		Website editor	Brian Wood brian@dorsetmmoc.co.uk
Chairman	John Jenkinson 01202 576690	Newsletter editor	Natasja Dumay natasja.dumay@gmail.com
Secretary	Laurie Blewer 01202 522673	Regalia	Dave & Jackie Walker 01202 877972
Treasurer	Jacky Wood 01202 573494	Raffle Coordinators	Chris Tilly Margaret Pateman
Membership Secretary	Brian Ford 07502161535	Caterers	Sue Blewer Lyn Gerry
Events organiser/ H&S supervisor	Andy Dibb 01590 674557	FRONT COVER: Annual DMMOC Dinner & Dance 'Chairman's Choice' prize winner Roger Kellow fighting John for the trophy (or is it his hand?)	
Welfare/ technical advisor	Eddie Pateman 07940 518627		
Spares Manager	Brian Wood 07411 116336		

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)

2018	
7 th February	Club Night— Blind Auction
23 rd February	Barn Dance—Southern Electric Club
7 th March	Club Night—Quiz & Charity Vote
4 th April	Club Night— Talk on 'Dad's Army' by Steve Roberts
8 th April	Start: Classic Cars on the Prom—Bournemouth Pier
13 th -15 th April	Weekend visit to Oxford: Nuffield House & Oxford Bus Museum
15 th April	Classic Cars on the Prom—Christchurch Quay
22 nd April	Drive It Day—Run to Kingston Maurward— Plowmans 9am
2 nd May	Club Night—Antiques Roadshow
7 th May	Popham Airfield Classic Car Show—Popham Airfield
19 th -20 th May	Moggyfest 2018—Beaulieu Spring Autojumble
20 th May	Classic Cars on the Prom—Highcliffe Castle
27 th May	Pecorama Rally, Beer, near Seaton (Devon)
2 nd June	Wimborne St Giles Church Fete, Wimborne St. Giles (just turn up)
6 th June	Club Night—Quiz
24 th June	Classic Cars on the Prom—Christchurch Quay
4 th July	Club Night—Club Run—venue tbc
14 th July	Holdenhurst Village Fete, Holdenhurst Village
1 st August	Club Night—tbc
5 th August	Lymington Classic Car Show, Pennington 9am
2 nd September	Classic Cars on the Prom—Christchurch Quay
5 th September	Club Night—tbc
30 th September	Classic Cars on the Prom—Christchurch Quay
7 th October	Club Night—tbc
5 th November	Club Night—tbc
2 nd December	Club Night—tbc

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

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Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB

Volume 21 Issue 3

February 2018

CLUB NIGHT ACTIVITY: Blind Auction

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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 Club Night.

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**OLD-FASHIONED
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 DANCE**

FRIDAY 23RD FEBRUARY 2018 7.30pm
 Please bring a plate of food (American Supper) -
 see list at Club Night

£5 entree p.p.
 - Beginners Welcome -

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Editorial

Hello everyone! Is it too late to wish you all a Happy New Year? I personally don't think it's ever too late. I hope you are all as well as can be expected, and are looking forward to the year ahead. As you'll be able to tell from the schedule at the end of this newsletter, the events list is growing by the day. Our pivotal event this year will of course be *Moggyfest*—this year celebrating '70 years of the Minor'. On that note, Roger Kellow and Laurie Blewer would like to remind you of their special request (see page 18).

But before we get there, there's our first **Barn Dance on 23rd February**—here at the Southern Electric Club. At only £5 a head, it's promising to be an evening full of fun, laughter and dancing. So come along! Tickets are still available, so **get them from Jacky tonight**.

I was in the library the other day and spotted free postcards with a Morris Minor Traveller on it. They were promoting a new book called *'Peshwari Nans: Beyond the Bucketlist'*. It's about two eighty something sisters called Esther and Minnie and their adorable Trafalgar blue Morris Traveller affectionately known as Vivien. They feel compelled to fulfil the dying wish of a dear friend, and undertake an epic adventure driving some 7000 miles or so from Whitechapel (East London) to Raipur deep in the Indian sub-continent. I've brought some copies of the postcards. Help yourselves. The book has very good reviews—so worth a look too.



12th February will be a very special day for Cyril —as he will be turning 50!! He left the Morris Minor hospital just before Christmas—looking absolutely amazing after his facelift. He's had rust removed, gutters replaced, driver door adjusted, a fair bit of welding done as well as a respray of his wings, wheels, roof and doors. I'm so proud of him (albeit significantly poorer). I hope to show him off at Club Night (as I missed Mistletoe Meander due to double booking).

Whilst on the subject of Cyril, we have a couple of international visits scheduled that I am very much looking forward to. First of all we will be taking part in *'Minors on Tour'* for the first time—in the South West of France (fingers crossed we'll get there and back without a hitch). Later in the year my parents, Cyril and I will repeat the *'Rétro Festival de la Côte d'Opale'* - an event just outside Calais and one I can strongly recommend—and really not that far away (and free). A village is turned back into a 1950s village—complete with actors dressing up as postmen, nurses, mechanics, etc. An extremely uplifting short break. They already have 1000+ cars registered. No doubt you'll read my write up of these events in our newsletter.

continued

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



Rebuilt **HS2 carburettors** for 948 and 1098 £105 each plus £25 exchange surcharge. (Others reconditioned to order—please ask Brian)



We also have some **reconditioned fuel pumps** for sale at £55 each (£50 to Branch Members) Postage is about £5. *Standard*

BRANCH SPARES DEPARTMENT For the benefit of newer members who may not be aware of it, the Branch operates a Morris Minor New Spares service. From the year 2015-16, we are introducing a discount scheme whereby *most* purchases by paid up Branch Members will get **10%** discount applied to the price* (unless already on discounted offer or not available to us with discount). We usually have some spares at the monthly branch Club Nights and we have a presence at some shows (particularly the Branch Rally and the Beaulieu Autojumbles). Spares are available most other times from Brian on 07411 116336. The spares are mostly sourced from ESM (East Sussex Minors—who support our branch rally also) and the prices charged generally reflect their prices. The advantages are availability of parts and *usually* no postage charges. Some locally made and reconditioned items are also available, such as bonnet props, fuel pumps, and carburettors. (*subject to fair use).

BRANCH REBATE SCHEME

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



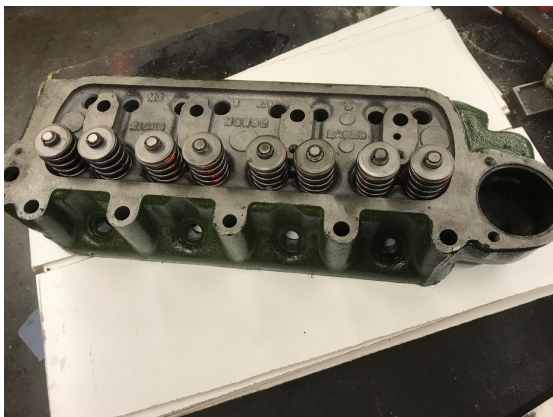
New Morris Minor Spares are available through the club. The current list is posted on the website under the 'New Spares' tab. *We can also order other items for you—usually saving the postage cost.*
Brian. 07411 116336

News from the Spares Department

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

The Heads are Back!

The good news is that we now have a new stock of fully re-conditioned Unleaded heads. If you are planning an engine rebuild in the near future, then an expertly re-built head with hardened exhaust valves and seats makes sense and saves a lot of work!



The work is done by a local, trusted engineering workshop (a contact of one of our branch members) and the prices are competitive with ESM or others (but with no postage charges for the head or the returned exchange unit.) The exchange price is **£230** (with 10% off for branch members—ie **£207.00**) for either 948cc or 1098cc units. Form an orderly queue please! (We need the old unit returned with just the valves and springs still fitted please).

Alternator Brackets with Coil Mount

Our other news from the 'inventions' department is that we now have stocks of the MkII alternator bracket with coil mount. Unfortunately we had a few breakages of the original design when used for high mileages. The new version has a much stronger design and has captive nuts incorporated and has 8mm screws to hold the coil. These will be **£19.50** less the usual 10% discount to club members (**£17.50**).



Health wise, my recovery from my spinal operation is ongoing—physio will continue for a few more weeks at least. A visit to St Thomas' in London confirmed that I do still have chronic pain & fatigue (fibromyalgia) as well as hypothyroidism (so a double whammy) and arthritis in my knee. I will officially be leaving my job at Nationwide Building Society at the end of this month. They've been absolutely magnificent and I feel very touched by their kindness.

I'm looking forward to the future—whatever that will bring. It's going to be good and no doubt full of excitement and the odd disappointment. As Buddha said: *'No matter how hard the past, you can always begin again. Every morning we are borne again. What we do today is what matters most'*.

See you about and keep them rolling!!

Natasja

Join the Club & In Memoriam

A warm welcome to the DMMOC family for:

Keith and Ann Fleet
Bev Miller



We're happy you chose to join our club. Make yourself at home, mingle with the crowd and make new friends. If you can see scope for improvement: speak up. We are continuously improving. And enjoy the ride! We look forward to your company at our events. There's no time to be bored in a world as beautiful as this (and all the more beautiful thanks to Morris Minors).



We're shocked to report that Keith Adams of the Hampshire Branch passed away on Tuesday 19th December. Keith was only 57, and was a well known member of the club and known to many of our members here in the Dorset Branch. He was a familiar face in the Morris Minor Autojumble scene and was often seen teamed up with Giles on the trade stand (right – at a National Rally a year or two ago). The Branch offers its condolences to his family and friends.



Secretary's Report

Good evening everyone and welcome to the first newsletter of 2018. This year, of course, is a very important year for us with it being the 70th anniversary year of the Morris Minor and lots of events will be happening throughout the country to celebrate this landmark year.



On the events subject, I hope you all enjoyed last months skittles evening - well done to the winners. In fact: well don to you all. Tonight is the annual blind auction for charity, so please dig deep and spend generously. Also, let us know your favourite charity so that we can vote for one for this year. Make sure that you bring your thinking caps with you next month for the quiz night. At popular request, we are starting to put together some extra road runs for you this year- starting with a Drive It Day on Sunday 22nd April. Please make sure you get your names down for the **Barn Dance** if you are planning to go – **let Jacky know tonight.**

Entries are coming in thick and fast for Moggyfest on a daily basis so if you haven't got yours in yet please do so – don't forget you only have until the end of March. Plans are coming on well for the weekend with Rogers designs for this years marquee display well under way. Please remember our plea for period artefacts and memorabilia to add to the display (see page 18). We would love it if members could dress in a style period to their car too but, of course, this isn't absolutely necessary. At the moment the number of cars entered in for the condition class is down on last years Pride of Ownership numbers, so please can I ask that you think about having your cars judged. You don't have to enter concourse just the ordinary condition class. This is being judged by our friends Richard and Christine Lee from Leeds again this year so please lets make their long trip worthwhile.

I hope everyone who came along to the dinner and dance this year had a good evening and well done to this years winners of the annual awards – Series MM –Mike Sheppard, Series II – Phil Traves, 1000 Saloon – Mike Pope, 1000 Convertible – Martin Harris, 1000 Traveller – Ron Tickner, Chairman's Choice – Roger Kellow.

Meanwhile, on the home front, the Series II is coming along nicely—with re-assembly almost complete. Once all back together she has to go back to the painter to have any imperfections sorted and for a final buff and polish, but I'm very pleased with how she looks so far.

I've still got to buy some new carpets and get the interior back together, but hope it will all be done in time for Moggyfest. That's about all from me for this month, so until next time: Happy Minorng

Laurie

For Sale & Wanted & Club Notices

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

For Sale: One 803 engine that was in good condition when removed from its donor car and has been properly stored. It can be collected from just North of Swindon. Cost £40. Call Ash Holmes on 01285 810524 and have a chat for further information

For sale: 1957 Morris Minor Convertible. Genuine with original 948cc engine. Immaculate condition. History file with bill of sale. New MOT when sold **£10,495**
Please contact Nev on 01202 747687



For Sale:
•Large capacity (9 gallon) Saloon / Traveller / Convertible petrol tank **£110**
Please contact Steven Loder on 07748 154474

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John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

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Moggy Fest – special member reminder

A gentle reminder to members that we're searching for loan items matching up with the below time periods, suitable for use as display props:



1. 1948 to 1953 (Series MM)
2. 1953 to 1956 (Series II)
3. 1956 to 1962 (Minor 1000 948cc)
4. 1962 to 1971 (Minor 1000 1098cc)

Ideally larger size items, they will be used as a single object to illustrate the period. For example: a period gramophone cabinet, period console radio, vintage bicycle, period pram, or other furniture item matching any of the 'design' periods.

We are also interested in any fashion clothing items representing the time periods. Any items kindly loaned would of course be handled with great care and looked after.

The final chosen items will be displayed in the marquee, under cover at all times. The marquee will be manned by club members during the day, with Beaulieu security staff on duty 24-7 for the entire period of the event.

If you think you may be able to kindly help the club with any display items for the Beaulieu Spring Jumble next May, we would love to hear from you. Ideally if you could share a picture of the item, then that will help us plan the look of the final display.

Please contact Laurie or myself!

With much thanks,

Roger Kellow
 drkellow@ymail.com
 01425 274295

Laurie Blewer
 laurieblewer@btinternet.com
 01202 522673/ 07947 525884



Note: *If local transporting is difficult, we're sure we could discuss and assist.*

Mistletoe Meander 2017

The last run of the 2017 was held on Saturday 30th December and it was the now familiar format of the post Christmas (but pre-New Year) Mistletoe Meander where we meet up for a run in the country, followed by a fish and chip lunch back at the Club house.



What's not to like about that?



There was a fantastic turnout with a capacity attendance of about 86 in their Minors and other classics. And what's more, despite forecasts to the contrary, the rain held off all day and the lunch arrived on time!

Andy had organised an excellent run out to the east which took about an hour and everyone made it back (as far as I know). Thanks for everyone's efforts in organising it - I think we all enjoyed it.

Brian

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Chairman's Report



Good evening and welcome to February's Club night. Tonight is the charity blind auction night so dig deep in your pockets and bid for all these wonderful items. We still need your forms and names in for the forthcoming Barn Dance on Friday 23rd February at 7:30.

Also, I still have a few rooms left for the Oxford weekend to the Bus Museum and Nuffield House on 13th—15th April. Please let me know if you would like to go.

Beaulieu Moggyfest Rally weekend is on the 19-20th May and the entry forms are coming in already. We also have some artefacts coming for the marquee display. I thought the Dorset Branch News in Minor Matters latest edition, written by Natasja Dumay and Andy Dibb was very good.

Some of the Branch members haven't been too well over the last few weeks – so I hope that they are now feeling a lot better

The Branch Dinner and Dance went well. The meal was as good as usual, and I thought that the drinks idea (i.e. vouchers instead of wine on the table) went down very well. Also congratulations to all the members who won trophies – well done to you all.



Don't forget to look at the club diary, there are lots of new runs, shows and of course, places to eat. That's all for now, happy motoring,

John Jenkinson.



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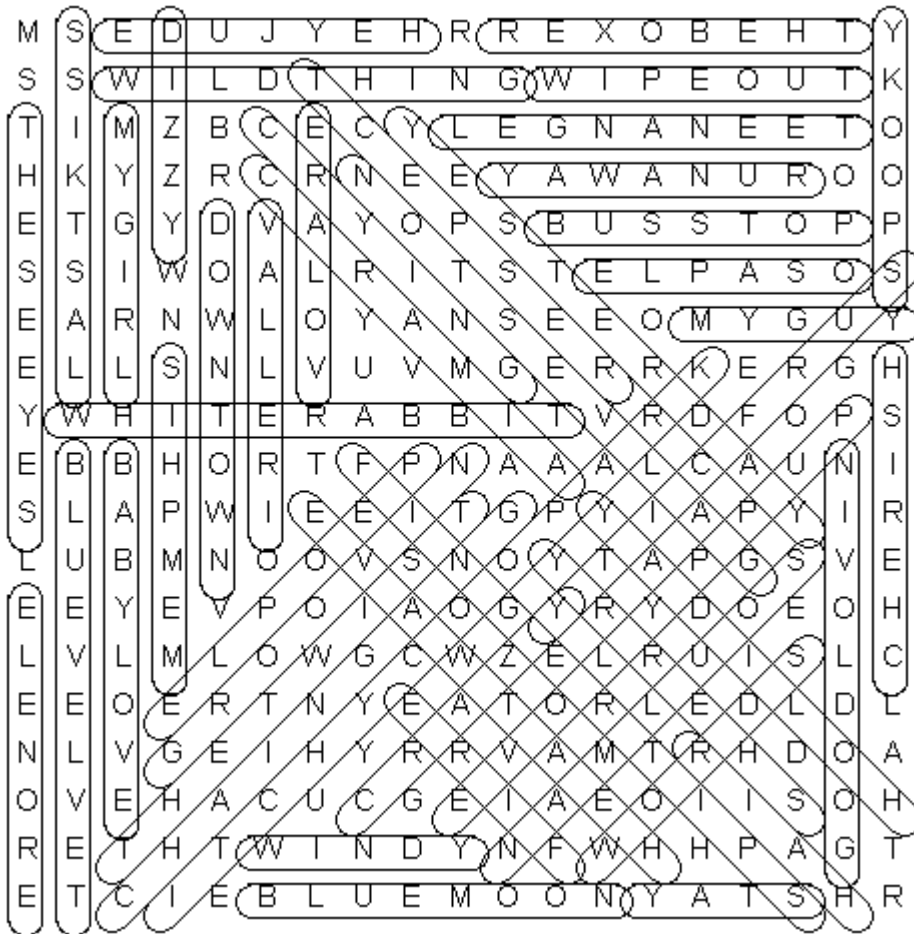
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Word Seeker: answers



The hidden song is: 'Mrs. Brown, you've got a lovely daughter'

Find and circle all of the 1960s songs that are hidden in the grid. The remaining letters spell the title of an additional 1960's song.



- | | | | |
|-------------|---------------|------------|--------------|
| BABY LOVE | ELENORE | MEMPHIS | TEEN ANGEL |
| BLUE MOON | FINGERTIPS | MY GIRL | THE BOXER |
| BLUE VELVET | FIRE | MY GUY | THE TWIST |
| BUS STOP | GALVESTON | PEOPLE | THESE EYES |
| CARA MIA | GOOD LOVIN' | PUPPY LOVE | VALLERI |
| CHAIN GANG | GROOVIN' | RESPECT | VOLARE |
| CHERISH | HAIR | RUNAWAY | WHITE RABBIT |
| CRAZY | HEATWAVE | SHERRY | WILD THING |
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DMMOC—the early days: how it all began...

It seems to me to be another life time away as I think about how and why I started our club back in the Winter of 1980. I had at that time a 1960 Clipper blue 2 door XDW 484 that I bought from a nice lady at Bourne Valley by the Gas and Electricity Works (long since gone).

The National MMOC was fairly young as a classic car club and having joined in the summer of 1980 I decided to contact the then secretary Paul Davis, to find out if there was anyone local to chat with or share our interest in our cars as the nearest Branches were Hampshire, Devon and Wiltshire . This would have been around September/October of that year and when the November/December issue of Minor Matters dropped through the letter box I eagerly opened it to see to my utter amazement that my name and address appeared in the back page as DORSET BRANCH CONTACT.

After a few choice words to my self I thought I had better do something to start the ball rolling or should that be our Minors. I was fortunate to be in the right job at that time in the Dorset Police stationed a Winton to see how I could recruit members. This was back in the days of VHS video recorders and just the GPO telephone, no computers or mobiles.

As I drove around my beat I had a few business cards that I would place on the wind-screens of some nice looking and well loved cars in the area. Eddie and Janet Gilmore and Teresa Moxley were some of the first I recall. I also frightened the life out of a few elderly ladies one was Dot Cake who I flagged down in my Police car and explain they were not in any sort of trouble and I just wanted to start up the club, I was First Aid trained in CPR but did not have to use it, Phew.

So I booked the Snug Bar in The Queen Victoria Pub in Winton opposite to what is now Lidl and in the spring of 1981 we had around 15 keen recruits. We stayed at the Queen Vic for about six months, then I managed to get us all into the skittle alley room of The Hollies Pub in Moordown.

I single handedly ran the club for almost 2 years though I did manage to coerce a number of the members to help run some of the club functions. Each month I would as Chairman talk and demonstrate new products and ways to keep our cars going.

We had no funds in those days and it was purely a social get together of around 30 enthusiasts. I did book our cars into some of the local rallies to promote our cars - Blandford, Yeovil Festival and also days out to The Watercross Line, Alresford and to

the jet back in and perform the centring test again, just in case! If all is well, reattach the choke arm to the jet base ensuring that the 'top hat' spacer is present (fig. 2 (E) & fig. 3). Do not overtighten the screw, it is threaded into plastic. Lastly, connect the feed pipe to the float chamber ensuring that all the components are assembled in the order shown in fig. 1. Note the steel washer 'C'. Put a little lubrication into the housing to help the washer to seat properly. It is important that the pipe should protrude fully past the rubber washer before insertion is attempted (as in fig. 1), despite the efforts of the protective steel coil to force the assembly apart. Take care not to cross-thread the sleeve nut, and tighten it gently. Extreme force is not necessary here!

The carburettor is now ready to be refitted. After this, and before starting the engine, check the fall of the piston once again. There is always a possibility that another jet-centring adjustment may be required, which can be done reasonably easily with the carburettor in place. Once the centring has been perfected it should require no further attention. Pour a little light oil into the hollow piston rod and replace the damper.

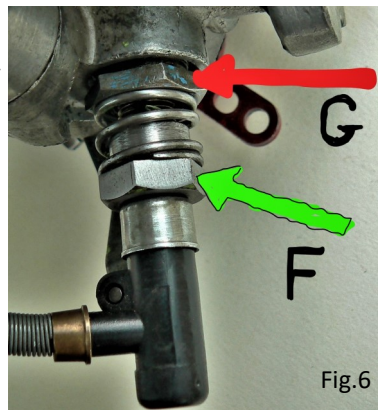
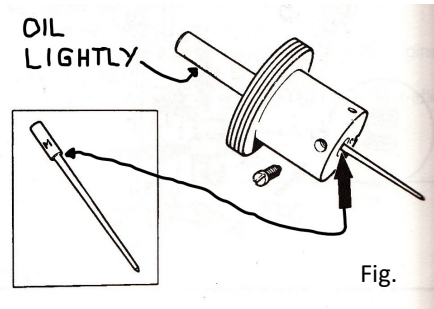
Complete the reassembly and warm up the engine fully before adjusting the main jet to give the desired tickover. All this work can be done with the carburettor in situ, removing only the air cleaner for accessibility. The biggest problem is replacing the feed pipe into the bottom of the float chamber as it is impossible to see properly and highly possible to cross-thread the sleeve nut! Apart from that, and all the lumbago-inducing bending over the front wing it is quite straightforward and it will make you realise that those excellent extended bonnet props pioneered by this club are not just for decoration!



spring then slacken jet bearing nut (G) a couple of turns. Replace adjusting nut without spring and screw it up fully, then ensure that the tube into which the jet slides is free to turn. This is a most important requirement and must be ensured to prevent damage to the new needle. If it is not free, unscrew the bearing nut fully and remove the tube, otherwise known as the jet bearing, clean its flange, apply a little oil and replace, leaving its retaining nut a little loose.



Slide the new jet into place, with its feed pipe in the correct relative position but not connected to the float chamber. Place the piston and needle into the carburettor body then having applied a little oil on the outside of the piston rod to assist its passage (fig. 5), fit spring and suction chamber noting reassembly marks. Do not use force at this or any other stage of reassembly! Push the piston to the end of its travel (SU recommends using a pencil) whilst pressing the jet home against its adjusting nut, and GENTLY nip up the jet bearing nut. Keeping the jet pressed home, try lifting the piston and letting it drop. It should reach the limit of its travel with a satisfying click. Keep slackening the bearing nut and pressing the piston home then gently tightening the nut until this is achieved. The process may have to be repeated many times!! When a satisfactory result is obtained the bearing nut may be tightened a little more. This may change the setting and it will be a case of starting all over again. It can be a very tedious process indeed but sooner or later things will come right and the bearing nut can be tightened fully without affecting the travel of the piston.



Having reached this happy state of affairs, replace the spring and adjusting nut, but not screwing it fully home this time. Put



Beaulieu Aerodrome with the picnic and some borrowed traffic cones (Hmm, I wonder where they came from?) I even hand painted a signboard borrowed from Ray Dibben to advertise the branch and club name and a fairly nicely painted Morris Bull Logo in blue, red and a white background.

In the summer of 1981 I was asked by the National Club to contact the curator Michael Ware of the Beaulieu National Motor Museum, and borrow the famous Himalayan Rally Morris Minor that competed and finished the rally even though at times having to be carried with wooden poles over terrain by the local tribal people. My instructions were from Mr Ware to 'make sure it is not run and used only for a static display'. Having trailed the car up to Doncaster for the National Rally, to my horror during the day there was the same car resplendent in the rally numbers and stickers being driven around by some lunatic, wheel spinning and sliding it around. Obviously the car was returned undamaged.

My job in the Police doing shifts did curtail a lot of my available time and stopped me fully enjoying our hobby. Eventually the AGM in 1982 saw Aubrey Batt being voted in to take over the chairing of the club and I then changed direction in various parts of my life and the club was no longer a major part of my social activities.

In March of 1981 I bought a non running 1954 Split Screen for £35 as a restoration project to pass on my newly acquired skills to members. I spent 6 months on my back in the evenings and weekends in a friends garage cutting out most of the chassis and clamping in new panels for another friend to weld up. The car was eventually re-sprayed inside and out and I did start the process of rebuilding the car but my life changed course and the car was moth-balled in my garage.

35 years later after everyone who knows me and have got fed up with asking "Have you still got the Morris?" and "What are you going to do with it?" I decided in May 2016 that I had better do something before I die and my family have to dispose of the Morris. Which brings me onto Chapter 2 of My Life with the Morris Minor.

Like Laurie and Brian, I will have lots to talk about restoring our cars for future entries in the Newsletter.

My love story with Morris Minors isn't done....

Main Jet Replacement (Just ticking over—part 2)



"An entrepreneur assumes the risk and is dedicated and committed to the success of whatever he or she undertakes."

Victor Kiam

"I liked the product so much I bought the company".

Readers of a certain age will remember the advertisements featuring this truthful statement from Victor Kiam, successful businessman and late principal of the Remington Shaver company. Victor Kermit Kiam 2nd was born in New Orleans in December 1926;

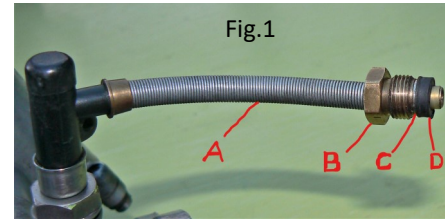
earlier that same year another entrepreneur in another country had bought a company which he had taken a liking to. Not one to pass up a good opportunity, William Morris snapped up the SU company whilst it was experiencing what we nowadays call 'difficult trading conditions'. Production was moved from London to the premises of his recently acquired Wolseley Cars in Adderley Park, Birmingham and from then until the demise of the British Motor Corporation, Wolseley, MG and Morris cars were almost exclusively supplied with SU carburettors and fuel pumps.

As carburettors go, the SU is a very simple and reliable device with little to go wrong, although of course the few moving parts will eventually become worn. The most regular casualties are the main jet and the needle which slides within it. The two are brought into contact through engine vibration and the fuel passing through acts as a (very mild) abrasive. Older needles and jets are prone to erosion from modern petrol; today's replacement parts are made from a slightly different material which is more resistant.

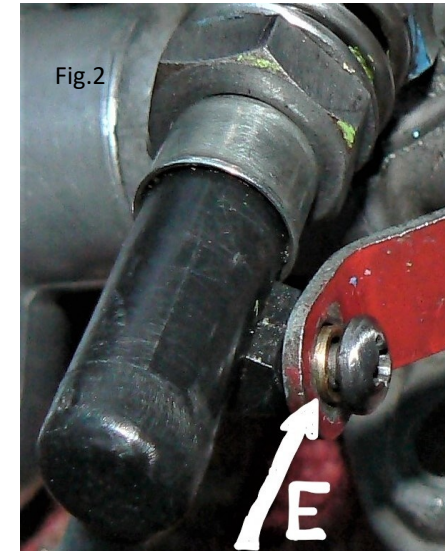
Both jet and needle are made to extremely fine tolerance; visual inspection even under magnification will not reveal the whole truth. The slightest variation will upset the petrol/air mixture, leading to poor tickover and extra fuel consumption. Slight wear can be countered by adjustment of the jet, but eventually replacement will be necessary. If the vehicle starts readily in cold weather without choke, or the tickover is not affected by jet adjustment, it may well be time to replace jet and needle. They should be treated as a pair and not replaced individually.

As in the previous article on the subject, text and illustrations refer to the HS carburettor, earlier models differ in detail but not in principle. Things can get a little frustrating around the mid-point of this procedure, so it may be as well to

Edited by Brian Wood



(B); pull out the feed pipe - the black rubber sealing washer (D) will almost certainly remain on its seating and require to be hooked out. Take out the screw



Returning to the carburettor body, remove the jet adjusting nut, fig. 6 (F), and its

find a soothing radio station and ensure a plentiful source of tea, fags and chocolate biscuits before beginning.

Start by removing the brass sleeve nut which holds the main jet feed pipe into the bottom of the float chamber fig. 1 (B); pull out the feed pipe - the black rubber sealing washer (D) will almost certainly remain on its seating and require to be hooked out. Take out the screw holding the choke linkage to the plastic base of the jet, taking care not to lose the small 'top hat' spacer fig. 2 (E) & fig. 3. The main jet can now be withdrawn.

Turning your attention to the top side of the carburettor, remove the damper rod and mark the suction chamber to enable it to be replaced in the same position. Remove the suction chamber and spring and lift off the piston. To remove the needle the brass screw in the side of the piston should be loosened. Hold the piston in a thick cloth to do this, it will save the loss of flesh if the screwdriver slips! (fig. 4). If the old needle is reluctant to come out, a sharp rap directly on the pointed end should jar it loose. Thoroughly clean the suction chamber and piston before proceeding.

The replacement needle should be inserted until its shoulder is dead flush with the face of the piston as in fig. 5. Accuracy is called-for here. Tighten the screw and put the piston/needle assembly well out of harm's way until required.