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**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 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.

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- PROVERBS WHEEL QUIZ ANSWERS**  
from page 20
1. (WORKING CLOCKWISE)  
More Haste Less Speed
  2. Great Minds Think Alike
  3. A Watched Pot Never Boils
  4. Look Before You Leap
  5. Better Late Than Never
  6. Make Hay While The Sun Shines
  7. Easy Come Easy Go
  8. Out Of Sight Out Of Mind
  9. No News Is Good News
  10. Too many Cooks Spoil The Broth



1948 < Morris Minor > 1971





**AUGUST 2020** Vol 23, Issue 9  
www.dorsetmmoc.co.uk  
**DMMOC 40th year**

© Dorset Branch MMOC 2020

## 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 Clubnight is an opportunity to meet the other enthusiasts and enjoy a presentation or other activity organised by the Committee.

**Membership currently costs £12 per year—£15 for joint membership.**

### Dorset Branch MMOC Key Contacts

#### COMMITTEE MEMBERS

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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 clubnight.

#### NON COMMITTEE POSTS

#### Raffle Coordinators

Chris Tilley  
Margaret Pateman

#### Catering Consultant

Sue Blewer

#### Insurance Advisor (to Dorset branch)

Dave Walker

### COVER STORY 'FLYING THE (NEW) DMMOC FLAGS'

**Brian shows off the brand new DMMOC Rally 'Feather' Flags in the drive, complete with his 'resplendent' 'Minor Convertible 129UXC. & Traveller VKA 551**

**We can't wait, anxious to see the new flags flying, when rules allow us all to meet up en masse again at 'post lockdown' events.**

The Norelco "Auto Mignon," (pictured below) was rather limited as it only held one 45 rpm record at a time, for 4½ minutes of play at best (Just compare that with a modern MP3 player !!) potentially distracting the driver with the need for multiple record changes. And there was also the question of where to put all the vinyl discs since the Norelco didn't store any records, as the RCA Victor model did, leaving a box on the floor or over the car seat as the alternative.

How often the stylus may have jumped the grooves when the car was moving at various speeds over a pavement curb, cobblestones, or deep holes is a subject often wondered. Then there was also the constant habit that cars tend to have (because they are cars!) swaying on double bends, and sharp braking." Also there was a cost to factor with an inconvenient habit of the stylus wearing down records from a higher downward pressure compensation force required to keep it in place.

The RCA Victor unit's turntable was often criticised for running rather fast, speeding up records. turning what was expected to be 'Danny Boy' into "Flight of the Bumblebee" ! The RCA Victor was only available until 1961, with the company discontinuing the "Victrola" after just a year.

Car record players inevitably soon made way for the next new-fangled audio gizmo: the eight-track tape deck. The Chrysler Corporation first introduced this as an option in its 1968 cars.

ROGER

THE CHRYSLER RCA VICTOR "45" RECORD PLAYER

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Easy to load... Easy to play

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Plays records smoothly on curves or bumpy roads, even when car stops and starts. No fading or static.

**In 1960, a much cheaper car record player offered as a Chrysler option came on the market: the RCA Victor auto "Victrola." - you could play your own 45s on it.**



**VINYL IN THE CAR ! Loading the latest 'Top Of The Pops Chart Topper' into the Norelco 'Auto Mignon by Phillips**





*Keeping up with those latest tracks on the move, in his car, was just something George Harrison at the time could not resist ! Vinyl record enthusiasts maintain that vinyl records produce a 'warmer' sound tone than any digital reproduction . I would not wish to argue although It may also be something to do with nostalgia where that exclusive sound style remains etched in the memory from a much more 'youthful ' era! (Whether this would be the 'ideal 'audio system to install in your Minor I think it's best to leave you to decide ! —Ed !)*

The "Highway Hi-Fi" was the first on the scene, available from the Chrysler Corporation as an option on the 1956 Chrysler, Desoto, Dodge, and Plymouth. CBS Labs developed the technology that played records specifically designed for the system, with 7-inch discs in 16⅔ rpm format, available exclusively from Columbia Records. The format was chosen because 33⅓ rpm records at 12 inches in diameter were too big for the car and the smaller 45 rpm size didn't play as long. The 7-inch size developed for the "Highway Hi-Fi" fit in the car and played for about an hour per side.

Chrysler started with six records from Columbia that presented such entertaining tracks as "I'll Take Romance" from Percy Faith and His Orchestra. Additional recordings were available for order. The Great American Songbook was represented with picks such as Cole Porter's score for the Broadway show "Kiss Me, Kate" and "My Old Kentucky Home" played no less than on a Wurlitzer organ. And there were talk selections, too, including recordings of the CBS radio series "You Are There" featuring historical topics such as "The Signing of the Magna Carta" and "The Battle of Gettysburg." !

The Highway Hi-Fi was short-lived as Chrysler offered it for only two years. Chrysler did eventually add an option to play 45 rpm records on the Highway Hi-Fi, but perhaps that choice came too late!



# Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB  
Volume 23 Issue 9 AUG 2020**

***NEXT CLUBNIGHT  
Postponed until further notice***

## ***In This Months Issue...***

<b>REGULARS</b>	<b>SPECIAL FEATURES</b>
<b>EDITORIAL P 4 EDITORS IN BOX &amp; NEWS DESK P5</b>	<b>P/8/9/10/11 Meet The Dorset Members Martin Feltham</b>
<b>SECRETARY'S REPORT P.6</b>	<b>P 22/23 'Vinyl Sounds' in the car !</b>
<b>CHAIRMAN'S REPORT P. 13</b>	<b>P,16/17 Exhaust Notes !</b>
<b>VEHICLES FOR SALE - SPARE PARTS FOR SALE &amp; WANTED P.14</b>	<b>P18 /19 Dorset's Ancient Sites Concluding Part 4</b>
<b>THE 'BRIAN WOOD' REPORT P.15</b>	<b>P 20 Theresa's Stay Alert General Knowledge Quiz</b>
	<b>P7 'GREMLINS AT WORK ? Guest writer—Andy Gibb</b>

***Dorset Branch Members- It's Your Newsletter - It's Your Club !  
The Editor encourages and welcomes any written contributions - particularly loaned (or emailed) photos please, of topical interest, from club members suitable for inclusion in the monthly club newsletter .***

***\*Please submit, if possible, any material or advertising matter, within 10 days prior to the next monthly club night date . (\*Inclusion within the next available published newsletter is subject to space, as it approaches the next respective monthly publishing deadline. The Dorset Branch MMOC will accept no liability in respect of goods or services provided by advertisers : No recommendation is implied : Any views expressed or advice given within the newsletter is offered in good faith and no liability is accepted by the Dorset branch or the MMOC for any consequences arising from such material.***

Welcome to this edition , is it August already ??

Starting on a positive note, the likes of Beaulieu are now open and we are all now definitely encouraged to go out as often as we like for single outings, individually, in our classics by the National MMOC and the Federation of British Historic Vehicle Clubs ( the MMOC are members ) At publication date I am informed the ' Club Line ' of both organisations still urge extreme caution for a bit longer regarding any 'Branch Organised' larger group gatherings and 'Branch Organised' run outs, meet ups etc. until further National MMOC club advice. Being a regional branch of the National MMOC the Dorset branch consider members safety very carefully as gradual 'easing of distancing' regulations continue . (At the end of the day it can only be down to the individual how they wish to decide, and to assess, regards their own personal 'category level' of risk when attending any other events as rules continue to ease.)

Yes, sometimes we should really do some things without too much waiting around' - I have just had a 'jolt' personally regarding the 'real and nasty' consequences of this Covid 19 virus, as sadly I have just had to journey up to Bath to attend my brothers 'lockdown style ' funeral, that was 'different' to say the least.. During one of a regular past calls by phone to my brother (this one was about 4 years ago!) we talked about Morris Minors , I let slip that one day I had intended to surprise him by turning up at Bath to visit him in it . His immediate reply being that the neighbour to (his 'long time' lady companion ) Fiona's house had Minors , very often driving different ones ! . He said 'Charlie' was a really nice guy and often during a pleasant summer evening they had interesting conversations ( not chatting about old cars!) mostly about the lovely old buildings of Bath and about 60's music , having an obvious shared interest . 'Charlie' was also very interested that my brother had been elected a member of the Society of Bath Artists, as 'Charlie' said, he himself had also attended The London Slade School of Art . It then just occurred to me to mention about the person who did more , probably than anyone, in the country to first actively popularise and conserve used Morris Minors also happened to be named Charlie, from the Bath area, and his surname was Ware. My brother answered "Yes that was his name"! I ask myself, why oh why, didn't I visit him at the time, in my Minor instead of putting it off. !! **Charles Ware** passed away in July 2015. his famous Minor business legacy still thrives - now in Bristol . The Morris Minor Centre, still run by the Ware family. (Proud to say their advert appears in this newsletter ) - A reminder to please send photos in by the last w/end of August for Eddie's Gardening Competition, -all details in last month's edition , Do keep safe -enjoy your Minor - ROGER



## Editors In Box & News Desk

**A 'CLASSIC' WEDDING ? (Now up to 30 guests can be invited , subject to latest 'easing' rules )**



**THE BRIDE'S CHOICE !**  
.... The ever popular Minor Convertible. 542 XUX , Ashley Miller's lovely 1958 example . (right) 1098 powered , owned by Ashley for nine yrs, New hood & interior 6 yrs ago, recon gear box 2 yrs ago,

**WELCOME ! YOUNG EST MEMBER**  
Little Arthur has just checked up on the latest Minor adverts in the July issue for his dad ! Congratulations Rachael & Chris Hope—Jones  
( Arthur James Hope-Jones Born 22/6/20 7lbs 5oz )



- |                       |                     |
|-----------------------|---------------------|
| 1. Quality Street     | 13. Double decker   |
| 2. Black Magic        | 14. Twist           |
| 3. Meas Bar           | 15. Edinburgh Rock  |
| 4. Smarties           | 16. Yorkie          |
| 5. Polo               | 17. Turkish Delight |
| 6. Moonlight          | 18. Milky Way       |
| 7. Roses              | 19. Matchmakers     |
| 8. Dolly Mixture      | 20. Minstrels       |
| 9. Milk Tray          | 21. Celebrations    |
| 10. Chocolate Buttons | 22. Picnic          |
| 11. Jelly Babies      | 23. Wine gums       |
| 12. Whisper           | 24. Maltesees       |

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## Secretary's Report



**As we enter another month of this very strange “lockdown” year we look back at the many events we were attending last year with sadness that they are not taking place this year.**

I'm sure you have all heard by now that any hope of Moggyfest taking place this year has now come to an end with the cancellation of the International Autojumble in September. This means that we will be celebrating our 40 (+1) years at next year's Spring Autojumble along with the 60<sup>th</sup> anniversary of the Minor Million.

As I write this we have just returned from a small classic car meet organised by Ashley Miller. Thanks Ashley for a very well organised and socially distanced event – it was really nice to get out and actually meet up with friends – albeit from a distance. There is one further event that is taking place and this is Simply British Classics at Beaulieu on 20<sup>th</sup> September. This is a ticket only event with pre booking essential. Lets try to get a good turnout from the Dorset MMOC.

Despite the fact that the SEB Club is now open we still cannot hold a clubnight there as due to the size of the room social distancing just wouldn't be possible with the numbers we normally have. We must sadly accept that the year 2020 must be written off completely with regards to any club activities.

Dad and I recently went to view a 1953 4 door saloon. The story goes that the owner was going abroad for a couple of years and decided to park the car up at the bottom of his mothers garden. Unfortunately, while he was away a housing estate was built all around the outside of the garden leaving the car completely landlocked! This was 25 years ago so



I'm sure you can imagine what the car was like when we went to see it. Nature had most definitely started to take the car back and she was almost completely submerged in the undergrowth. We did manage to retrieve a few bits and pieces from the car though before the owner cuts it up to finally get it out of the garden !

Don't forget to get your “Garden Competition” photos in to Roger in order for the judges to decide the winners in each of the classes. Brian tells us he has been very busy in the spares department. We would love to see what you have all been doing to your cars through the lockdown period so please let Roger know along with a few photos. Thats about all from me for this month, so until next time

Happy Minorng – keep safe Laurie

**Poundbury Hill** is the site of a Middle Bronze Age enclosure. It is roughly rectangular and it is likely that it was designed to command views over the River frome and the Frome valley to the north. The main entrance to the fort is on the eastern end. It overlooks Dorchester. It was first excavated in 1938. Details of the fort's serial development were discovered. In the 4th century BC, the banks were faced with timber and a deep V-shaped ditch was dug. The banks were enlarged and strengthened in circa 50 BC. Just outside the fort was a large Romano-British cemetery The majority of burials date to the late Roman era of the 4th century AD, although the cemetery was in use from the Neolithic times to the Middle Ages. The northern and eastern sides of the hillfort's outer defences were damaged by the construction of the Roman aqueduct which supplied the settlement of Durnovaria (Dorchester) with fresh water from a reservoir around 3 miles away. It had a wooden cover with a protective covering of soil and grass, to prevent contamination of the water, which was brought from a dam and lake by what is now Littlewood Farm in Frampton . The water was later used for the new town of Dorchester and its public baths.

The main Dorchester to Yeovil railway line was tunnelled beneath the hill fort, thereby minimising damage to the ramparts. Brunel originally wanted to put the tracks in a cutting through the site, but local outrage at the plan meant that the more expensive tunnel was chosen. The protest against the Poundbury cutting plan also led to the formation of the Dorset archaeological society.



**Woolsbarrow Hillfort** dates to the period from the Late Bronze Age to the Early Iron Age (8th–5th centuries BC) The hillfort only has an altitude of 220 feet. Located in a clearing in the forests of Bloxworth Heath The nearest town is Bere Regis about 3 ¼ miles to the west-northwest of the hillfort. The heath is a popular walking area and the site can be reached by the public footpath.

Woolsbarrow separates the rivers Sherford to the east and Piddle to the west. The hillfort is marked by a single rampart about 20 feet (6.1 m) below the top of the gravel knoll and covers an area of around 2 ¼ acres The eastern part of the hillfort has been damaged by sand and gravel extraction, but much of it survives well and has the potential for further archaeological evidence to be uncovered It is one of only about 150 slight univallate hillforts nationally and is of national importance.





## DORSET'S ANCIENT SITES.

Last of our 4 part series exploring our hill forts. Having explored at least 18 other ancient sites in the series, every one can be found out in our lovely Dorset. Why not refer back for when you want to plan that picnic, for one future day, in the Minor. ! ROGER



**Pilsdon Pen** is a 277-metres high hill fort Dorset gem, situated at the north end of the Marshwood Vale approximately 4.5 miles west of Beaminster. It is Dorset's second highest point and has panoramic views extending for many miles. It was bequeathed to the National Trust by the Pinney family in 1982. For many years it was thought to be Dorset's highest hill, until modern survey revealed that nearby Lewesdon Hill (see July newsletter) was 2 metres higher.

The hill, an Iron Age hill fort, was excavated in the 1960's. The remains of 14 roundhouses were uncovered near the centre. Surveys were also carried out by the National Trust in 1982 and by the Royal Commission on the Historical Monuments of England in 1995.

There are differing views as to the age of the rectilinear (square) structures in the centre of the fort—they may be medieval man-made 'pillow shaped' mounds for breeding rabbits, or could be earlier in origin. There is no clear evidence to distinguish the other mounds between pillow mounds and burial mounds, and the acid soil causes almost all bone and pottery to be in very poor condition. The National Trust in the 1982 excavations who restored the mounds to their original profiles certainly viewed them as medieval.

### Dorothy and William Wordsworth & Pilsdon Penn

In 1795–7 Dorothy and William Wordsworth lived at Racedown House—a property of the Pinney family—to the west of Pilsdon Pen. They walked in the area for about two hours every day, and the nearby hills—including Pilsdon Pen—consolated Dorothy as she pined for the fells of her native Lakeland. She wrote, - **"We have hills which, seen from a distance almost take the character of mountains, some cultivated nearly to their summits, others in their wild state covered with furze and broom. These delight me the most as they remind me of our native wilds."**



## THE 'GREMLINS' AT WORK' SERIES

THIS MONTHS GUEST WRITER - ANDY GIBB  
(Dorset branch's own Events & H & E Officer)



**ONE DIFF AT A TIME** - Ethel' my green 1970 traveller is the first minor I have owned that has had a noisy differential, all my other minors ran quietly without these strange 'gremlin' noises except for the odd noisy wheel bearing. Before doing anything I used the usual approach as for advice from the minor club members and read up manuals etc. - It quickly became apparent that the differential in a car of any description is a specialist area. Trained mechanics, DIY mechanics do not like rebuilding them and the advice I gained was try and get a used good one !!! or buy a reconditioned one.

I went for option one first and bought a supposedly good one at a very reasonable price. For those of you that have not changed a diff before it entails =

- \*Chocking the front wheels as you have no brakes on the car.
- \*Lifting the car up at the rear end, taking both wheels off.
- \*Slacken off brake adjusters, remove drums, drain oil from rear axle.
- \*Remove both half shafts, unbolt drive tube.
- \*Remove the ring of bolts holding the diff in and remove the whole assembly from the axle.
- \*Fit the replacement one with new gaskets and reverse the procedure to refit everything.  
( All this done on my driveway, laying on my back with Ethel hovering over me—Oh for a double garage with a pit !!!! )
- \*After a test drive with the second hand good one fitted I had gone from a diff that had whined to a diff that clonked !

I now went for option 2 which was to buy a fully reconditioned expensive one, however after receiving the new one that too seemed to have been visited by 'Gremlins' being mysteriously excessively tight to turn. I phoned the company to check and I was assured that all would be OK once fitted. Fitting was accomplished once again as above and lo and behold I had a diff that now had a different whine and ran red hot after a few miles! The company readily replaced it for another and after fitting it things seem to be all OK.



What I have learnt from these experiences is :-

- 1.If you are buying a second hand used diff try to hear it running if you can.
- 2.If not be prepared to replace it for another or maybe you will be lucky.
- 3.If you are spending out on a reconditioned one also be prepared to replace it as the re-conditioners do not always get it right.
- 4.If not turn the radio up, put ear plugs in or sing out loud on every journey.
5. Finally my personal thoughts are that it was a specialist engineers job assembling even a new differential which was probably out sourced by Morris/BMC when they built our cars and those skills have now nearly been lost.

Andy

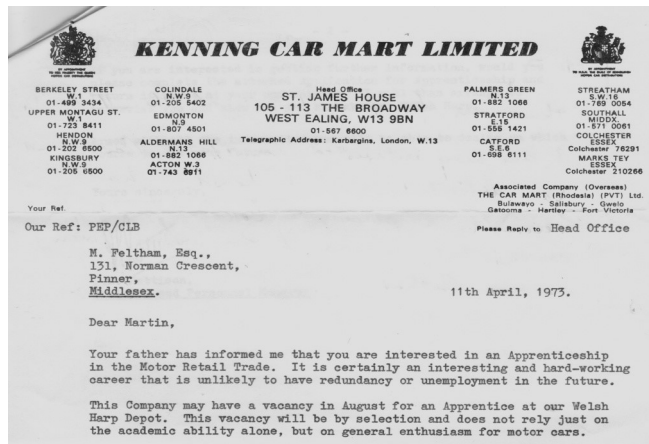


## MEET THE DORSET MEMBERS

Not long after Minor production had ended and at the time when it's replacement, the Morris Marina, was actually selling in greater numbers than it's rival the Ford Escort, MARTIN FELTHAM first started working in the motor industry as a young British Leyland apprentice :-

Born in 1957 at UCH Hospital London Martin was Mr and Mrs Feltham's first child. Home was in the Pinner/Harrow N.W. London area, where Martin attended Headstone Lane School. Dad's first car back then, a black Austin 10. He had negotiated regular use of it from a very amicable mechanic friend who happened to run a Lotus garage in Hampstead. Followed by his own Minor Series 2, 4 door 1955 being Martin's first time 'living with a 'Minor' that has always had fond memories. (see page 11) Martin had always preferred practical school subjects, particularly metalwork. Although alongside his schoolboy friends doing some train spotting Martin actually preferred visiting dad's friend's Lotus garage at any spare opportunity in order to watch the various cars being worked on. In the 60's and into the 70's school careers advisors often gave a distinct impression of enjoying an odd form of job satisfaction when coldly insisting on the 'best suited' career path upon leaving your school (quick view of school records—job done!) An interview often then was suggested with a particular employer. In Martin's case it sounded a bit more like helping conveniently to fill vacancies at The North Thames Gas Board (although 'apprentice type training' in some shape or form was probable!) —That was the last job Martin really wanted to consider, his father was also unimpressed.

1973, Martin's preferred interest was already cars and the way they worked! Fortunately one of dad's good acquaintances was a chap named Bob Russel who happened to be the General Manager of Kennings at the Staples Corner, Hendon branch. Kennings being a leading firm of car showrooms and workshop servicing agents with 16 branches across London and the home counties. George Kenning ran the company from the Kennings parent head office based in Chesterfield. Following a chat between dad and Bob Russel, Martin then exchanged letters, followed soon with confirmation of an official 4 year BL apprenticeship at Kennings Staples Corner then 'state of the art' workshops dealing with the full BL range of vehicles. Martin looked forward to his first day with excitement and anticipation in just a few weeks time. However before that date a family holiday had already been booked to Great Yarmouth and having progressed through the ranks at Abbey National Dad had just bought their first 'brand new car' (It was a Morris Marina bought locally!) The Marina Coupe ran beautifully and all was well with the world until reaching the Thetford to Norwich stretch of the A11 when an oncoming Triumph Herald decided to overtake a long string of traffic at speed forcing the new Marina off the raised carriageway, resulting in being rolled over off the side. Miraculously no one was seriously hurt. That was the holiday the Feltham family always remembered! Inset above: (1973) interview invite letter- note the first paragraph, "an interesting hard working career that is unlikely to have redundancy or unemployment in the future. A phrase that turned out to have some irony later on in Martin's story. (Note also the crests, 'By Royal Appointment')



Before attempting to make a good exhaust pipe/ manifold joint, there is a good deal of preparation to carry out if an acceptable result is to be obtained. The engine steady (fig. 2) must have good rubber bushes at both ends and be in correct adjustment, i.e neither in tension nor compression when the vehicle is at rest. The rubber mounting blocks at the front of the engine and rear of the gearbox must also be in good condition. Age will take its toll here, turning the rubber to jelly; often the rubber component becomes detached from the metal mounting plate, a problem which can go unnoticed for years. If the engine is allowed to rock from side to side there is little hope of maintaining a secure joint, moreover there is a greater opportunity for the pipe to knock against the bodywork. A tickover which is uneven or too slow will cause the engine to shake undesirably and the rubber engine and gearbox mountings will magnify this problem, particularly if their condition is poor.

Another source of trouble is the original type of pressed steel clamp which is only just capable of its job of holding the pipe and manifold together. Overtightening will have caused distortion which should be corrected before re-use. The specially-shaped washers help to minimise distortion and should be a good fit over the ends of the clamp; use a thick plain washer under the nuts and the bolt heads. Do not be tempted to use spring washers under the nuts as they will become embedded in the shaped washers and cause distortion. Brass nuts are desirable for the clamp's two bolts as they will be less likely to seize. Fig. 3 shows the order of assembly.

Cast steel clamps as seen in fig. 4 are widely available and are a far superior component being much stronger than the standard thin steel pressing. When using a cast clamp it is important not to overtighten the bolts as it is possible to nip the neck of the cast iron manifold so tightly as to break it. Be warned. An important point to watch is the outer diameter of the exhaust pipe flange. Ideally this should be slightly smaller than the larger diameter of the manifold outlet (fig. 5) and certainly no greater. If it is, the maximum diameter of the pipe flange will need to be reduced before going any further. This can be done with a file or (carefully) with an angle grinder and the job is best attempted with the exhaust removed from the car. If the exhaust pipe flange is out-of-round or dented it must be corrected.

The flexible hangers should be in sound condition and their clamps clean and not misshapen (fig. 6). Replace the pinch bolts if in a poor condition and apply copper grease to the threads. The throttle return spring hooks into a bracket which is retained by one of the pinch bolts of the manifold clamp.

Often this bracket is bent, twisted or rusted through; if necessary it should be repaired or replaced. A new one can be fashioned quite quickly and made to lie between the flanges of the clamp (fig. 7) which will keep it nicely in place whilst the bolt is tightened. If the original style clamp is to be replaced by a cast one, then a new bracket will be needed as in fig. 4 and is made with a notch on its free end which fits snugly over the raised part of the casting and prevents the bracket turning whilst the bolt is being tightened. It's a simple item to make and fig. 8 shows the process of drawing and cutting out templates for the brackets in figs. 4 & 7 which were fashioned from scrap stainless steel.

Brass, copper and aluminium would fracture sooner rather than later and are not suitable for this application; steel and stainless steel are ideal. When making such parts, the first operation is drilling the holes. ....TO BE CONTINUED





# THE MINOR HOME MECHANIC

From our Special Correspondent (Old School Mechanic)

## EXHAUST NOTES !

In the glorious days before blandness overcame the motoring world it was often easy to identify a passing vehicle by the sound it made. Who could forget the muted bark of a Velocette Venom motorcycle or the staccato crackle of a Commer two-stroke diesel as it made an uphill start from the traffic lights?



Larger Loads....  
Longer Life....  
Lower Costs....



The New  
**BEDFORD** 10/12 cwt. Van

On any road which wasn't billiard-table smooth, many a Bedford CF van would herald its approach with the unmistakable rattling of a fractured front bumper bracket. Milk floats had virtually silent electric motors to help keep the populace in the arms of Morpheus during the early hours but the jangling of glass bottles in metal crates couldn't escape notice. The Minor is similarly blessed with a distinctive sound, generated within the exhaust system and most obvious when the engine is on the overrun. As

with the above-mentioned vehicles, it wasn't put there on purpose; it is the result of a complicated series of coincidences but once heard it is never forgotten. Unless it is an aftermarket stainless steel item, old age and rust will eventually have their wicked way and a hole will appear in the exhaust system, usually in the region of the silencer. The only permanent cure for this is a replacement part however a perfectly sound and rust-free system can commonly be found to have a 'blow' which is easy to locate but not always simple to cure.

The joint between the manifold and the exhaust pipe can be a source of trouble; if there is a leak or 'blow' from this troublesome joint it will create unwanted noise and undoubtedly fumes will enter the interior of the car. If the exhaust pipe is badly positioned and it touches the body permanently or intermittently it will generate a rattling or rumbling noise which is equally undesirable.

The basic idea of the joint is that of a spherical coupling, allowing angular variation between the two mating components, in this case manifold and pipe. The partial sphere of the two flanges, one male and one female, has, for ease of manufacture been modified into a taper as seen in fig. 1, which gives considerably less flexibility of alignment. Strictly speaking there should be only one position for a good fit, but some scope is available for a small adjustment of the mating faces. This is necessary because exhaust systems vary slightly in form and two goals need to be achieved; a leak-free seal and the exhaust pipe secured in such a position as to give some clearance where it passes through the body at the rear of the engine bay. The following notes may be applied equally to exhausts requiring a little repositioning and those being replaced.



Fig 1



Fig 2



Fig 3



Upon return from that holiday that had started differently than had been planned, Martin reported for duty on his first day at Kennings. He was asked by his new bosses if the accident had 'concerned' him in any way being around cars.. He assumed it a joke at first but appreciated much later on that it was probably more down to a generally caring management style that had become evident after a while in working for the firm in that era.

The Yamaha moped that conveyed Martin to work for the first year gave way to his very first car, a white 1967 Morris Mini Minor 850 later in 1973. The hairstyle and flares (above) being very stylish of the era, perfect in harmony with the car. Martin enjoyed the 4 year apprenticeship also attending block release at Acton Technical College gaining all his city and guilds stages with flying colours. Martin recalls a lot of Morris Minors were coming and going at the time and the car was so numerous that they were not so much taken for granted but always accepted and seen as an every day item. He worked on many over the years in between a lot of Jaguars and Triumphs, but the wider range of BL vehicles would be seen to appear from one day to the next, providing a valuable insight and experience of the many various models and variations. Over the 13 years at Kennings following the Mini Minor Martin had at least three successive Morris Marina's in different model variations, each of which he says behaved extremely well. However the appeal of a nice Austin 1100 finally replaced the familiar Marinas. Kennings supplied and serviced the Royal Household, the Ministerial and the Government cars Martin was given the special responsibilities of both collecting, servicing and then also re-delivering the Royal cars, driving regularly to the Palace and becoming well known to the Royal Mews staff. Martin recall s one car he serviced, probably regarded as a 'daily drive', a Rover P5 this car had been specified without any usual plush carpets fitted, instead being replaced with a more serviceable lino' type material, being much more suitable for the Corgis (A modification request from the highest level!!)



View from Martin's service bay -a glimpse of only one Minor on that day, far left.



Martin found that this Land Rover recovery vehicle with a neater size configuration, but high powered suited London roads much better.





A hobby Martin had followed in the 70's was vehicle fitted Citizen Band radio, at the time having a wide following. Three or four cars each with a friend that had CB sets, DIY installed tuned and tweaked to latest configuration settings regularly met up at Horsington Hill, Greenford, joined by Martin in his latest Marina complete his latest CB set bolted in. He managed to pick up a signal from Wales once and often talked to the entertaining truck driving community and other assorted 'CB enthusiasts'. Towards the 70's ended CB signals in the London area deteriorated so much that the hobby literally 'faded away'. Martin still has his last CB radio set for when a nostalgic resurgence of the hobby returns!

**Kennings, Staples Corner frontage to the very busy Edgware Road (right) and North Circular (ahead)**

**This is 'Night Owl' (Martin's CB Radio call sign)**



1985 arrived, and synonymous with the 80's and after 13 happy years at Kennings, changes were suddenly in the air, directly effecting the Staples Corner site. The entire Kennings business underwent '1980's style' rationalisation, merging etc. Becoming, in part, Wadham Kenning. Redundancies across the old company were announced, disproving the first later viewed



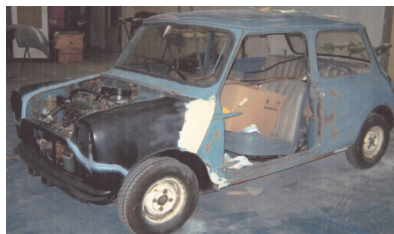
optimistic, now somewhat ironic, paragraph from another era within the automotive industry at the beginning of our story. However with Martin's experience he rapidly found a position at Mann Edgerton at the Rickmansworth branch service dept in 1986. Then unfortunately that company also succumbed to the 1980's round of rationalisation and closing the branches. So along came redundancy no 2 for Martin and also his work colleagues amongst whom he had made friends.

Martin then thought the idea of being a bit more mobile together with a bit of independence may be a better working option, so decided to become a professional mobile glass and windscreen fitter for Auto Glass. His 'home base' was at Watford and for this position it was required for Martin to gain various glass fitting and handling NVQ certificates.

1990—Four years later, although Martin had enjoyed the Auto Glass job he decided to join his parents and re-locate down here to Dorset in 1990. His parents having previously moved down to Highcliffe in 1983 when his dad had retired from Abbey National. Martin had already a job lined at Henty Ford and took up a position in their Boscombe branch workshops.

One day Martin's dad said he had been talking about old cars to a golf playing friend at the local course and this friend revealed that his elderly father had an old 1960 Morris Mini Minor 850. However the only thing was that it had been in store in a chicken barn for 'several' years. One mention to Martin and he immediately recalled the memory of his very first car the 1967 Morris Mini Minor. Soon after, the deal was done, and Martin commenced on his first 'serious' classic restoration project.

**Just like Martin's first car, the Morris Mini Minor project, rescued from a chicken barn.**



## THE 'BRIAN WOOD' REPORT



Hello again everyone. The lack of external activity in Morris Minor circles has more than been made up by 'internal' activity. The Branch spares department has seen a steady upturn in business over recent months and weeks. After a very slow start at the end of 2019, January and February 2020 were very quiet too. Whilst the graph below appears a bit erratic (we did have a couple of large orders in May), there has been a noticeable upward trend through March to July. I only have half of July's total at the time of



writing, so I have doubled it to give an estimated total.

I was speaking to ESM staff recently and they are enjoying a high level of demand at the moment. They appear to be coping well as when I order anything, it still usually arrives the next day. However, the delivery services are a bit 'wayward' – understandably so given the heightened demand on them. Parcelforce have taken the wise precaution of suspending their

delivery guarantee for the time being. Our spares stocks are fairly high at the moment and we can usually supply most of the required parts from stock without having to order individually. We currently have in excess of £12k worth of parts at the moment so if you need anything – don't be afraid to give me a socially distanced 'shout'. We don't seem to be making quite so much surplus for the club funds at the moment since the margins on many of the products we buy the most are being squeezed. However, at the moment we can still give 10% discount on most parts with the remainder being passed on to boost the branch's capital funds.

A few people have asked recently whether the reconditioned fuel pumps have ethanol resistant diaphragms. The economics of the rebuild process make it uneconomic to replace the diaphragm unless there is no labour cost and virtually no profit. However, I have yet to see any SU used pump diaphragms that have perished (for whatever reason). One can only assume that prolonged use with Ethanol laced fuel in the future may cause accelerated degradation. I can nearly always clean up and re-use the diaphragm. Some time in the future, it may not be possible to re-use these components. I spoke to Burlen (the supplier of fuel system parts) in Salisbury recently and they assured me that all new parts supplied that come into contact with the fuel are now resistant to current and anticipated future fuel mixtures. I mentioned that I didn't know of anyone else who rebuilt petrol pumps, and they confirmed that it wasn't something that they got involved for cost reasons. I hate to throw things like that away and that was the reason for starting to rebuild them about 10 years ago. The retail on new ones is usually north of £100 and for them to rebuild commercially would not be much less than that. Sales of our re-conditioned ones is steady at £60 exchange. I also supply the MMOC with their stock. I guess the day will come when either it is too expensive to produce an attractively priced reconditioned pump or we start getting failures through leakin diaphragms. Until then, I'll keep my 'Repair Shed' in operation.





## VEHICLES, SPARES, PARTS FOR SALE & WANTED

DORSE BRANCH CLUB SPARES ARE AVAILABLE TO ORDER AS USUAL FROM BRIAN Please telephone Brian on 07411 116336 to place your order. If it is in stock you can call in to collect or it can be posted to you. If you have email, the invoice can be sent to you and it would be appreciated if you could either bring the correct cash, pay by cheque (by agreement) or use bank transfer (BACS) which is preferred. We usually order parts in approximately

**FOR SALE - One piece Exhaust (from a 1098) hardly used, been in my garage for ages £10. Pair - Inner Step Panels £15 (not bad painted/lacquered finish) Brian Tilly 07517127458**



### WIPER MOTORS

Brian has unearthed a stash of these which he is going to try and refurbish. These should be available soon. Please phone for details, availability and price.

07411 116336

There is a full list of second hand spares on the website at:  
<http://www.dorsetmmoc.co.uk/wordpress/admin/secondhandspares.pdf>

OR go to the S/H Spares page and download the list

OR call 07411 116336

SOME of the club second hand spares available - call 07411 116336

Air filters  
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 Axle stands (folding)  
 Bonnet hinges  
 Extending Bonnet stay (plated)  
 Bottom hose  
 Brake backplates (8")  
 Bump stop (RH)  
 Marina type column ind switch  
 Distributors  
 Chrome door handles (various)  
 Front Grille outer panel  
 Gearbox floor cover

Halfshafts (single or pairs)  
 Jack (standard Minor)  
 Starting handle  
 Front side/indicator units (late)  
 Marina pedal box  
 Books/Manuals (various)  
 Quarterlights (painted/stainless)  
 Rocker box covers  
 Sliding boot stay  
 Speedo heads  
 King pins/good trunnions  
 Top hose  
 Underlay set (unused)

### Refurbished Stock

803 gearbox £325  
 SU Fuel pumps £60  
 Starter Motors\* £20

10% discount applies to most new spares

(\* Painted and tested only)

Then just three years later a young lady with the delightful name Lynette who Martin had known from his Auto Glass days based at Watford, decided to move down to the Christchurch area from Buckinghamshire in 1993 - Three years later in 1996 Lynette and Martin were married in Ringwood. A little while later with mixed feelings Martin agreed that the Mini Minor had to go entirely due to Dorset house prices and the inevitable mortgage commitments that followed.

Then low and behold! Hendy Ford announced that the company were rationalising closing down Hendy Boscombe to help finance a major central site at Chandlers Ford. Martin had already moved to their Castle Point centre at the time. Redundancies followed and this affected Martin with redundancy number three.

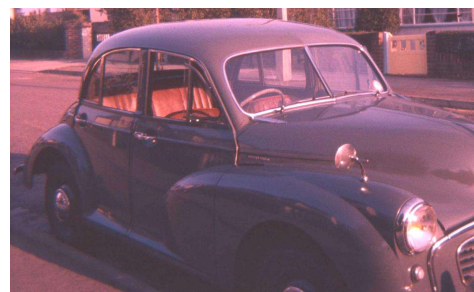
Sewards were a locally established major vehicle main agents. Initially BL main dealers and then becoming Vauxhall, Hyundai & Saab main dealers. A job that appealed, giving a degree of independence was being responsible for transporting the cars and vehicles for the company both locally and to other parts of the country. He was based at their large Somerford holding depot.

Martin enjoyed regularly driving their Seward double deck transporter and the loading and distributing the many different car models. One day the local press and tv ran a surprise story stating "local company Sewards showrooms and garages, employers of a large workforce were to go into liquidation, almost certainly involving immediate company wide redundancies" (The story of my life exclaims Martin—and fate intervened with redundancy no 4!!)

So many mechanics, proud to have acquired the old skills that they enjoyed practicing in the past, gradually become superseded as 'technology' and a 'modular unit replacement, or simply just 'discard for new' approach took over. Cars became 'generic' in design with more and more on board electronics. The term 'mechanic' was not a job title this brave new world seemed to prefer. Advanced 'Hi tech' service centres tended to be suddenly governed by 'diagnostics' and was now regarded the exclusive domain of the 'Technician'.

Martin had felt his traditional skills were rapidly being lost and with his love of the type of old cars he was brought up and worked with, he finally took the plunge to fulfil an ambition, to be his own boss, and offer his services as a Mobile Mechanic, concentrating and specialising in Classic Cars. Thus 'M.R.F Classics - Mobile Mechanic', Martin's self employed venture began. It was a very slow start and Martin was eventually asked to work on a few odd BMC and BL cars including one or two Minors (Including a rear brake job for me) The next thing Martin had joined the Dorset branch! He had said he particularly liked the older model Minors as they had a certain character and one day he would really like one if and when he could afford it.

Latest news is that Martin has indeed found a black 1952/3 Series 2 saloon 2 years younger than the series 2 saloon that dad owned way back in the 60's Martin's Series 2 recent find has just a few issues, but by the looks not too daunting) he is determined to systematically go through the car 'properly' So watch this space as we hope to follow the progress in the future and look forward to seeing one more 'saved' older Minor series 2 that has just officially joined the ranks of the club! Dad's '55 Series 2 back in 1960's at Pinner



and ....  
 Martin's '52/'53 Series 2 - now in 2020 at Highcliffe Dorset.

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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

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Morris Minor Owners Club, Dorset Branch

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**Chairmans Report**

Hello to all the Branch Members and welcome to the August newsletter no#4 of the "Corona Lockdown of 2020". Although it has got slightly better and you can now go out with your masks on.

It was sad to hear that Graham Robinson passed away on Tuesday 21 July 2020. Graham was one of the first to start the Classic Cars on the Prom about 20 years ago. He moved to Brazil and married a Brazilian girl. He 'borrowed' my Mercedes 190 to promote Bournemouth tourism. Unfortunately, he found someone better looking than me to go in the passenger seat!

My grandson Charlie and myself have been to Wimborne Market for the last four Saturdays with a stall selling some of my radios and record players. We have been quite busy.



**My tomatoes in the greenhouse are getting quite a size. Some of the tomatoes are 4 - 5 inches across and have just started turning red. They will soon be on our salad plates.**

My son Stewart came down from Buckinghamshire to put a new roof on our back room. It was a flat roof with felt and chippings which had cracked badly so we replaced it with new rubber sheet roofing. The guttering was replaced also. He has done a good job for me!

As the members already know, I will not be standing for re-election as Chairman at the AGM in October (or whenever we have it) I have been Chairman for 17 years and I think it's time for someone who has a grasp of modern technology to take over (ie emails, internet etc). So if you would like to join the

committee please let us know. So far Laurie Blewer has shown an interest in the Chair, so we will need new Committee members for the next club year.

That's all for now, stay safe,

Your Chairman John.