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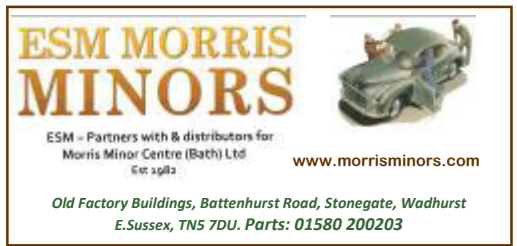
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Dorset Branch

NEWSLETTER

MORRIS MINOR OWNERS CLUB

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 clubnights. Thanks.

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MINOR TRIVIA 'ALERT' QUIZ (page 7) ANSWERS

1. William Morris was sufficiently impressed with SU carburetors that one day in 1936 he offered to buy the Skinner brothers a brand new factory and they agreed to be a subsidiary company of Morris Motors (SU trademark meaning 'Skinners Union').
2. 14" wheels by Dunlop Co. (mostly then being 17")
3. Fixed with studs (not nuts) A hole for adjusting brake cylinder's through . A cream coach line circle. Pin type hub cap fixings . Plain wheel hubs caps (no centre M)
4. Oct 1954 - a year after the series II was introduced.
5. Harry Westlake cylinder head specialist and ex Jaguar engine designer in 1951 - fitted by Austin to the Seven/A30 (That explains why you should find a 'Westlake Patent's sticker on top of your Minor 'A' series engine !!)
6. Minor 1000 'Gown Van' coach built by specialists Hawson-Garner in the 1960's at Andover, Hants.
7. The last Minor Traveller was built in April 1971



1948 < Morris Minor > 1971





JULY 2020 Vol 23, Issue 8
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		NON COMMITTEE POSTS	
Chairman	John Jenkinson 01202 576690	Raffle Coordinators	Chris Tilley Margaret Pateman
Secretary	Laurie Blewer 01202 522673	Catering Consultant	Sue Blewer
Treasurer	Jacky Wood 01202 573494	Insurance Advisor (to Dorset branch)	Dave Walker
Membership Sec.	Brian Ford 07502161535		
Health & Safety (Events)	Andy Dibb 01590 674557		
Welfare/Technical	Eddie Pateman 07940 518627		
Spares Manager & Website Editor	Brian Wood 07411 116336		
Newsletter Editor	Roger Kellow drkellow@ymail.com 07845768120		

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.

COVER STORY

**70 years ago !
Nuffield Exports
and the 'New'
MORRIS MINOR
destined to contribute
to British exports ,
helping to re - build our
industrial export trade
in a previous time of
economic financial crisis.
(our industrial factories
had been producing
essential war supplies
for 6 years)**

**More on 50s /60s & 70s
British Cars Industry
pages 10 /11**

Forthcoming Events

Re-scheduled and New Club Activities / Events will be re-posted here in due course, subject to the latest applicable Coronavirus Pandemic government advised social distancing rules and restrictions in force



Extract from cancellation statement from Beaulieu National Motor Museum (Further to Laurie' s Report page 6)

Dear Friends of the National Motor Museum Trust, 22nd June 2020

We wanted to let you know that we have regrettably announced today the cancellation of our remaining major motoring events; the Hot Rod & Custom Show, the Beaulieu Supercar Weekend and the International Autojumble.

Beaulieu has been hosting motoring events in the parkland since 1952 when we held the first veteran car rally. Each year we welcome over 100,000 visitors to our events as exhibitors, traders, participants and visitors.

The Covid-19 pandemic halted the 2020 programme when we had to close our doors to visitors in late March. The Spring Autojumble was cancelled in May, and subsequent events have been postponed whilst we have been awaiting Government guidance on mass gatherings.

Over the last few weeks, it has become increasingly apparent with social distancing requirements and the quarantine on international travel that holding some of our larger events will not be possible this year.

On a more positive note we are hopeful that we can continue to run the Simply rallies over the remainder of the year. We have reviewed arrangements for these to ensure they can take place safely for both participants, visitors and staff. As a result there will be a limit on the number of cars that can take part and all participants will need to pre-book their tickets. A revised schedule and new booking details will be announced before the end of June, and we will of course keep you informed.

Best Wishes, Russell Bowman

PRACTICAL CLASSICS RESTORATION SHOW (N.E.C.) BIRMINGHAM

This huge annual event that has become for many classic car enthusiasts a 'must attend' event originally intended for March 27th to 29th 2020 . Has been re scheduled for the second time. Following the second proposed dates (now cancelled) Aug 7th to 9th 2020 . The proposed new dates are, March 26th to 28th 2021. The organisers state they will honour any tickets already purchased , in addition those same customers will also be given a free additional adult ticket as a 'Thank You' gesture.

NOTICE OF CANCELLATION, DORSET MMOC ANNUAL RALLY 2020

(17th.1th/19th July WOLVERCROFT, ALDERHOLT, DORSET .

It is with regret that due to ongoing Covid 19 restrictions in force the committee now inform all branch members that there is no alternative other than to cancel the 2020 annual rally event originally proposed as above. (Following extensive discussion between the Dorset branch and Wolvercroft) Everyone is now looking forward to next years rally, at Wolvercroft location again , hopefully during a time that is much more normal, with an even better event!



Part view of the rally field during last years Dorset branch rally at Wolvercroft

Although our Dorset branch rally has been cancelled you are of course perfectly free to visit Wolvercroft at any time individually in your Minor (or modern car) during trading hours 10 a.m. – 4 p.m.—however for latest updates re opening times :- please visit www.wolvercroft.com - and for very latest info, Wolvercroft /Facebook . Directions -Wolvercroft can be found on the B3078—from Fordingbridge direction.

The entrance is signed on the left before entering the village of Alderholt . (Stuart the Garden Centre Manager informs me that they are hoping to open the Sticky Bun Restaurant with a suitably managed service from 4th JulyEd ,)

ABOUT WOLVERCROFT—Based within over two acres Wolvercroft Garden Centre has been providing high quality plants for over twenty years to the local area. The garden centre stocks bedding plants, herbaceous, shrubs and is well known for its excellent range of climbing plants. As well as our wide selection of plants we also have accessories to assist you in creating your perfect outdoor area.

Wolvercroft staff are knowledgeable, warm and friendly and are always happy to assist visitors. Wolvercroft was recently acquired by the Gilbert family, who have lived in the village for many generations. After being involved in farming of the land in the local area the progression to owning a garden centre was a natural and exciting progression of their already strong family business.

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Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB
Volume 23 Issue 8 JULY 2020**

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

In This Months Issue...

REGULARS	SPECIAL FEATURES
EDITORIAL, EDITORS 'IN BOX' and 'EDITORS NEWS DESK' P. 4 & 5	P7 Roger's Minor (Stay Alert) Trivia Quiz (are the questions still too easy ?)
SECRETARY'S REPORT P.6	P8 Eddie's 'Virtual' Gardening Show
CHAIRMANS REPORT P. 13	P9 'Mind The Gap ' from Andy Dibb
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.14	P10/11 Once Upon a Time in the 50 's, 60's & 70's editors historical article
THE 'BRIAN WOOD' REPORT P.15	P,16/17 Water Pump Servicing Part 2. 'from The Minor Home mechanic'
'GREMLINS AT WORK ? P20 /21	P.18 /19 Dorset's Ancient Sites editors 'Minor outing' series continues
P.22/23 Events Notices/Announcements	



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.***

Editorial

Welcome to the July edition .. Hopefully you have managed to venture out recently in your Minor ,even for a few short local runs ! After three months of getting used to the idea and now being 'alert' towards keeping ourselves and others safe. At least now as individual 'classic motorists' we can 'officially' drive out for any time during daytime hours to any of our own chosen open air favourite destinations .



Friends , colleagues, associates , best mates, compatriots, chums, old pals, classic car buddies or just 'Fellow Club Members ' No matter how you describe them all we have without doubt definitely missed each other (in varying degrees) both at clubnights and at other club outings with the absence of this particularly social side of the club , especially for that usual regular chat and the comparing of those latest Classic and Minor related matters over the recent many weeks . At the time of writing rules have not changed in specifying that up to six people from multiple households can gather socially together . In club 'gathering terms' that would only allow 3 Morris Minors meeting up with only 3 sets of couples (= 6 people !) So things obviously remain rather restricted from the club's responsibilities point of view in planning even the most basic, simple run out for any larger club group together at this present time

Eddie's DMMOC Annual Gardening Competition. this year is going 'Virtual' , as announced last month, out of necessity. Please do continue to enter into this popular annual competition just like you would have usually done so at the August Gardening clubnight . But this time at home and take photos of your class exhibits It really is very simple to enter just by sending in your photos of your class entries . All details can be found on page 8 . You even have a bit more time to enter , up until the last weekend of August !

'Lockdown Minor Fettleing In addition to our regular superlative technical articles From Brian Wood and also our special correspondent 'Home Minor Mechanic . We also have 'Andy Dibb kindly responding to the editors request last month in describing any jobs you have been able to carry out on your Minor during lockdown - In this instance. Andy explains how he found necessary incentive and the best method of properly tackling a job he always felt had needed doing when he 'had time' - Page 9

'Badge Engineering' was a phenomenon involving the selected ranges of certain BMC and BL cars chiefly during the 60's and 70's era. A subject that surprised me the more I did bit more simple research regarding the numbers of those various 'alternative badged' cars involved . This was in addition to numbers of specific directly competing models but actually 'different' vehicles (i.e.t he A40 for a time , competed with the Minor) 'Badge Engineering (Re Badging) was ultimately the effective marketing tool used by the organisation to create and maintain sales , aimed to foster and reinforce preferred 'brand loyalty' for a traditional car buying public. Prior to the extensive and more general use of 'Badge Engineering' earlier in the 1950's when our own Minor ,recognised only as a 'Morris ' named car ! (Photo front cover) contributed so effectively towards helping rebuild the British industrial economy during the then 'export drive' from the 1950's onwards - more on Pages 10/11

Please do keep in touch through your club newsletter - Keep well , safe and 'alert' ROGER

'ON THE MINOR MISCELLANEOUS'



"Dad maintains although Granny lives in the same household with us the official rules are clear . Whenever she wants to go out in the Morris Minor with us she must always continue this way of social distancing"

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'Three Winters' by Brian Wood

I heard someone on the other day referring to 'Three Winters'. It was in the context of the holiday lettings trade and the likely lack of any significant bookings for the entire 2020 summer season. Consequently, the camping business (among many others) would have to endure what would seem like 3 winters. This is relevant to classic cars which often don't get much (if any) use during the winter months. Having not moved during the summer of 2020, the chances of discovering a seized wheel cylinder or two next spring might be significant. In my opinion, this phenomenon is not related to whether you have pattern or genuine wheel cylinders fitted. It is more relevant to the type of brake fluid used. Most of us use DOT3 or 4 glycol based fluid which is cheap and readily available. Since it absorbs moisture during its life, it should be changed every 2 years. Clearly the build-up of moisture will corrode the inner surfaces of the master and wheel cylinders. The first you know of this is usually during braking when you notice that the car pulls to the left or right. Uneven braking caused by faulty brake cylinders is either due to leakage of fluid from the cylinder on to the shoes causing a 'pull' to the opposite side of the car – since that brake is not contributing to the retardation. The corrosion on the internal surface will have worn away the seal which will be allowing fluid to escape. Alternatively, you will, of course suffer the same effect if one or both cylinders have seized – or in other words, the corrosion is advanced and no longer allows the piston to slide up and down the bore. The cure, you will not be surprised to learn, is new shoes and cylinders. Yes, you can just replace the faulty cylinder and wipe the shoes off, but sensibly, you should get a pair of cylinders (one on the rear) and replace the shoes with an axle set. If you have not already replaced the cylinders on the opposite side then you should also take the opportunity to do so. The accepted wisdom is that whatever you do the brakes/steering/suspension – you should do the same both sides. I will sell you a single front cylinder, but please don't make me. You will probably be back for the second one within 6 months! They are not expensive! If you are feeling brave and are not planning on changing the car for a while, I would recommend replacing the fluid (preferably with silicone) – especially if you feel that your brakes need some attention. You are advised to replace all the cylinders (including master) with new. This is a good opportunity to have a critical look at the brake pipes and flexi pipes as well, as they don't last forever. If you are replacing the brake pipes, I would recommend the Copper/Nickel (Kunifer) as the copper ones are not so strong. I have seen them fracture on the back axle because the rear cylinders do move slightly under braking. You are currently looking at about £260 (with club discount) to replace the whole lot as above (DIY) including pattern cylinders and Kunifer pipes. All the parts are ex-club stock at present. Incidentally, whilst a lot of products seem to relentlessly increase in price, some items have got considerably cheaper. The ESM list price for front brake cylinders was £11.50 for ages. It is now £6.90! Pattern brake drums have also plummeted to about £12 from £18 previously. Lets hope that the quality is maintained. ESM are usually pretty good at not supplying 'cheap and cheerful' items.

There it is, another 'Lockdown' project to think about and to beat any 'Brake Gremlins'. Brian.



DMMOC 'MINOR MEMBER' - 'MINOR' ENTHUSIAST



*Here's one of our younger branch Members !
RAPHAEL CHRISTODOULIDES son of Marcus and Charlotte, casting a critical eye over last months June magazine edition . From the look of wonderment he is trying to decipher Brian's technical line drawing and Brian's particular description of mechanical procedure, in his June 'Clutch Linkage' article ?*

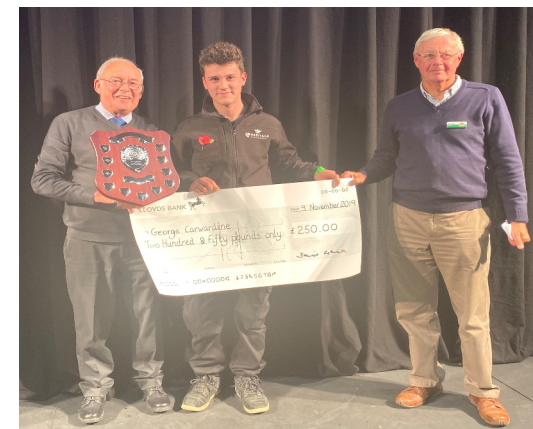


SKILLS ACADEMY CLASSIC VEHICLE ENGINEERING APPRENTICE WINS THE 'JACK DANIELS' ANNUAL AWARD

Following on from our May and June Dorset branch newsletter coverage of the late Jack Daniels I am indebted to Janice Pitchforth (Operations Director ,Bicester Heritage Skills Academy) for sending photo and details of the latest Annual Apprentice winner GEORGE COWARDINE, present recipient of the 'Jack Daniels Apprentice Trophy' and award cheque . The presentation took place at last Novembers Classic Car Exhibition at NEC Birmingham. Top annual Skills Centre apprentice George is accepting the Jack Daniels award trophy and prize cheque from Ray Newell (Secretary, National Morris Minor Owners club) and Karl Carter (Deputy Chairman , Federation of British Historical Vehicle Clubs and Bicester Heritage Academy Skills Director) The Daniels family donated the trophy from proceeds of the sale of the original Mosquito/Minor prototype model that Jack had regularly loaned to the Dorset branch when he was a member from the 1980's on . The Bicester Heritage Skills Academy is recognised as the leading centre of excellence for specialist training programmes covering historic /classic vehicles , classic aviation and heritage steam rolling stock etc. , within Europe . Trainees of all ages and from all parts of the country are considered , for this interesting and diverse academy. Situated on the old RAF Bicester, airfield site, Oxfordshire [More on classic vehicle apprenticeships at - www.bicesterheritage.co.uk](http://www.bicesterheritage.co.uk)



JACK DANIELS 1912 - 2004





Well, here we are, its July and we still can't have clubnight or go to a show! How much longer with this go on for?

Its getting quite difficult to know what to write as we haven't done anything or been anywhere! To top it all I have now received the email I was expecting from Beaulieu to say that the International Autojumble is cancelled and our last chance of holding Moggyfest for 2020 has now gone! This means that we will now have to start planning for 2021! Next year marks 60 years of the Minor Million so we will be commemorating this along with belated 40th anniversary celebrations for ourselves.

Beaulieu themselves are open but only the grounds and gardens at the moment. They are still hoping to hold some of their "Simply" events as they are smaller than the major events that they hold during the summer. The main one for ourselves will be Simply Classics on 20th September. Entrants must be pre booked though and tickets should be available direct from them in July.

I have been out in the garage completing a few more projects that I have had knocking about in the back of the shed for a long time. I have finished the restoration of a 1953 telephone and am currently restoring an old perpetual calendar that I brought home from work about 20 years ago! The one good thing about lockdown is that all these un finished projects are getting completed at last!

That's about all from me for this month, so keep up with the latest updates on the website or on the Facebook page.

Happy Minorng

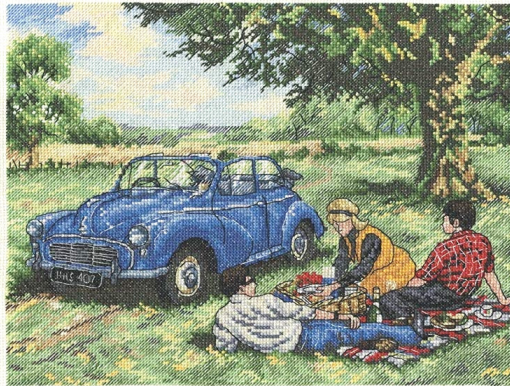
Laurie.

Maiden Castle Hill Fort covers the huge area of 47 acres. It is situated 1.6 miles south west of Dorchester and space here can only allow us to touch on its extensive history. Maiden Castle itself was built in about 600 BC; the early phase was a simple and unremarkable site, similar to many other hill forts in Britain and covering 16 acres. However around 450 BC it was greatly expanded and the enclosed area nearly tripled in size to 47 acres, making it the largest hill fort in Britain and, by some definitions, the largest in Europe. At the same time, Maiden Castle's defences were made more complex with the addition of further ramparts and ditches. It was occupied until at least the Roman period by which time it was in the territory of the Durotriges a Celtic tribe. In the late 4th century AD, a Roman temple and ancillary buildings were constructed. In the 6th century AD the hill top was entirely abandoned and was used only for agriculture during the medieval period. The setting of Maiden Castle has provided inspiration for composer John Ireland and authors Thomas Hardy and John Cowper Powys. In the 1930s, archaeologist Sir Mortimer Wheeler and Tessa Verney Wheeler undertook the first archaeological excavations at Maiden Castle. Four-post structures common in hill forts throughout England are found in Maiden Castle. Their purpose on this site is uncertain however, since at 2 m square they have been considered by archaeologists to be too small for dwellings; as a result, it has been concluded that these structures were probably granaries. The presence of granaries suggests that the fort was used to control the area's food supply. Maiden Castle was occupied throughout the Iron Age and its inhabitants lived in roundhouses. The later houses appear to be organised in rows, and to be roughly similar in size, a reorganisation which indicates the increasing power of the elites over Iron Age society. Bronze objects such as pins, jewellery, and rivets have been found on the site, dating from the Middle Iron Age. As there was no local source of tin and copper ore, this demonstrates long distance trade, probably with the southwest. Although bronze was not produced at Maiden Castle, there is evidence of it being reworked. Good quality iron ore could be found in the surrounding area, but the hill fort does not appear to have been a centre for iron production in this period; this is not unusual as very few hill forts in Berkshire, Dorset, Hampshire, and Wiltshire exhibit traces of iron production. Early in the Iron Age, most of the pottery found at Maiden Castle was produced locally – within about 9 miles – however later on sources further afield became more important, and by the Late Iron Age 95% of the pottery came from the area around Poole harbour more than 35 miles away. Today the large site is protected as a Scheduled Ancient Monument and is maintained by English heritage. With parking facilities and information boards for visitors, Maiden Castle is open to the public all year round. It is located in the civil parish of Winterborne Monkton at map grid ref SY6693848.



DORSET'S ANCIENT SITES.

Following our three previous articles that explored the following hill forts :-
Abbotsbury Castle, Allington Hill, Badbury Rings, Bindon Hill, Buzbury Rings, Chalbury Hillfort, Coney's Castle, Dudsbury Camp, Dungeon Hill, Eggardon Hill, Flowers Barrow, Hambledon Hill, and Hod Hill - (Ideal perhaps for a run out into lovely Dorset in the Minor)



Lambert's Castle Since 1981, has been designated as a Site of Special scientific Interest on account of its geology, archaeology



and ecology. The hill fort is situated on a broad northerly spur at the summit of Lamberts Castle Hill which rises to a height of 256 metres . There are steep natural slopes on three sides of the fort, and linear ramparts across the flat southern approaches. The site is owned by the National trust . A car park is accessible from the B1365 road There are two other hill-forts near Lambert's Castle: Coneys Castle s about 0.9 miles to its south, and Pilsden Pen is about 3 miles to its north-east all situated in the extreme

westerly corner of Dorset Lamberts Castle was built around 2,500 years ago; a prominent ditch and bank still survive near the western entrance. A fair was held here from 1709 to 1947, during which the hilltop was used as a racecourse .

Lewesdon Hill stands about 4 km west of Beaminster 1½ km south of Broadwindsor 2

miles south of Mosterton, and 3 km east of another prominently high fort Pilsdon Pen Lewesdon is regarded the highest point in Dorset. Its summit is an elongated ridge surrounded by beech woods. For many years, nearby Pilsdon Pen (277 m) was thought to be Dorset's highest hill, until modern survey revealed that Lewesdon Hill was 2 metres higher. Dorset's third highest point is Bulbarrow Hill (274 m). Like many of the high hills in Dorset, including its neighbour Pilsdon Pen it is the site of an Iron Age hill fort. Parts of the original bank and ditch are still visible although they have been disturbed by gravel quarrying and timber removal. Lewesdon was also the site of one of the Armada Beacons in 1588 used to warn of impending attack by Spain. It is a National Trust property. There are two main footpaths leading up to the summit, one from the village of Broadwindsor and one from Coombe Lane (off the B3162 between Broadwindsor and Bridport, just before the Four Ash crossroads). The east-west footpath is part of the Wessex Ridgeway.



ROGER'S MINOR QUIZ TO HELP 'STAY ALERT' AT HOME

MINOR TRIVIA

BE ALERT
THE WORLD
NEEDS
MORE
LERTS

Last months Minor Trivia Quiz contained two separate questions for number 5, however only one answer was printed for one of the questions ! - Was anyone 'alert' enough to notice ? The Editor maintains that it was a 'deliberate mistake' of course, in order to test the alertness of branch members . The SU question is no 1 this time and all the answers are on page 24.

1. What was SU Carburettors involvement with Morris Motors and what's the origin of the trade mark ?

[.....]

2. The Morris Minor MM launched in 1948 had wheels that were a departure from the industry norm - what company were able to produce these and what was their basic difference widely publicised in the motoring press. At the time?

[.....]

3. The Morris Minor MM earliest fitted wheels were also initially different in at least 3 other ways that included both engineering and cosmetic appearance from the following years of models ?

[.....]

4. When was the earliest design of grill replaced with the 7 slatted grill design that ran for the rest of the production life of the Morris Minor [.....]

5. What car, in which year was first fitted with ,the then, new and widely publicised 'A' series OHV engine and who was responsible for it's design advantages ?

[.....]

6.. Approx 50 Morris Minor LCV Van cab /chassis units were specially coach built for the clothing and fashion industry using shaped aluminium panelling on additional timber framing . What was the name these vehicles were known by and what specialist company mainly carried out the modification in which year decade ?

[.....]

7. During which month/year, and where, was the very last Minor Traveller built?

[.....]

EDDIE'S 'VIRTUAL' DORSET BRANCH GARDENING COMPETITION 2020

Entries this year (due to continuing social distancing restrictions regarding large group gatherings together) are invited by sending in photos of your flowers and vegetables.

*** Please send your photos for however many of the individual entries of classes you wish to enter, showing exactly in the way that you would have set them up on the display tables as if you were attending the normal competition club night .**

*** Please (where possible) submit additional photos of the relevant plants actually growing in your garden/greenhouse etc. , for example the row of the Sweet Peas or runner bean crop row etc. , your tomato plants growing and also your flowers etc .**

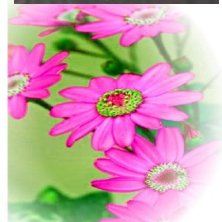
*** Please send in photos to the Editor, ideally by email (on P2) Computer printed images can also be accepted by post (contact Editor for address)**

*** CLOSING DATE FOR PHOTO ENTRIES , SATURDAY AUG 22nd LATEST ***

Winners of Rosettes for classes (posted out to winners) will be featured in the Sept newsletter published at the end of Aug.

*** THE JUDGES DECISIONS WILL BE FINAL (Chief Judge EDDIE PATEMAN)**

"Lets have plenty of your photos showing off your plants flowers and vegetables"—EDDIE



1. Flowers	Dahlias	One vase of 3 blooms
2. Flowers	Sweet Peas	One vase of 5 blooms
3. Flowers	Fuschia	One potted plant of any size
4. Flowers	Mixed flowers	One vase of any type/size
5. Flowers	Potted plant	One potted plant of any size
6. Vegetables	Runner beans	One set of 3 beans
7. Vegetables	Potatoes	One plate of 5, one variety
8. Vegetables	Tomatoes	One plate of 5 cherry type
9. Vegetables	Tomatoes	One plate of 5 medium to large
10..Vegetables	Cucumber	One of any type
11. Vegetables	Onions	One plate of 5 onions or shallots
12. Vegetables	Marrow	The largest in show
13. Vegetables	Peppers	Any Pepper or Chile fruit ,Set of 3

Your replacement pump will come with a paper gasket which can be fixed to the pump face with non-setting gasket compound. Now apply an even but thin coat of compound to the dry side of the gasket and insert the four retaining bolts together with their spring lockwashers, observing the correct position for the two different lengths of bolt. The pump may now be offered up to the engine, carefully entering the spigot of the cylinder head into the by-pass hose before locating the pump retaining bolts. Provided that the by-pass hose is correctly located, tighten its clip firmly and check the lower clip for security then go round the pump retaining bolts again, tightening firmly. If a torque wrench is available the figure for these bolts is 17 ft/lbs;

Bolt the pulley and fan back onto the threaded boss of the new pump. Do not omit the stiffening plate which seems insignificant but does an important job. Ensure that spring lockwashers are used on all the bolts which should be tightened evenly to 12 ft/lbs. If no torque wrench is available, common sense must prevail.

If the copper portion of the heater return pipe has been removed for cleaning or painting it may now be replaced. On later cars the two mounting brackets are brazed to the pipe but on earlier models the brackets simply loop round the pipe thus are detachable, as in fig. 11. In this case the pipe may be fitted either way round and usually one end has a longer bend than the other. This end should be arranged toward the front of the engine so as to couple with the bottom hose. It may be beneficial to leave the two mounting brackets loose to allow for a little adjustment during assembly.



Fig 11

The bottom hose may now be clipped securely to the pump and the heater return pipe. Drop the fan belt over the fan pulley then under the crankshaft pulley before swinging the generator back into place, engaging the belt with its pulley. The two pivot bolts for the generator are now replaced but not tightened fully; adjust the fan belt to give 1/2" slack in its longest run, then tighten the adjusting nut followed by the two pivot bolts. Belts, like chains, usually have a 'tight spot' so turn the engine with the starting handle and try the belt in three or four different positions. Do not underestimate the amount of damage that an overtightened fan belt can cause! The bolt holding the adjusting arm to the generator may also need tightening. It's in an awkward place but must be checked nevertheless. On dynamos the head size is usually 1/4" BSW, but if an alternator has been fitted it is almost certainly metric but sizes vary!

The radiator may now be CAREFULLY slid into place; its four retaining bolts can be difficult to locate; some patience may be needed here. Secure the free end of the bottom hose and fit the top hose, close all drain taps and fill the cooling system with clean water, taking care not to spill any. Don't add anti-freeze until the system has proved watertight, or it may be wasted.

It is essential now to check again the security of all bolts and hose clips, remembering to tighten the two nuts holding the heater return pipe brackets. Using a torch, search for water leaks. Spillage can be mistaken for leakage hence the earlier warning! If all seems well, top up the radiator fully and run the engine, preferably taking the car for a short run to warm it up. If water has been spilt, bear in mind the fact that a wet fan belt will squeal until it dries. Re-check on your return; if no problem is found, the system may be drained and refilled with a clean water/anti-freeze solution, taking care not to pour cold water into a hot engine!

THE MINOR HOME MECHANIC

From our Club 'Old School Mechanic' & Special Correspondent

..... WATER PUMP REPLACEMENT Part 2

(Continued from last month)

Now that the water pump and its associated parts are disassembled, the second phase of the operation can begin. This involves making a full inspection of the parts which are to be re-used. We will assume that the water pump has already been condemned and is to be replaced.

The radiator should be examined for damage; gently brush any dirt and dead flies from the fins and ensure that the rubber seal on the pressure cap is intact. Put a little copper grease into the four threaded holes which accept the mounting bolts.

Cracks around the mounting holes of both the fan and its pulley are not uncommon, see the two cracks (circled) radiating from the central hole in the fan in fig. 7. Check the stiffener too (fig. 8);

it is less likely than the fan to suffer from fatigue but bear in mind that these items rotate at high speed, so replace if defective and don't consider omitting the stiffener plate from the rebuild; it's there for a purpose. The fan belt must be free from cracks or fraying.

Hoses must be soft and free from cracks; the by-pass hose should always be renewed whilst the opportunity exists as it isn't easy to replace these small hoses with the engine and water pump fully assembled. Hose clips should likewise be renewed unless in very good order; if buying replacements, stainless steel items should be considered; more expensive but will last a lifetime if not abused. Squirt a little oil into the worm housing (fig. 9) it will help when tightening.

With a wire brush, clean the threads of all the bolts which have been removed, put a little copper grease on the four which retains the pump on the engine. The by-pass spigot on the cylinder head can be wire brushed before a final clean and polish with emery tape. Scrape any old bits of gasket from the face of the block and brush clean, followed by a wipe with a clean cloth.

The reassembly commences by fitting the by-pass hose to its pump spigot as in fig. 10 and tightening the clip. Ensure that the head of the screw faces in a direction which will enable a screwdriver to be applied to it when the pump is fitted to the engine. Pop the upper clip over the hose ready for later, but keep it loose; rub a little soap around the hose's orifice to help it slip over its spigot.

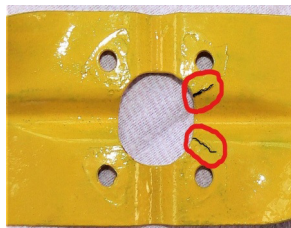


Fig 7

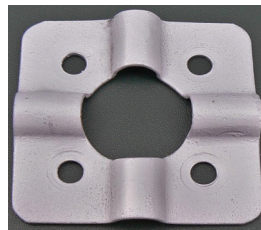


Fig 8



Fig 9

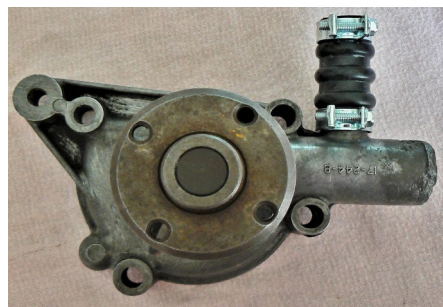


Fig 10



MIND THE GAP.' By ANDY DIBB

Like many of our members I am sure you have been catching up on many jobs on the Minor as you can.

I have been no different and I decided to tackle the large gaps between the front of doors and the back of the front wing on my traveller.

To explain that when I bought the traveller it had a lot of money spent on it replacing almost everything however the persons doing the work did not take much care with the finished product. Hence the name given to her Ethel the Unready by my daughter Lucy.

To be fair the restorers may have been leaned on by the owner to finish it ASAP.

Before I started the work to close the gaps, I do as I always do, ask advice from club members who have experience in the area and mainly Nev and Brian gave me the correct way to proceed.

For those not familiar with the current supply of new wings there are 2 types, pattern and heritage. The difference being the pattern ones are a lot cheaper and need work to make them fit there can also be other differences depending on makers country of origin.

The heritage ones should fit without to much adjustment and be the same as the originals. You pay your money and take your choice !

There is another option, that is new old stock wings, they do come up occasionally. Luckily for me this occasion came up a couple of years ago. A friend of mine had found a new old stock wing in his late fathers garage and wondered if the club would be interested in it. We sold the wing at Beaulieu Autojumble and with the proceeds being split 50% 50% with my friend and our 50% going to our charity Prostrate UK (Dorset)

There are a number of holes in the wing that bolt it to the bodywork and these I copied onto a template of wallpaper (old pipefitters trick) before selling the wing.

Armed with the correct positions of the holes all had to do was remove the wings transfer the correct positions for the holes from the template. Next I filed out the holes to the new marks and then refitted to the correct alignment and no big gaps, heh presto.

The previous restorers had fitted new bolts, lots of copper slip grease which made my job easier. While I had the wings off I painted all the inaccessible places you cannot reach just for good measure.

To summarise, I took expert advice, used advice to copy genuine wing fixing holes onto a template, filed holes to correct dimensions, protective painting, refitted, realigned and cleaned off oily paw prints. - ANDY



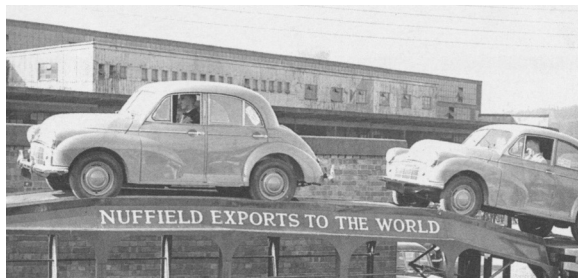
BEFORE



AFTER

It was the 50's , 60's and 70's, and *BADGE ENGINEERING'* evolved (Britain's car industry gradually became more complicated)

Our front cover this month shows Morris Minor saloons all awaiting export to various other countries who were eager to receive that particular model of a quality designed and built small British car at the time—After the end of WW2 cash strapped Britain was facing severe austerity. The government's board of trade stark slogan directed to British industry was 'Export or Die'



Old business adversaries William Morris and Herbert Austin each more than 'did their bit' for the war effort, having each worked tirelessly through the 1939–45 war years, putting over each their entire factories production towards armaments, munitions, military vehicles, aircraft and other war essentials. Each of their respective factory sites also suffered considerable aerial bombing. Traditionally a particular 'make' of car had always been accepted as pretty clear cut and elementary, being identified as 'what it was'. For example Morris cars were accepted as being made by Morris Motors by Morris workers. Independent car maker Wolseley was bought out early on by William Morris as his first major acquisition. For many years the car regarded as a 'Wolseley' made by Wolseley workers. Similarly, the Birmingham based Austin factory workers made cars that were regarded every inch a traditional 'Austin of England' car. Customers in the vast majority then had normally always been exceptionally loyal to a particular make of car made by that company, often this followed a strongly ingrained family tradition.

Then the end of the 50's into the 60's era resulted finally in more output for a market pent up demand, with more home customers being in a position to own their own car. Amidst the mergers, amalgamations, constant absorption and take-overs of previously independent car names and on into the late 70's (without attempting to begin trying analyse the industrial worker—employee/ relations 'climate' at the time **Later on within those three decades, during more industrial, economic turmoil, including the three day working week, Britain did manage to build some notable cars (in addition to the famous Mini and it's larger siblings) being significant achievements in their design and engineering, to receive due recognition in winning the title 'European Cars of The Year'** -



1964 Rover 2000 Mk1 (P6)
(The Rover Company, Solihull)



1965 Austin 1800 Mk1 (ADO17)
(British Motor Corporation)



1977 Rover 3500 (SD1)
(British Leyland)



THE 'BRIAN WOOD' REPORT



Hello again everyone, here we are again, still with no external Morris Minor activity to speak of. I have spoken to a few people over the last few weeks and I know I am not the only one really missing our little weekend runs – the Dorset Branch events and the regular ones such as Classics on the Prom etc. Particularly ironic has been the weather which would have made some memorable days out during May and June. I keep telling myself to keep positive and forward looking to some semblance of the way things were – to use the annoying expression “the new normal”. The other -equally important aspect of Minor ownership for me is the garage activity of which there has been a steady flow of tinkering and adjustments on the newly completed Convertible. It would seem to be the case for a few others of you as well, as there has been continuous activity in the Spares Department. So please give me a shout if you need anything, stocks are good at the moment and I can get parts sent to you from ESM (post free if over £72 worth) all still with the discount. Callers adhering to social distancing procedure are welcome. Bank transfer is preferred as it easier for us, cash is OK – correct money if possible and a cheque is OK but harder for us to deal with. I know I have said this before, but I have sorted out my stash of second-hand spares now and can put my hand on most of it now without entirely emptying the shed. I promise to upload a list on the website which should have appeared on the 'S/H Spares' page by the time you read this. Unfortunately, I haven't got as far as pricing everything up as yet, but I can give you a price on anything on the list. Prices will be reasonable and I am open to moderate 'haggling'.

There is always a steady flow of brake parts out of the spares department and I know many people have the periodic 'seizure' of their brake cylinders – particularly after any periods of enforced lay-up, such as, over the winter months. I recently saw a post on Face book about avoiding cheap wheel cylinders which 'seize up regularly'. I have always advocated the use of Automec Silicone Brake fluid for the avoidance of this and can testify that it works! I read an article in my 'Classics' monthly magazine which covered the professional overhaul of a master cylinder from a Minor – the economics of which were dubious – which cast doubt on the safety of said Silicone brake fluid. The issue is that it can attack the rubber seals and make them swell. The author stated that he was aware of its' use on Minors and that no problems had been encountered – but his reply to this was 'you were lucky'. I have never been made aware of any problems with using this on a Minor and our 4 door has now clocked up 33 years of use with no replacement cylinders needed. Similarly, the Traveller has been on the road for 23 years with no problems. I have used it in the Convertible. You can read a bit more about brakes in the 'Gremlins' piece later in the newsletter. Anyway, as ever, hoping to see you all soon, **Brian**.

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 twice per month, or individual items can be obtained if urgent. (It's as close as we can get to 'Click and Collect'!)

Refurbished Stock

803 gearbox £325
 HS2 carburettors £105
 SU Fuel pumps £60
 Starter Motors* £20

10% discount applies to most new spares

(* Painted and tested only)

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



1954 Morris Minor 4 Door Saloon with a Mot until 23rd January 2021. Over a £1000 spent getting back on the road. The Mot is for peace of mind only. It has a 1098cc Engine with twin carbs fitted. It also has flashing trafficator arms. New petrol tank and sender unit fitted. New rear springs fitted. For a 66 year old car, it is in amazing condition, and a good usable car. Can deliver by arrangement. Offers in the region of £5250. Phone 07939 264653

SOME of the second hand spares available—call 07411 116336

Air filters	Halfshafts (single or pairs)
Ash trays (late)	Jack (standard Minor)
Axle stands (folding)	Starting handle
Bonnet hinges	Front side/indicator units (late)
Extending Bonnet stay (plated)	Marina pedal box
Bottom hose	Books/Manuals (various)
Brake backplates (8")	Quarterlights (painted/stainless)
Bump stop (RH)	Rocker box covers
Marina type column ind switch	Sliding boot stay
Distributors	Speedo heads
Chrome door handles (various)	King pins/good trunnions
Front Grille outer panel	Top hose
Gearbox floor cover	Underlay set (unused)



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Call any member of the team on 01202 894080 to get exclusive MMOC discount across a range of vehicle parts and accessories!

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Apparently, and you may not be surprised, the term 'BADGE ENGINEERING' originated in the United States by General Motors as early as the 1920's as a sales marketing tool. In Britain it is claimed it was initially the 'Wolseley' that started to lose its identity and eventually succumbed to badge engineering as early as just after WW1. This was continued more comprehensively later on with the consolidation of The Austin Motor Company and the Nuffield Organisation (parent company of Morris Motors) to form the British Motor Corporation (BMC). Models were adapted, by variation in trim and accessories, to appeal to customer loyalties for whom the badge denoting the company of origin was an important selling advantage... 'Badge Engineering', as it became known, was symptomatic of a policy of sales competition between the constituent organizations. The ultimate example of BMC badge engineering was the 1962 AD016 (Issigonis's 1100 concept) which was available badged as a Morris, MG, Austin, Wolseley, Riley and the upmarket Vanden Plas. A year earlier the Mini was also available as Austin, Morris, Riley and Wolseley - the latter two having slightly bigger boots. British Leyland had maintained some 'Competing Models' as well as implementing more 'Badge Engineering' - together contributing to a large and complicated range sales marketing :- Examples of some 'directly competing' individual 'car models within the same organisation were:-
 Morris Minor and Austin A40/Austin 1100
 Austin 1300 and Triumph Herald/Triumph Toledo
 Morris Marina, Austin Allegro, and Triumph Dolomite
 Triumph 2000, Rover 2000, and Princess (car)
 Triumph Spitfire, MG Midget and Austin-Healey Sprite
 Triumph TR6/Triumph TR7 and MG MGC
 Rover 3500 and Jaguar XJ6

British Leyland subsequently increased the practice of 'badge engineering' of models which had started under BMC; selling essentially the same vehicle under two (or more) different marques :-
 Riley One-Point-Five/Wolseley 1500
 MG Magnette ZA/ZB/Wolseley 4/44
 MG Magnette ZB/Wolseley 15/50
 Morris Oxford MO/Wolseley 4/50
 Morris Six/Wolseley 6/80
 Austin A99 Westminster/Wolseley 6/99
 Austin A110 Westminster/Wolseley 6/110
 Austin 1800/Morris 1800/Wolseley 18/85
 Austin 2200/Morris 2200/Wolseley Six
 Austin A55 Cambridge/MG Magnette Mk. III/Morris Oxford V/Riley 4/68/Wolseley 15/60
 Austin A60 Cambridge/MG Magnette Mk. IV/Morris Oxford Farina
 VI/Riley 4/72/Wolseley 16/60
 Riley Pathfinder/Riley Two-Point-Six/Wolseley 6/90
 Austin Se7en/Morris Mini-Minor
 Morris Mini Traveller/Austin Mini Countryman
 Riley Elf/Wolseley Hornet
 Austin 1100/Austin 1300/Morris 1100/Morris 1300/MG 1100/Riley Kestrel/Riley 1300/Vanden Plas
 Princess/Wolseley 1100
 Austin-Healey Sprite/MG Midget

Presumably our Morris Minor always had a strong enough identity! (today winning it's own special award as Britain's most popular classic) It's proven reliability as a Morris obviously must have built up sufficient loyal customer following, not needing any marketing department's 'Badge Engineering'. The only exception being the two selected commercial 'Minor' vehicles (Austin badged Van and Pick Up) today happily equally loved as each a 'Minor' family member!





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

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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 July's news letter - number 3 of the coronavirus lockdown.

My son Stuart came down for Fathers Day weekend - Ann and myself haven't seen him since 9th March at Ann's sister in law's funeral. So it was a good time to catch up with his work on the Mercedes 190 SL. He showed me photos on his phone and it is looking good so far. Phil, who repairs radios popped in with one of my record players - a 1960's Dansette Conquest - now in working order. Now I have to clean all the years of dirt off after some years in the loft. I went to Wimborne Market last Saturday - but only a few stalls outside. It's not back to full strength yet. The main building is still closed but opening soon.

Jacky and Brian Wood also popped round to show his beautiful Morris Convertible. Brian, you have done a great job on it. I think it looks great. Also when you left, it sounded like a sports car, but no Morris 'fart' so far.

I saw Laurie the other day and he has been in touch with Beaulieu about the September international autojumble. His report hopefully will contain the decision from them if he receives their email before Roger completes this edition of the newsletter .

Well that's all for now, keep well and busy,

John (Chairman).