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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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**ANSWERS to the Stay Alert Quiz from Page 7**

1. Silver I.C.I Paints Division ( would not guarantee it's life longer than 6 months. Metallic paint had not yet perfected for lasting automotive body use)
- 2..XK20Jag:SunbeamTalbot 80:AustinAtlantic:LandRover
3. The Minor Convertible in 1964 .
4. Completely Knocked Down (Kit Form) -Rep,of Ireland / Australia/Denmark/India/Holland/New Zealand .
- 5.The Austin A30 , at the 1951 Motor Show
6. Pressed Steel Fisher /Fisher Ludlow Body Division PRESTCOLD brand refrigerators /domestic appliances.
7. Lord Rootes said the VW beetle was "Ugly and Noisy and would never ever sell". He then chaired a committee of all the British car makers looking at the prospect of who wanted the VW factory and business .No one wanted it, even for nothing ! Ford (US) also said "The whole VW thing was not worth a damn" Army Major Hirst ,was hen tasked to demolish the factory ,he found a Beetle and suggested the local workforce could make 20,000 Army 'Beetle' cars ( Major Hirst saved VW & the Beetle ( 23.5 Million were sold for then 'German'VW! )



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



1948 < Morris Minor > 1971



**JUNE 2020** Vol 23, Issue 7  
www.dorsetmmoc.co.uk  
**DMMOC 40th Year**

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### 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

**Wendy and Martin Devine  
Making the most of  
The FBHVC  
'Lockdown Drive It Day '  
Sunday 28th April  
(up and down the drive)**

**Re-living the spirit of the  
'60s in their lovely  
1967 convertible  
HSF817E 'Ella'**

**More 'Drive It Day ' Photos  
on Page 22**

### & THE DMMOC CHAIRMAN'S RUN WERE BOTH 'NON EVENTS'



#### \*Forthcoming Events\*

**Re-scheduled , New Club Activities & Events will be re-posted here in due course, subject to The Coronavirus Pandemic government advised social distancing restrictions & rules .**

**The DMMOC may be 'temporarily ' apart but do remain together at this unprecedented time - Feel free to contact any of the committee members regarding anything Morris Minor , Club Branch related ,or indeed any thing else and we will endeavour to try our best to do our utmost in assisting any members enquiries during this difficult time. (contact details page 2 )**





**FRONT COVER STORY— ON THE DAY 'DRIVE IT DAY' WAS AT HOME**

The Federation of British Historic Vehicle Clubs annual 'Drive It Day' event should have 'normally' taken place combined with our very own Dorset branch Chairmans Run . Sadly we could not venture out on to the open road with our Minors but a few members did take up the FHBHVC's and our own club's suggestion and marked the day with photos of themselves 'at home' with their cars.

Special thanks to Wendy & Martin Devine , (re-enacting the 1960's era on our Front Cover) Roy Gale ("Thats all my picnic")- Louise, Lewis & Laurie Blewer ("Mini classic show at home") John Ayres ("This is the way we display those Dorset '40th' & NHS Stay at Home plaques") Carlo Pegoraro ("Shall I Shan't I, show off that lovely chrome MM original grill today") Thank you for sharing the 'spirit of the day' with the editor in your photos of your very own 'Drive It Day At Home'



# Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB**  
**Volume 23 Issue 7 JUNE 2020**

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

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

<b>REGULARS</b>	<b>SPECIAL FEATURES</b>
EDITORIAL, EDITORS 'IN BOX' and 'EDITORS NEWS DESK' P. 4 & 5	P7 Roger's Minor (Stay Alert ) Trivia Quiz
SECRETARY'S REPORT P.6	JACK DANIELS 'Morris Minor Legend' Remembered P. 8/9/10 /11
CHAIRMANS REPORT P. 13	P,16/17 Water Pump Dismantling
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.14	P.18 DMMOC Members pay tribute to the 75th VE day (Photos)
THE 'BRIAN WOOD' REPORT P.15	P.19 A message from Lord Montagu
'GREMLINS AT WORK ? P20 /21	P.22/23 Drive it Day 'At Home' (Photos



***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

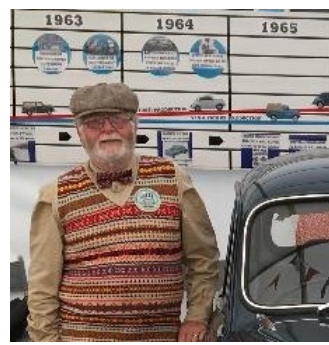
Welcome to the June Newsletter, trust and hope you are in good health now that (very cautiously) restrictions may just be on the way towards more easing of movement.

This edition that would have otherwise traditionally reported the highlights of one of our major annual events The Dorset Branch Moggyfest (combined with the National Southern Regional MMOC rally)

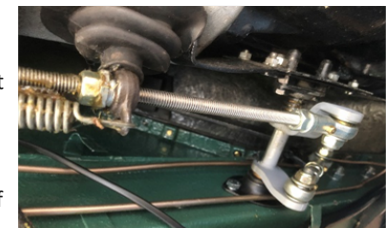
However as promised I have used that free space at this particular time to remember and pay tribute to **JACK DANIELS** the one person who in mechanical engineering terms was responsible for interpreting Alec Issigonis's design concepts (as well as some of his own) into engineering drawings thus allowing the Morris Minor to eventually become a reality.

I have a thing about the importance and value of apprenticeships - My Moggy has been sharing the garage for several weeks now with, of all things!, a VW DOHC engine belonging to my Apprentice Grandson, that with all good intentions, if not for restrictions, would have by now been exchanged into his early model, fairly rare, 4 headlight version Polo estate (also still parked up in our front garden!) He has commented that he loves Minor's though and if an old one came along in the future he would like the opportunity to hone his new welding techniques! (By the way the last quiz question regarding the fate of the German VW Wolfsburg plant just after WW2 has some rather fascinating British related facts - see the quiz question 7 on page 7!) My Grandson actually inherited the old Polo as his first car from within the family so I am more than prepared to accept with all due courtesy this German (historic vehicle) as a temporary interloper next to my Minor! Odd engine parts have been arriving by carrier so that's a good sign the engine job will soon resume and eventually the engine support stand, kindly loaned by my good old friend Martin Feltham, can be returned. I am particularly keen to encourage my Grandson in his project, as over a year ago I am proud that he was accepted after being shortlisted within the top 6 entrants from across the country for an Advanced Technical Engineering Apprenticeship in a secure military facility. Like many other apprentices it is an anxious time, but his position and studying has continued all through the Lockdown with digital tutors conferencing etc. However for any apprentice across the country directly affected with an employer having to close their businesses is one immense tragedy of this present pandemic. One establishment allied to our own classic interests that has continued well at present and even look to expand their portfolio of future classic vehicle restoration and service engineering courses is the Bicester Heritage Skills Academy. This is now undoubtedly the leading centre of excellence now in Europe for apprenticeship training related to Classic and Historic vehicles. Last year a new special top apprentice trophy was awarded by Bicester HSA at the NEC Classic Car show to the winning apprentice. —That trophy is the 'Jack Daniels Apprenticeship Award' and was donated by the Jack Daniels family following the sale of the 'Mosquito' prototype. I am sure Jack would definitely have approved that part of his legacy will go towards motivating our young apprentice's skills and enthusiasm that he also excelled in, including of course the Morris Minor.

Do please free to inform us all on anything you've recently done to your Minor..ROGER



.....If the pedal has any signs of wear on the shaft it is probably worth replacing it. The other components are available in a kit which has all the other parts needed. The whole cost is only about £73 (less if you use the Branch Spares discount scheme). Don't forget to grease everything during re-assembly and again at service time!



On our 4 door, I have fitted a grease nipple to the brake pedal on top of the pivot which runs on the subject shaft.

I also made a small hole in the cover plate over the master cylinder so that the grease gun can be applied through it. Some owners have opted to replace the clevis pinned joints with 'Rose Joints' which are basically ball joints. In this way, you can (hopefully) permanently eliminate the slack in the system. **BRIAN**

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## 'GREMLINS' AT WORK ?'



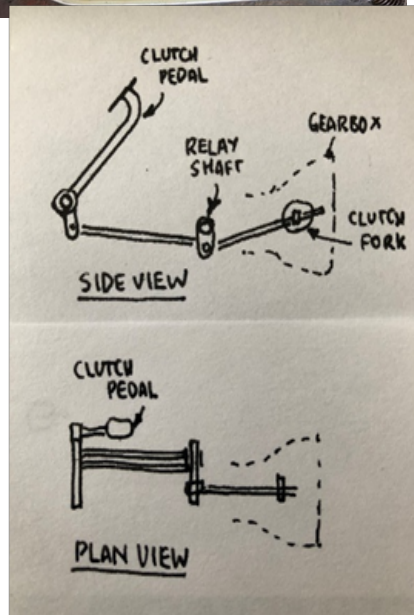
### 'Clutching at Straws' by BRIAN WOOD

Have I used that title before? Probably. Anyway, in this context, I am going to discuss the often overlooked and much relied upon clutch linkage in our latest 'Gremlin' offering of this series.

The transfer of the movement between your left foot and the clutch itself on most cars is achieved via a hydraulic system which resembles the braking system in many ways. However, the Minor has a mechanical system which, whilst being cheaper to produce was significantly more complicated. In fairness, it was probably adequate for the design life of the car which I don't think the designers anticipated would be up to 70 years or so! So the mechanism which is the subject of this piece sits there quietly doing its job and gradually becoming more worn out. This gradual deterioration manifests itself in a slow loss of 'feel' and a poor clutch action. This is often mistaken by the owner as a requirement for a new clutch. Of course, after spending several hundred pounds it doesn't feel any different! Another 'symptom' is where both pedals move together when one of them is used. If you are unlucky the system will fail due to breakage of one of the components. Another common wear point is the phosphor bronze bush located in a steel housing and rubber mount on the side of the chassis leg. These have also been known to break up. This doesn't usually cause a direct failure but just adds to the problem of excessive movement.

The item shown in the first photograph is of the clutch pedal and shaft. The pedal can just be seen on the left. The part which protrudes down the lower left is the part which connects it to the relay. The layout is shown in my sketch shown on the left. It's a bit difficult to visualise the arrangement unless you can see in 'the flesh'. The item shown is excessively worn and the differences in diameter of the shaft correspond with the position of the phosphor bronze bushes which hold it in place in the right-hand chassis leg. The brake pedal also runs loosely on this shaft and its' PB bushes would have contributed to this damage. I daresay – in this extreme case – there would have been nothing left of the bushes and steel to steel contact would have caused this amount of wear.

The pedal shaft connects to the relay shaft by two flat steel plates about 100mm long which are secured by two clevis pins (or a solid piece of 5/16" rod on earlier models). The other side of the relay shaft connects to the clutch fork in the gearbox by a 5/16" rod which has a thread at the end which allows a connection to the clutch fork via a spherical nut and locknut. The relay is designed with a different radius on the input and output sides which is meant to utilise all the available 'travel' on the pedal and reduce the pedal effort required. The continual chafing between the clevis pins and the rod ends etc inevitably leads to enlargement and elongation of the holes over time. This results in the loss of effort where all this slack has to be absorbed before any useful effort can be transferred to the clutch itself. The reader will be thrilled to learn that the cure is relatively straightforward and doesn't cost a fortune.....cont.....



## Editors In Box & News Desk



### EDDIE'S DORSET MMOC BRANCH AUGUST GARDENING COMPETITION

**INTENDS TO GO 'VIRTUAL'** *As the Covid 19 pandemic has almost certainly affected any reasonable likelihood that this extremely popular annual branch event will go ahead attended in person It is proposed to invite photos of your gardening entries.*

*We would also suggest, if possible to also submit any photos of the relevant plants growing, for example, 'A Row of Sweet Peas in your garden and the 5 selected blooms. Your Tomato plants and the 5 fruits etc. etc.'*

*By doing this you may well impress the Judges when considering their final decisions. FURTHER INFORMATION & THE CLOSING DATE IN AUGUST WILL BE PUBLISHED IN THE NEXT (JULY) EDITION*



*'Lets have plenty of your photos of your gardening entries please'*

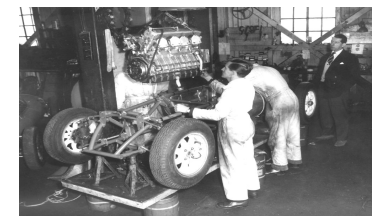
**Eddie Pateman**

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

### STIRLING MOSS REMEMBERED (editors in-box, from club member Peter Bryan By Email)

*The Dorset MMOC May magazine was interesting for me due to the editors In Box, about Sir Stirling Moss. I got to know him when I was a young car electrician about 16/17 years old. A lot of the racing chaps in the business used Pippbrook Garage, Dorking, for having a natter, could be of any of the racing drivers in those days who turned up in the garage. Well I was always there with my governor Jack, helping out and listening to all the gossip, when Stirling came over and said, "Jack can Pete put a radio into my Ferrari (the racing one), I get a bit bored being up front and would like a bit of music " Well Jack said, "ok Pete put a radio into that racing Ferrari" which I did. Nice chap, he didn't tip me though! I was on speaking terms with all the drivers in those days, but one by one they were killed off, and Stirling was the last, who sadly has only just recently left us.*

**Peter Bryan** Photo courtesy : Dorking Museum/Rob Walker Family





## Secretary's Report

Well, here we are then and we're all still in isolation with the cars all dressed up but with nowhere to go. I'm sure, that like me you have been tinkering with the Morris's and they are all looking fabulous. Lets hope that we will be able to take them somewhere this year. Mine have been out and about a bit for trips to work and to shopping. Only today we took the Series II into Bourne-

mouth town centre and went for a walk through the gardens and down along the prom. We couldn't believe how many idiots there were on the beach though – haven't they heard of social isolating!!

Its looking increasingly unlikely that we will be able to have a clubnight for a few more months yet. With this in mind we have not forgotten the August gardening competition. Please get growing all the usual stuff and send your photos in to Roger for the August newsletter. Please include a photo of yourself with your chosen category so we know that its yours and not some tomatoes you've just bought in Tesco!!

We are still not sure weather we will be able to have a rally at Wolvercraft in July. Andy is getting in touch with them and we will have to keep up to date with the current government guidelines. Luckily, the area we hold the rally in is large enough for us to spread out considerably more than we did last year but we'll just have to wait and see.

I don't know if we will be able to hold Moggyfest at the September Autojumble yet. I would assume that the answer is going to be "No " unless you hear anything to the contrary. We will just have to hold all of our 40<sup>th</sup> anniversary celebrations over to 2021 if we have to.

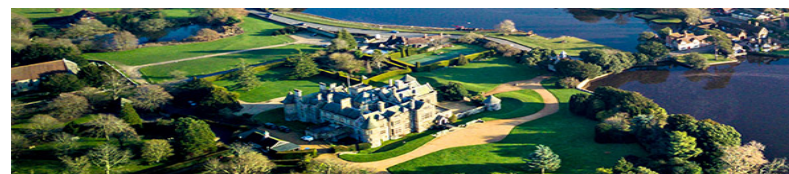
As you will see in this edition Roger has done a very nice article on Jack Daniels. I have various memories of Jack over the years as he was a regular at clubnights back in the 80's and 90's. I can remember he came along to do a question and answer session many years ago and someone asked him whose idea it was to put the master cylinder in such an inaccessible place! I can't remember his answer but I know he gave a very good reason for it. I can remember visiting him in hospital with John just after he had been diagnosed with stomach cancer. He told us that this cancer was very inconvenient as he had to go to Japan for the launch of the new Mini! The hospital didn't want to operate because of his age but he insisted and then went ahead with his trip to Japan! A group of us went to Jack's house on his 90<sup>th</sup> birthday and he was delighted to see so many of "his cars" lined up outside his house. We were always very honoured to have Jack come along to the annual Dorset Branch Rally where he always presented the trophies. The last couple of occasions though, his car just seemed to appear on the field at Avon Heath Country Park as I know he didn't enter via the main gate! It would seem he just drove straight across the pavement and onto the field! Nobody ever said anything though. Jack was a real gentleman and we won't see his like ever again.

I think that's about all from me for this month. Keep up to date with developments around club events on the website or on the Facebook page.

Keep safe, happy Minoring,

**Laurie.**

## A Message From Lord Montagu of Beaulieu



**April 2020**

**Dear friends of Beaulieu,**

*Emails from this address usually come from the Beaulieu marketing department but, on this occasion, I am pleased to be taking the lead myself. Since my father opened the family home to visitors in 1952, we have only ever closed on Christmas Day and for the foot and mouth outbreak in 2001, so these are truly unprecedented times.*

*Within days of donning a top hat and ring master's attire to open our new adventure play area Little Beaulieu, I had to close the Beaulieu and Buckler's Hard attractions, and the marina, to play our part in preventing the spread of coronavirus. At the same time, events had to be postponed or cancelled but a small team of staff are continuing to work from home in order to help with your enquiries.*

*As home to the National Motor Museum Trust, a charity founded 50 years ago, we are continuing to care for our designated collection during the closure. We will also endeavour to continue to share highlights of the collection, news and fun activities for families through our social media channels. Meanwhile, on the river, staff are continuing to make daily checks on boats for berth and mooring holders who cannot be here.*

*I am sure that, like me, you are looking forward to the time when it is safe for us to be out and about again. Rest assured, there will be plenty happening at Beaulieu when that time comes including the opening of our new exhibition Motoring in Miniature – the Toys of Your Childhood. In fact, one of my tasks during lockdown is to sort out my old toy cars so they can be displayed in Palace House. Matchbox was my favourite make but I also had quite a few Corgi and Dinky models. I am also working to get an expanded costume exhibition ready for our re-opening, which will include many of my mother's artistic creations. In the motor museum, our workshop staff will be getting cars ready to drive around the grounds and our costumed interpreters and musicians will be preparing to bring Palace House, Beaulieu Abbey and the Maritime Museum to life again!*

*And for those of you with pre-teenage children keen to try out Little Beaulieu – a warning. Too much talk of flying on the zip wire, exploring secret passageways, sliding down shoots, crawling through tunnels, manoeuvring around obstacles and looking out from the high turret could get them too excited too soon! Keep your plans for a visit up your sleeve and make it a surprise for them!*

*We will continue to keep you updated and look forward to welcoming you and your family back, safe and well, later in the year.*

**Lord Montagu of Beaulieu**

**75th Anniversary of VE DAY** may have been celebrated during 'Lockdown' but Dorset Branch MMOC members can always be relied upon to show that good old 'Bulldog British Spirit'.

With special thanks for photos from .....

**Pte. Mike Smith** (Don't Panic)

**Clive Silcock** (1940's Morris Tilly Truck)

**Maj Phil Traves (Retd)** The man from the ministry (with

WD orders to withdraw

ARP' wardens shouting

"Put that ruddy light out"

**Arthur Cox** ("This is the

BBC Home Service, here

is an announcement")

**Ashley Miller** ("Civil Defence

makes common sense, join

today" With colleague

**David Lawrence** (Ex Auxiliary

Fire Service member who

drove a 'Goddess' like this

originally from

the 50's on.



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

BE ALERT THE WORLD NEEDS MORE LERTS

**MINOR TRIVIA Answers Page 24**

1. When the special edition body colour options were first discussed for the Minor Million by the Morris Board & Marketing dept. What special colour was reputed to have been voted for originally and what company was unable to supply at last minute, and why?  
[.....]
  2. The 1948 London Motor Show (The first after WW2) saw the debut of the Morris Minor and the motoring press reported that it 'stole the show' from the other makes of vehicles. Can you name at least four of those other makes/ models launched at the same show?  
[.....]
  3. Which specific Morris Minor model variant was the first to be ceased manufactured and when?  
[.....]
  4. By 1950 The Nuffield Organisation were supplying Morris Minors in 'C.K.D. form' what do those letters represent and can you name at least six recipient countries that were supplied. [.....]
  5. What was SU Carburetors involvement with Morris Motors and what's the origin of the trademark? [.....]
  5. Leonard Lord when at the time was Morris's works boss, had a 'falling out' with Lord Nuffield and then promptly joined Morris's main opposition at the time 'Austin'. (Later to re-join the old company upon the BMC Merger) Q. Whilst at Austin Lord's highest priority at the time was to introduce what car model designed to directly compete with sales of the Morris Minor and when? [.....]
  6. The Morris plant at Oxford had a large subsidiary company on site that manufactured all the main body panels for vehicles including the Morris Minor. What was this division called and what other 'non automotive product was produced there and became a well known name? [.....]
- LASTLY, HERE'S A 'NON MINOR' QUESTION, DUE TO A FASCINATING FACT! It may 'niggle' some, that oops! Jeremy Clarkson once surmised that the evolved VW Beetle was German Engineering's 'answer' to the basic Morris Minor!!! - After WW2 British Army Major Ivan Hirst was tasked to demolish the remains of the German VW factory (It had been acquired by Britain as part of war reparations) Major Ivan Hirst however saw potential and organised the building of a quantity of British Army staff cars based on a Beetle found at the Wolfsburg plant. This 'saved' what became the major world car maker!! Britain and also America each lost an opportunity to build the Beetle and owning VW. Q. Who were the main automotive parties that famously stated they were not interested in any way in the prospect of effectively being 'given' VW?  
[.....]



## **JACK DANIELS 'Architect' of the Morris Minor (Editors feature)**

*It's simple historical fact that Alec Issigonis, the famous automotive designer, who became a household name credited for originating the design concepts of our own iconic Morris Minor and later the Mini Minor would not have been able to bring either of those cars successfully onto our roads without the involvement of Jack Daniels. After 50 years of continuous service Jack retired to Highcliffe-On-Sea in 1977. He became an active member of the Dorset Branch Morris Minor Owners Club. He passed away in 2004 aged 92, Sadly missed by the DMMOC and also by the many friends and colleagues that he made within the club. . .*

Born in Oxford, Jack Daniels came from a family that were farmers near Witney and was educated at Oxford Central school, before joining the MG company as the first MG teenage apprentice in 1927. There, he worked on various projects including the advanced R-type racing car, which had the then advanced feature of fully independent suspension. On the closure of the MG racing programme in 1935, the MG design staff, including Daniels, were transferred to the parent Morris plant at Cowley, where he met Alec Issigonis.

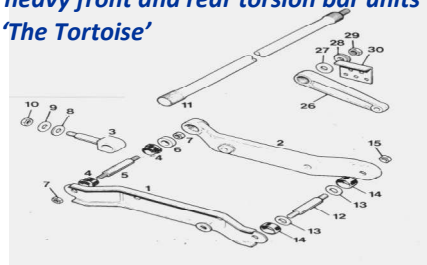
Together, the two young men started experimenting with the new independent front suspension ideas coming out of America.

Little came of this work before the start of the second world war, *Playing Chess for Oxford county* which saw both men working on various military vehicles for Morris.

This included the Tortoise Tank the largest and heaviest tank produced for the army by the Nuffield Organisation/Morris that Jack Daniels had extensively worked on. Then followed the very earliest inklings of what was to finally become the Morris Minor we all know today was first conceived later on during WW2. It was in 1943, when anticipating an eventual ending of wartime hostilities, restrictions on the design of civilian motor vehicles was lifted by the Ministry of Supply. **Miles Thomas**, (a veteran WW1 Royal Flying Corps, fighter pilot and recipient of the DFC) who was then MD and Vice Chairman of Morris Motors, saw an essential important opportunity to help get Britain back on its feet after the war, to perfect and build a new reliable post war car. It was directly against Lord Nuffield's preferred wishes that Thomas insisted he had the greatest confidence in and wanted Alec Issigonis to work on a brand new small car concept. Revolutionary at the time in design and engineering concept, this new car prototype was christened the 'Mosquito' in the spirit of the famous reliable wartime aircraft, eventually it became the Morris Minor. *'Built Like Tank' is a saying very appropriate regarding the Simplistic Torsion Bar front design part element of the Morris Minor's suspension system. Just one product of Jack Daniels innovative design thinking - Jack successfully perfected and incorporated very heavy front and rear torsion bar units on the largest ever WW2 Nuffield/Morris built tank 'The Tortoise'*

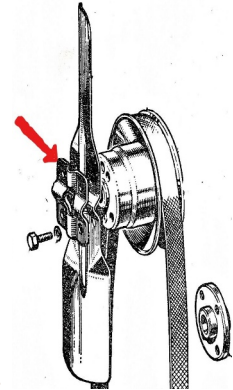
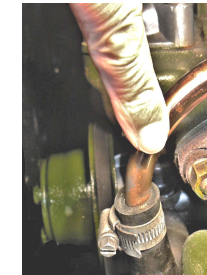
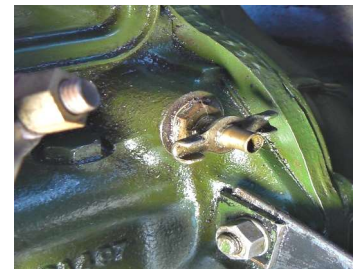


*Forever an active mind !*



Corrosion can occur, usually in the areas covered by either of the hoses, as seen on the bottom hose connection in fig. 3. Some erosion here is tolerable as long as the hose can be clipped on securely. To check for worn bearings, grasp the fan blades firmly and try to rock the pump shaft with the blades in the vertical and horizontal position. Only a very small amount of play is permissible equating to 1/16" at the periphery of the fan blades. With the water drained and the fan belt removed, the fan should spin freely and silently; any scraping or rumbling noises are another indication of wear. Whilst spinning the fan check the pulley for wobble. An out of true pulley will wear the fan belt at an alarming rate.

Removal and replacement of the water pump is straightforward and requires only a few spanners, a screwdriver and (as with all maintenance jobs) the desire of the mechanic to achieve perfection. There is also the opportunity to inspect, clean or replace various associated parts such as hoses/clips, and fan belt. Access to the front end of the engine is improved considerably by the removal of the radiator, having first drained the water. Some radiators have a drain tap, some do not, relying on detachment of the bottom hose to release the majority of the coolant. The contents of the engine block may be drained separately via the tap beneath the manifold (fig. 4). These taps suffer from neglect and are often blocked or siezed. It's better to leave well alone if the tap is faulty as it's in a rather inaccessible place and more harm than good may come of any attempts to free it off or remove it!



Water containing anti-freeze should be taken to your local recycling centre to be disposed of in an environmentally-friendly fashion. After removing the top hose completely and detaching the bottom hose from the radiator, the two fixing bolts either side of the radiator should be removed; a 1/4" Whitworth spanner is required here. With the bolts out, the radiator can be freed from its mounts, carefully lifted away from the car and put in a safe place until needed.

Later models have their heater return pipe running along the top of the manifold and entering the bottom hose near the water pump as shown in fig. 5. The brackets holding this may need to be removed from the manifold studs in order to detach the bottom hose from pipe and pump simultaneously.

Slacken the generator adjustment bolt (9/16" AF spanner) and loosen its two pivot bolts (1/2" AF) which will enable the fan belt to be removed. After this, take out the pivot bolts and swing the generator away from the engine, supporting it if necessary. Take out the four bolts (7/16" AF) at the front end of the pump shaft and remove the fan and pulley. There should be a stiffener or support plate (fig. 6) in front of - and probably stuck to - the fan.

The clips holding the by-pass hose should now be undone fully then remove the four bolts (1/2" AF) which hold the water pump to the engine. A few light taps behind the generator mounting lug should free the pump which may be lifted away from its seating first in a forward direction to free the impeller then downward to pull it away from the by-pass hose which may stay behind or come away with the pump.

With the dismantling done, the second phase of the operation is the cleaning and inspection of all parts which are to be re-used. This and reassembly will be dealt with next month.

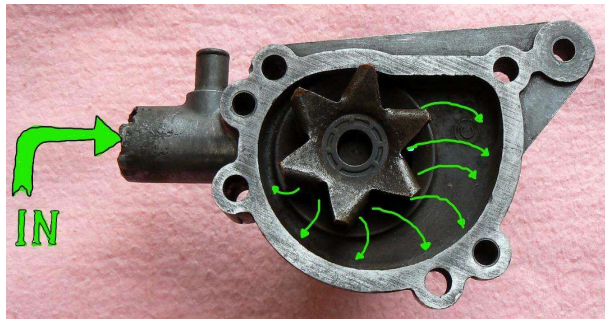


# THE MINOR HOME MECHANIC

From our Club 'Old School Mechanic' & Special Correspondent

## ..... WATER PUMP REPLACEMENT

The water pump is a component which requires no maintenance or adjustment and is another of those forgotten items which just goes on working away quietly for years. It's a very simple device, just a shaft running in two bearings; at one end is the driving pulley, at the other an impeller which displaces water by centrifugal force. Behind the impeller is a seal to keep water out of the bearings. Referring to the arrows of fig.1, water enters via the bottom hose connection which opens unseen onto the centre or eye of the impeller which when revolving acts upon the water, forcing it away from its centre. The water having been propelled into the cooling jacket, the engine creates a partial vacuum behind it which is continuously filled from the radiator, thus the bottom hose connection may be seen as the suction side of the pump and the outlet into the engine block as the pressure side. Provided that the pump has a supply of water it will continue to do its job. Whilst the engine is cold and the thermostat is closed, pressure is relieved via the by-pass hose, a feature almost exclusive to the 'A' series engine. These notes are based on the pumps for 948 and 1098 engines, but apply in principle to the MM S.V. and 803 O.H.V. motors. Reconditioned pumps for these early engines are available on an exchange basis. Pumps for the 948 & 1098 engines are off-the-shelf items, no exchange necessary. Contrary to popular opinion, the impeller will not wear out causing poor circulation. Nothing is perfect however and wear and tear will take their toll in other areas; normally with a water pump the bearings will eventually wear out and become noisy. At tickover this sound of worn bearings can often be mistaken for that made by a slack timing chain. The resulting play in the shaft will accelerate wear of the seal resulting in a slow but steady drip of coolant from the pump housing via the drain hole on the underside of the housing seen in fig. 2.



Issigonis, who as a young man had been employed as a suspension design specialist, was given the go ahead to set up his own design office to work on and create this special project (originally called the Mosquito). Issigonis then said to Miles Thomas that Jack Daniels was his obvious choice of being "the best all-round draughtsman in the country", who was immediately assigned to his project. Then the final member of this exclusive three man team was Recruited. It was Reginald Job who Jack had known as a most excellent specialist bodywork draughtsman - The team was then complete.



Jack with colleague and friend Reginald Job ('The Third Minor Man')

Daniels was perhaps the only colleague who could steer the inspirational, if arrogant, Issigonis away from his less practical ideas. He was the ideal lieutenant to the opinionated design chief. Self-assured, quiet, yet amiable and firm, Daniels was actually quite unlike the combative and chippy characters who often abounded in the then motor industry. He said of Issigonis, "We got on well together, but he was always the gaffer." "Issigonis basically wanted to design everything," Daniels recalled, and "he got what he wanted, even if it was wrong." But although there was no "intentional delegation", Issigonis relied crucially on Daniels's ability to take his brilliant, impressionistic sketches and turn them into dimensioned engineering solutions - a process which gave Daniels considerable discrete control over interpretation and execution. The then war weary Lord Nuffield (who had contributed more than anyone could possibly have imagined to the war effort) was then not particularly enthusiastic for the Mosquito project, also not getting on with Issigonis did not help, known to generally refer to him as 'Issywotsisname, that foreign chap'. Then when first shown the Mosquito prototype of what later was to be Britain's first ever car sell a one million (the All New Minor), said it more resembled a 'poached egg' than a 'proper' car and it also looked very 'narrow gutted'. However when their Morris Minor was finally released in 1948, reviewers enthused about roadholding and controllability that was "streets ahead of virtually any other production car". Issigonis and Daniels (who now had complete control of the Morris design and development office) then devised two experimental Minors which were to be critical to the future. One was rubber-sprung, fitted with suspension units and devised by another visionary engineer, Issigonis's friend and collaborator, Alex Moulton. The other project entailed adapting the rear-drive Minor to front-wheel drive. The front-drive Minor had an immense propaganda value within the company, Daniels recalled, because he parked it under the window of George Harman, then the boss of BMC (formed by the merger of Morris and Austin), and used it through the awful winter of 1955-56 to travel between company sites, saying, "I'll take the safest vehicle we've got." In 1956, Issigonis returned to BMC after a spell at the up-market carmaker Alvis with a commission to design a new small family car. With the Suez crisis "oil shock", the brief shifted towards an ultra-small economy car that would become the Mini. Issigonis quickly "grabbed Daniels" and took him up to "the Kremlin" - then the BMC headquarters at Longbridge.....



As on the Minor project, Daniels became the right-hand man, running the project on a day-to-day basis, turning Issigonis's sketches into working drawings. Daniels also ran "the cell" - the self-contained project group that Issigonis set up for each car project.

Members of those teams recall that "these cars weren't designed in vast offices, maybe six people and a couple of fitters". However, a highly demanding brief is a spur to the creative designer, and Issigonis set out to exceed current standards in handling and comfort in a car no longer than 10 feet (3.04m) and "we fought for every quarter inch". None the less, the project was completed in just over two years, in part because of experience with the front-drive and the rubber-sprung Minors.

With the Mini, launched in 1959, the ideas that had been circulating in the industry and in Issigonis's brain really came together. It had front-wheel drive, with a new ultra-compact engine/transmission layout, it was nose heavy for stability, and it had space-saving independent suspension all round, using Moulton's rubber units. Following on from the international appreciation of the 'all new' Minor in 1948 the Mini quickly started to revolutionise the world's motoring, and established a standard architecture for the small and medium-sized car that is universal and still with us today. Nevertheless, as Moulton remarked, in industry "one man on his own can accomplish exactly zero". Jack Daniels, was the perfect foil to Issigonis and an essential figure in bringing these designs to fruition .

**Members of the Dorset branch MMOC join in to wish 'Happy Birthday' to the then 92 year old Jack Daniels , outside his home at Highcliffe-On -Sea.**



**"We got on well together - and I regarded Issigonis The Gaffer"**



## THE 'BRIAN WOOD' REPORT



Hello everyone, how is your 'confinement' going. Hopefully not gone too mad yet. We couldn't stop ourselves shedding a virtual tear for the loss of Moggyfest at Beaulieu. I know it doesn't help, but it would have been a super weekend – the weather was fine, as well. It has been a good time to reminisce about the things we have done in the past. I have been trying to sort out the cupboards in our spare bedroom, prior to decorating (it's been pending for many months!) and there are lots of photos from when our children were, well...



children. This is why a job like this takes so long, because you just have to look at all the photos. There were lots of family photos which just had to be uploaded to our 'Family What's App' group. (For those that don't know what that is – ask a teenager.) This generally causes some measure of interest and amusement. One such photo was of our eldest son, Graham when he was 10 years old in 1990, sat in a lilac Minor Million which was owned and restored by our Branch at the

time. Many of you will know the story, but briefly, the car was bought from an office colleague of mine at the time and was actually the *prototype* Million that was produced ahead of all the others for publicity purposes. After a two year rebuild, that delayed work on my Traveller, we finished it and a branch member bought it. Unfortunately, after a short period it was sold on again and we lost touch. It hasn't been seen for quite a few years now but is still believed to be owned by Paul Bonner in Oxfordshire. It briefly surfaced in 2009 for the excellent article in the (much missed) magazine 'Minor Monthly'. If the opportunity arose, I would certainly like to see it back in Dorset again – especially as it is arguably the most interesting of the 349 Millions made in 1961. What a fitting tribute it would be if it could be found and brought to the next Moggyfest which is intended to be the Million 60<sup>th</sup> birthday celebration as well. One of my 'Lockdown' jobs has been to sort out the extensive collection of second hand stuff that I have accumulated over the years. The list is too extensive to reproduce here so here are a few items. The full list is on the branch website under "S/H Spares". Please contact Brian on 07411 116336 for prices and availability. **BRIAN**

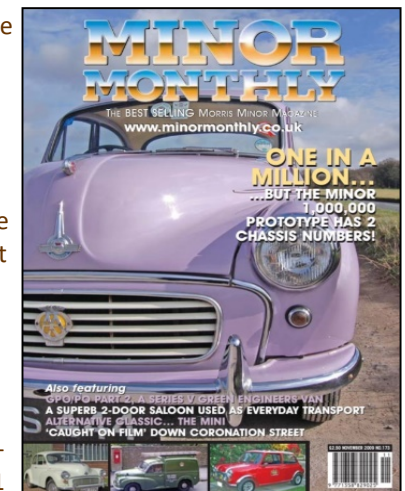


Photo credit: Russ Harvey



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Bottom hose	Books/Manuals (various)
Brake backplates (8")	Quarterlights (painted/stainless)
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## MEMORIES OF JACK FROM TWO DORSET BRANCH MEMBERS

**BRIAN WOOD** .....Jack used to attend our Branch Rally whenever he could and I think 2004 was the last one. Here is a photo of him (standing right) trying to get his head around a heavily customised Morris Minor on a wet Sunday afternoon in July. The eyebrows were raised and we can only imagine his thoughts! A few years earlier, I managed to corner him at another branch rally and asked him a question that had been asked many times before. The question was "Why oh Why did you bury the master cylinder in the floor?" The answer, was typically based on production cost and like a lot of other things on our beloved Minors, there was a need to keep unit costs to a minimum and it was a convenient and simple expedient which achieved the aim of keeping the cost down. Most things on the Minor are well designed in relation to maintenance, but this is not one of them! Jack was a true gentleman and had many interesting anecdotes of his time in the design office and we, as a branch, were really privileged to have the pleasure of his regular attendance at our rallies.



Always keen to participate in Dorset branch events

**ANDY DIBB** .....It must have been in 1997 when on the second ever Dorset branch club meeting I attended I sat down and an elderly gentleman came and sat with me and as the previous meeting was very friendly asked me numerous questions about my Minor offering useful advice. Ian Meakin started the meeting with his usual "are there any problems with your cars or announcements. He then dropped the bombshell on me with " Our speaker tonight is the legendary Jack Daniels who is sat next to our new member Andy". He said he didn't want to stand and speak and would sit where he was, but would give a brief speech on his life and then he would take any questions. That evening will live in my memory for ever, a living history lesson on our Minors, the designs he worked on and more. The other times I met Jack were at our rallies at Avon Heath where he would come to judge the cars on a Sunday. He would look at every car on the field and would speak to every owner about their vehicle. I spoke with him on each occasion and he would ask about any problems or improvements I had made. He agreed with me about my fitting a front anti roll bar and said he wanted to fit one to the Minor when it was in production but was turned down on costs. I remember him talking to a Ford Anglia owner about his car and the owner was amazed about his depth of knowledge on his Ford. Jack told him the BMC secretary had been sent out to buy a brand new Anglia and bring it back to their development workshops where they completely stripped the car and rebuilt it. They learn't so much about the competition from this exercise and Jack gained valuable knowledge. - I found Jack to be a quiet, softly spoken, friendly and knowledgeable person willing to give you his immense knowledge and understanding of our cars.





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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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John Jenkinson, Chairman  
Morris Minor Owners Club, Dorset Branch



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**Chairmans Report**



**Hello to all the club members and welcome to the June Club Newsletter. Number #2 of the Coronavirus lockdown.**

Ann and myself went for a ride to see the aircraft parked at Bournemouth International Airport. It is quite a sight to see and its worth going to have a look. I don't think it will happen again. It was good to see the garden centres opened up again - so I managed to get some all-purpose compost for my hanging baskets and bedding.

Over the last two weeks I have been working on two 1960's and 1970's folding bikes. One of them was very rusty and the other needed to be painted - so I was pleased to hear from Steve Brown that Rainbow Paints have re-opened, so I spoke to Kim on the phone to see if they could match the colours of the bikes. I took over one chainguard from one bike and the mudguard off the other. I also took the glove box lid from the Morris Minor which is Trafalgar Blue in colour. I believe that there are three different shades of this colour.

Did the members see how good the weather was over the the Mogyfest weekend at Beaulieu? Plenty of sun and no wind. I hope it is like that when we plan that weekend in the future.

Roy Gale phoned me to say that he has sold all of his Marigolds and raised £250 for the NHS charity - so thanks to all the members an to Roy and Sue.

I was sorry to hear that Val Webb fell over and broke bones in her arm and ribs. I hope that she is feeling a lot better.

That's all for now, keep safe, your good looking chairman,

**John Jenkinson**