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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 clubnights. Thanks.

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ANSWERS TO MINOR TRIVIA Page 7

A. 1953 (replaced by 'A' ser. 803cc)

B. 1949 (for U.S. lighting regulations)

C. 1950

D. 1953

E. 1956 (Launching the Minor 1000)

F. Dec 1960 at Cowley Oxford

G. Oct 1962

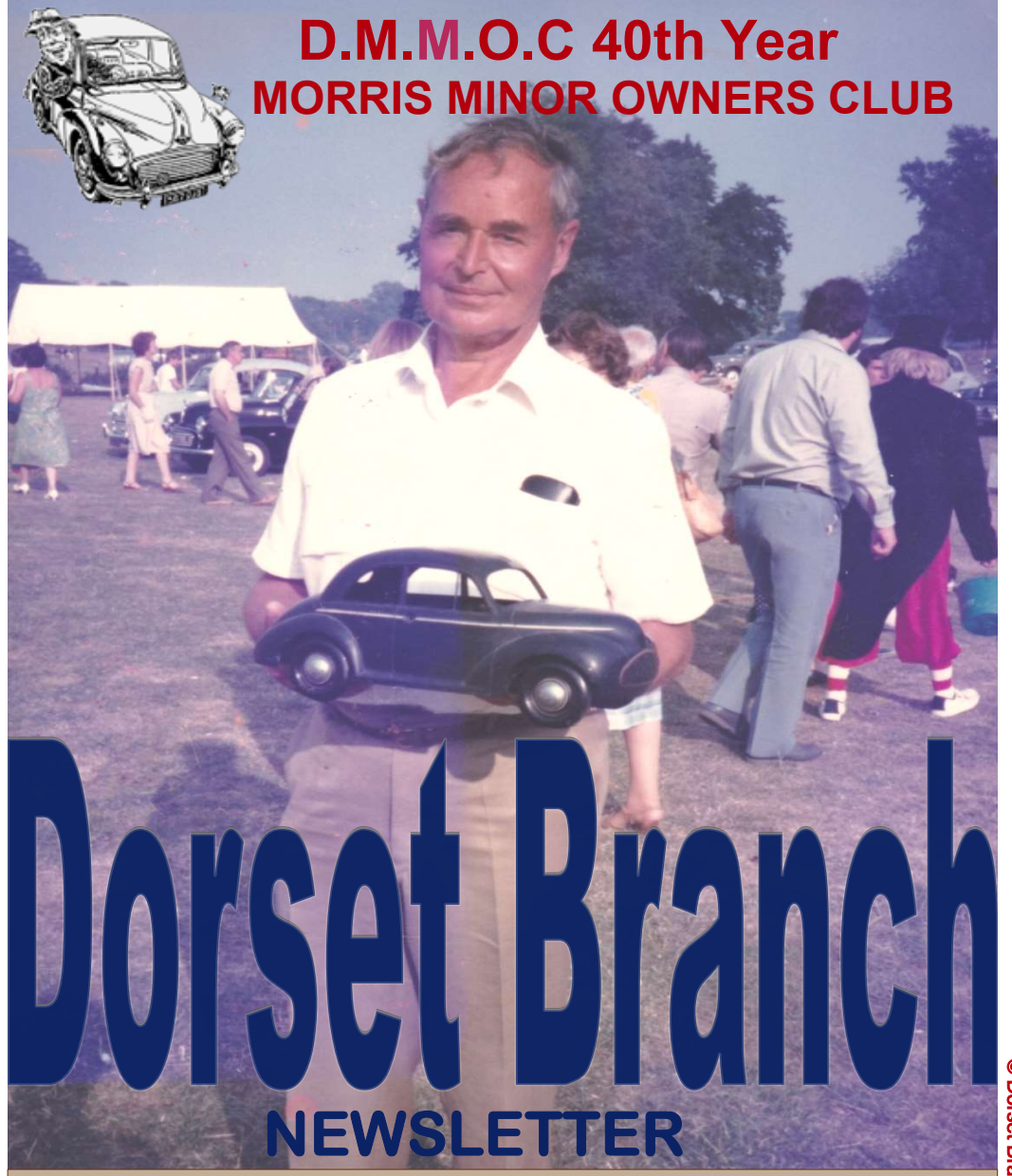
H. Oct 1961

I. 1971 (Prior to that, a dealer fitted optional extra from the late 60's)

J. Miles Thomas (MD of Morris during ww2) Although against Lord Nuffield's own preference.



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D.M.M.O.C 40th Year MORRIS MINOR OWNERS CLUB

Dorset Branch
NEWSLETTER

1948 < Morris Minor > 1971





MAY 2020 Vol 23, Issue 6

www.dorsetmmoc.co.uk

The MMOC Dorset Branch

was founded in 1980 by Graham Melly and chaired in the early days by Aubrey Batt. It is a Branch of the National Morris Minor Owners Club but has its own accounts and organisation (see Constitution for further details) **We meet on the first Wednesday of every month (7:30 for 8:00)** at the **Bournemouth Electric Club, Broadway Lane, BH8 0AA**. We have an active calendar of events throughout the year – particularly in the Summer months when we attend many rallies and other shows. The monthly 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.

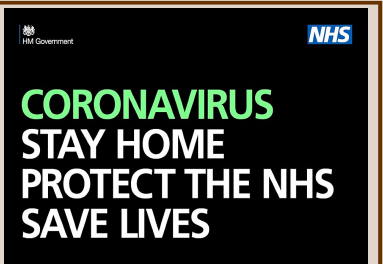
Dorset Branch MMOC Key Contacts

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		

COVER STORY
JACK DANIELS (1912-2004)
at the 1984
Dorset Branch Rally
With original factory
Minor prototype model
(the Mosquito)
Chief Design Engineering
Draughtsman
to Alec Issigonis
responsible for creating
working and production
drawings for the
Morris Minor
at Cowley, Oxford.

Jack Daniels will be the
subject of a special feature
in next months edition .

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



The DMMOC may be ‘temporarily ‘ apart but do remain together at this unprecedented time - Feel free to contact any committee members regarding anything Morris Minor , Club Branch related ,or anything else otherwise, and we will endeavour do our utmost to help any members . (contact details page 2)



View of Rally Field, 2019 DORSET BRANCH ANNUAL RALLY held at Wolvercroft World of Plants, Alderholt, Dorset

THE DORSET BRANCH MMOC PAY TRIBUTE AND SALUTE THE NHS FRONTLINE STAFF AND EVERY KEY WORKER :-

-Health and Social Care

This includes doctors, nurses, midwives, paramedics, social workers and care workers. It also means other frontline staff such as support staff, producers and distributors of medicines and medical equipment



.Education and Childcare

Includes nursery and teaching staff, social workers and special education professionals.

Key Public Services

Includes courts staff, religious staff, undertakers and people in charities delivering key frontline services.

Local and National Government

Government staff who are essential to the response to COVID-19 or delivering essential public services and the payment of benefits.

Food and Other Goods

Those involved in food production, processing, distribution, sale and delivery as well as those essential to the provision of other key goods

Public Safety and National Security

Includes police and support staff, Ministry of Defence staff and the armed forces.

Firefighters, National Crime Agency staff and border security, prison and probation workers are also included

Transport Sectors

Those who keep air, water, road and rail services operating.

Utilities, Communication and Financial Services

Staff needed for essential financial services, IT and data which are needed to continue during the coronavirus response.

Infrastructure workers

who maintain oil, gas, electricity and water supplies are also included. This also features key staff in the civil nuclear, chemicals, telecommunications, postal services and delivery, payments providers and waste disposal sectors.

Journalists and broadcasters are also on the list because of the crucial service they provide in keeping the public informed.

*source - gov.uk



Dorset Branch Newsletter




MORRIS MINOR OWNERS CLUB

Volume 23 Issue 4 MARCH 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	'ELECTRIFIED' Minors ! P 8/9/10 /11
SECRETARY'S REPORT P.6	Ethanol in our petrol (update) P16/17
CHAIRMANS REPORT P. 13	P18/19 'A-Z' DORSET'S HILL FORTS ,No3 (a picnic out in the Minor !
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.14	
THE 'BRIAN WOOD' REPORT P.15	
'GREMLINS AT WORK ? P20	

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

Our front cover this month features a very special past member of the Dorset branch MMOC - the late Jack Daniels. It seems appropriate to remember Jack at this particular time. One of those truly inspirational characters who in the 1940's, during another time of national difficulties, when Britain was in financial crisis after the devastation of ww2. The country urgently needed home produced industrial export sales to raise itself from severe economic austerity. Jack Daniels became Alec Issigonis's most trusted 'right hand man' - and to cut a long story short in this brief introduction, they had already been working on a new car design that was finally to be hailed in design and engineering terms revolutionary at the time. It was the new 'Morris Minor' introduced in 1948 at the first London Motor show after the war. - Jack Daniels will be featured in more detail next month in the JUNE newsletter. I would be very keen to include recollections from any Dorset members who have in the past mentioned to me that they personally remember Jack after he retired from Morris Motors to live in this area and at the time was involved with our Dorset branch.



Moggyfest 2020 of course as you are all now well aware was all prepared and ready to go to mark our special 40th anniversary year of the Dorset branch, before we finally had to abandon the event for obvious reasons. (Something to be optimistic about is the thought that things will hopefully be back to 'some normality' next year, suffice to say for a 'Grand' 2021 return of Moggyfest, when we hope to then celebrate a belated 40th, and at the same time also marking that special Minor Million 'launch' Milestone. A special 1960 Minor Million special edition produced in celebration of the Minor being the first British car to reach one million made

Beaulieu, of course like many other businesses and organisations unfortunately has been forced to close its doors until further notice to all visitors, presumably not until a solution that determines a satisfactory and safe exit from the present Covid 19 pandemic situation regarding public gatherings —You can read a copy of Lord Montagu's emailed personalised press release statement regarding this unprecedented time at Beaulieu P.22

Keeping your 'Lockdowned' Minor Happy is not a bad objective to pursue at this unusually restrictive time (It's great that some have been used for runs out to the supermarket or chemist, and even Laurie's for work .all for an 'essential' purpose ,providing sterling service as they have traditionally been similarly relied upon for many previous years) However, if they have sadly not been out hardly at all this year, and thinking ahead when the start of some normality may be resumed ' - Ideally fire up the engine to working temperature and if you have sufficient clear room a good few backwards and forward, up's and downs runs within your drive. . At the sane time this will necessitate that you operate brakes and clutch a few times to help keep things free and moving. If our Minors could talk they would appreciate this little exercise from time to time and of course will be raring to go ,patiently waiting for when we can take them out for that first 'proper' run once again.

ROGER

'ON THE MINOR MISCELLANEOUS'

One branch member may have slightly 'over prepared' their Minor in readiness for when we are can socially go out and about again in our Minors.

(Dorset Roads will not have deteriorated that much by then , we hope!)



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'GREMLINS' AT WORK ?

'If engine is just a little bit rattley' by Brian |Wood

I think that the above suggestion would have been the understatement of the month in the case of the items illustrated. I have seen some pretty 'battered' big end shells, but I would suggest that these have given far more than their money's worth. One can only wonder about the final state of the crankshaft.



I have rebuilt something like a dozen or so engines over the last few years and in my experience most of them don't appear to have had a 'proper' rebuild before – ever! Each time an engine is overhauled it is usual practice to rebore it to the next 'oversize' both for the cylinder bores and the crankshaft. This gives the engine three 'lives' as replacement components are available in 3 increasing sizes - +0.020", +0.040 and +0.060 for the bores and the same for the big end (as shown in the picture) and main bearing shells. You can bet, however that the head has been off and on a few times over the (at least) 50 years of use. I only mention this because having had a few head studs shear off, I always replace them with new ones.

The engines in our Minors are quite robust and will plod on happily well past the time when they would have benefitted from serious attention. In this way, they are sometimes the agents of their own downfall. However, I believe that it is usually false economy to take an engine apart and just fit new rings and lap the valves in, as sometimes is the case. Unless you are sure that the engine has had recent attention and is A1 condition in all the other respects – it is usually best to go all the way. That's just my humble opinion and I know there are those who would disagree. There are of course other factors to be taken into account such as cost, future plans for use of the car etc. We are, I suppose lucky that the parts for the 'A' series engine are still relatively inexpensive and if you can get the machining works done for a reasonable cost, it doesn't cost an arm and a leg to replace the pistons, with oversize ones, oil pump etc and if you can run to it, an exchange cylinder head. I have always advised people that you don't need to panic and fit an unleaded head, but wait until you have made the decision to rebuild the engine and then do it. You have the advantage that you not only get the unleaded fuel resistant exhaust valve seats, but you also save the cost and aggro of overhauling your old cylinder head.

Yes, you will need a four-figure budget, but you will be pleasantly surprised by the improvement in performance, economy etc. If you have a long-term relationship with your Minor (as most of us have!) then it will be a good investment.

So the moral of the story is not to run the engine into the ground and apply the 'stich in time' philosophy and don't end up with the big ends looking like these! **BRIAN**



(OOPS! - these came out of my engine a few years ago, ED !!)

Editors In Box & News Desk



SIR STIRLING MOSS

1929—2020 British motor racing legend passed away peacefully at his London home aged 90 following a long illness.



Stirling is pictured left taking over the wheel of his sister's (Pat Moss) Minor convertible where she is having to take the back seat in the late 1950's (Pat was then BMC works team driver that included the annual RAC Rally in a Minor)

Editors In Box

(by email)

Dear Roger, I remember some time ago you did a piece in the magazine about fuel and our older vehicles, dealing with ethanol in fuel.

I understand that Esso 97 grade has still been untouched by ethanol, and I have used this in my vehicles for some years, using my main local Esso garage at Oakdale, .

However, about two weeks ago I used a garage in Ringwood Road, Poole (near the Old Wareham Road/Ringwood road junxction, and all the petrol pumps there had stickers on them stating "ethanol 10"! I went to my Oakdale garage, where now, they have stickers on all petrol pumps "ethanol 5"! One or both of them must be wrong.

In the event that all petrol fuels will have ethanol in, will there be an additive we can use to help our oldies? Appreciate your thoughts

, **Neil Mitchener**

'ETHANOL UPDATE' REPORT can be found on Pages 16 & 17,

Practical Classics Magazine As main sponsor to Beaulieu Spring Auto Jumble this top classic car magazine had, like our own club, also planned to celebrate their own 40th birthday at this years event in May. In their 40th celebration 196 page special May edition editor Danny Hopkins reports 'In the ultimate Practical Classics final list of Top 40 classic cars voted by readers, the MORRIS MINOR came 1st. (The DMMOC look forward to exchanging slices of each respective birthday cake at the next Beaulieu Danny!)

DIG FOR VICTORY



Eddie's Gardening Competition as advertised again in the Newsletter, (planned for 5th August Clubnight.) It would be great if

this popular annual event for the many keen gardeners in our club goes ahead. Obviously it's down to distancing rules! In any event the best thing is to 'carry on regardless' and grow all those lovely flowers and fresh vegetables that Eddy has listed (plus some more) taking advantage of this 'home time' to enjoy your garden. (Page 7) Andy Dibb has set a good example, photo left! (That's some bean trench Andy !!)



Secretary's Report



Hello everyone and welcome to the May newsletter. It's been a funny old month hasn't it?? Since we decided that we had no choice but to cancel clubnights it would seem that virtually everything else in life has also been cancelled! We held our first "virtual" committee meeting using Zoom. For those of you who don't know

what I'm talking about it's basically a computer app where we all sign into a meeting where we can see and hear each other. We didn't have much to discuss as everything has been cancelled but it was good to catch up and make sure that everyone was OK.

This month, of course, should have been Moggyfest! It's such a shame that it cannot take place especially after all the work that has been done behind the scenes. We will hold onto all the prepared artwork and displays for future use. We'll just have to have a belated 40th birthday celebration!

I'm still at work as bank workers are classed as key workers. Like everywhere else you go we are limiting customers to 2 at a time and we are only open from 10am until 1pm. It feels very strange at work at the moment with us only doing essential transactions. You wouldn't believe what some people class as "essential" though!

Early finishes and a weeks holiday – we should have been in Cornwall! – have meant that I have had time to do some of those jobs I've been putting off for ages. I've been meaning to get the Traveller up in the air and clean and paint the underneath for a long time which I have now done. I've also cleaned and repainted the wheels. Another job I've been meaning to do for a couple of years now is to re varnish the woodwork. The only trouble I had was that I didn't have any yacht varnish. A chance conversation with a neighbour whilst on our daily exercise walk yielded an unopened tin of Rustins Yacht Varnish. A light sand and a couple of coats of fresh varnish and she looks a picture. The Series II didn't really have any jobs that needed doing but I have fitted a period Radiomobile car radio and an original glass windscreen washer bottle. I've used both the cars a fair bit for the short drive to work whilst the weather has been so good and its been lovely to drive them with so little traffic on the roads.

That's about all from me for this month, so until next time
Keep safe and well Laurie

Hambledon Hill is a prehistoric hill fort five miles northwest of Blandford. Its earliest occupation was in the Neolithic period when a pair of causewayed enclosures were dug at the top of the hill, linked with two long barrows. Excavations in the 1970s and 1980s produced large quantities of Neolithic material. Radiocarbon analysis gave a date of 2850 BC. At least one skeleton of a young man killed by an arrow was found, suggesting at least one phase of violence. Grape pips and a leaf fragment is evidence of vine cultivation and the occupants seem to have traded with sites further to the southwest. The ditches of the enclosures also contained significant quantities of pottery as well as red deer antler picks used to excavate. Different material was found in different areas of the site suggesting that Hambledon Hill was divided up into zones of activity. It is more easily identified as a prime example of an Iron Age Fort with further circuits of banks and ditches added increasing its size.

Three entrances served the fort, Hut platforms can be seen on the hillside. Hambledon Hill is the first in a series of Iron Age earthworks, which continues with Hod Hill, Spetisbury Rings, Buzbury Rings, Badbury Rings and Dudsbury Rings. The Iron Age port at Hengistbury Head forms a final Iron Age monument in this chain of sites.



The 'Battle of Hambledon Hill' involved a large band of English Civil War 'Clubmen' aligned to neither crown or parliament, striving to protect their land from being despoiled by foraging troops of either side. They armed themselves with clubs and agricultural implements and gathered to protect their Dorset fields. Between 2,000 and 4,000 of them encamped on Hambledon Hill in 1645. There were large numbers of Cromwell's troops in the area at that time, after the siege of Sherborne Castle. Cromwell ordered that the Clubmen be dispersed and his well-equipped New Model Army soon drove them away. The leaders were arrested but Cromwell sent most home saying they were 'poor silly creatures'.

Hod Hill is a large hill fort just South of Hambledon Hill 3 miles north-west of Blandford. The name probably comes from Old English "hod", meaning a shelter, though "hod" could also mean "hood", referring to the shape of the hill. It was inhabited in the middle Iron Age, radiocarbon analysis suggests a date of 500 BC for the main rampart. There is extensive evidence of settlement within the fort, including platforms for roundhouses. It is the second in a chain of Iron Age earthworks, starting from Hambledon Hill. The site was excavated in the 1950's. The hill was captured in AD 43 by the Romans led by who had already captured and other hill forts to the south. Quantities of iron ballista bolts have been found on the hill, clustered in the so-called "Chieftain's hut" area of two hut circles, one of which had an enclosure around it¹ but there are no other signs of a struggle, suggesting the Durotriges surrendered to the superior Roman army. The Romans built a camp in the north-west corner of the original fort, occupied by a mixed force of 720 legionaries. The fort was used as a base for about 5 or 6 years, but passed out of use by about AD 50, when troops were withdrawn for other campaigns.



DORSET'S ANCIENT SITES. Part 3

Our third in a series of Dorset Hill Forts

(Ideas for when we can be out and about in our Minors again visiting lovely Dorset)

Eggardon Hill is located on chalk uplands approximately four miles to the east of Bridport. It stands 252 metres above sea level, and provides panoramic views to the south, north and west. The southern half of the hill is owned and maintained by The National Trust (which permits free public access throughout the year) with the northern part in private ownership. First documented in the Domesday Book of 1086. From about 300 BC, it was used as an Iron Age defended settlement. It is usually held that such forts were captured and forcibly vacated by the ROMANS during 43 AD, although there is only indirect evidence for this; Eggardon Hill itself has never been excavated by archaeologists. The presence of several tumuli on the hill provides another indication of prehistoric use. Latterly, notorious smuggler Isaac Gulliver (1745-1822) (Eggardon Hill Farm owner) is reputed to have planted a stand of pine trees on Eggardon Hill, to provide an aid to navigation for his ships as they approached the Dorset coast. Later felled on government orders, the octagonal earthwork used to protect them from the elements is still visible today, and on Ordnance Survey maps.



Flower's Barrow - Towering over Worbarrow Bay Flower's Barrow Ridge. forms the western end of the ridge which runs all the way to Ballard Point north of Swanage. The hill lies directly west of the abandoned village of Tyneham . Flower's Barrow has a limited future because the southern part is falling into the sea at Worbarrow Bay due to coastal erosion. Access to Flower's Barrow hillfort is solely possible by foot, either from Tyneham, with a steep uphill walk, or alternatively from the viewing point and car park at Whiteway Hill walking along the hill to the west. Flower's Barrow is only accessible when the M.O.D Lulworth Ranges are open to the public Safety warnings are posted and visitors must keep to official footpaths. It was later taken over by the Romans when they invaded, has double and triple ramparts. The parallel double ramparts on the east and west flanks are connected along the northern border and are unmistakably visible. Because the cliff face acted as defence, it is probable that there were never ramparts along the southern end. Several sections of the interior of the hillfort have been exposed following coastal erosion .Hut circles are evident within the interior of the fort. During a minor excavation in 1939 fragments of Iron Age pottery, as well as sling-stones were found.



ROGER'S PUZZLES FOR 'LOCKDOWN'

Too easy ? I can try to make Minor Trivia a bit harder next month !

Accelerate
Alfa Romeo
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Austin Healey
Brake Calliper
Camshaft
Chevrolet
Crankshaft
Differential
Ford
Gear Lever
General Motors
Grand Tourer
Handbrake
Horsepower
Lamborghini
Main Bearing
MGB
Petroleum
Roadster
Sump
Valve
Volkswagen

MINOR TRIVIA :-

Answers Page 24

- A. When did the original Minor 918cc side valve engine cease ?
[]
- B. When were the Minor 'high headlights' introduced for export ?
[]
- C. When was the 4 door saloon introduced ?
[]
- D. When were the Series II, the Traveller & Minor vans introduced ?
[]
- E. When was the mid powered 948cc 'A' series engine fitted ?
[]
- F. When did the 1,000,000th Minor roll off the assembly line ?
[]
- G. When was the final larger 1098cc 'A' series engine fitted ?
[]
- H. When were semaphore trafficators discontinued ?
[]
- I. Seat belts were factory fitted due to legislation when ?
[]
- J. Who at Morris originally backed Issigonis to design a new small car ,eventually becoming the Minor ? []

AUTOMOTIVE WORD SEARCH

T	U	D	G	R	A	N	D	T	O	U	R	E	R	E	E
E	S	I	U	O	N	M	H	A	N	D	B	R	A	K	E
G	E	F	D	D	G	V	O	L	K	S	W	A	G	E	N
E	M	F	O	D	G	E	A	R	L	E	V	E	R	B	O
N	U	E	C	H	E	V	R	O	L	E	T	S	U	M	P
E	E	R	L	A	M	B	O	R	G	H	I	N	I	F	N
R	L	E	X	G	N	I	T	R	A	M	N	O	T	S	A
A	O	N	A	A	C	C	E	L	E	R	A	T	E	O	O
L	R	T	F	O	R	D	C	A	M	S	H	A	F	T	P
M	T	I	R	E	P	I	L	L	A	C	E	K	A	R	B
O	E	A	A	L	F	A	R	O	M	E	O	T	E	U	V
T	P	L	R	E	W	O	P	E	S	R	O	H	N	I	A
O	A	L	R	O	A	D	S	T	E	R	E	E	D	T	L
R	B	B	O	M	A	I	N	B	E	A	R	I	N	G	V
S	G	C	R	A	N	K	S	H	A	F	T	T	X	N	E
M	A	U	S	T	I	N	H	E	A	L	E	Y	P	S	A

How will Morris Minors be powered in the future for the next generation of Classic Car enthusiasts ?

It may be slightly difficult to comprehend, but in only 15 years time the government proposes that the sale of all new petrol, diesel and hybrid cars are to be banned. We talk to Mathew Quitter, founder of LONDON ELECTRIC CARS - "Who knows what legislation may also occur in allowing older and classic cars to continue using UK public roads in future years?"

London Electric Cars was formed in 2017 with the goal to offer affordable electric car conversions. We're based in South East London and have a team of 8 all working on car conversions. Our first conversion was a 1953 Series 2 Minor. This is my own daily use car and has a 13kWh battery pack for a range of 40 miles with a 30hp, 100ftlbs motor. You asked about battery life. Battery life is a gradual degradation. We expect around a 10% degradation of battery capacity over 2000 cycles or normally around 10 years. Part of our effort to reduce the cost of conversions means we're exploring second hand components of varying ages. All the components in the Morris Minor are over ten years old. This means they don't have the same capacity as they would have when new. However that doesn't preclude them from continued use and a car like a Minor doesn't require a large amount of current to provide decent performance.



Front battery is fitted in the Series 2

However Exxon Mobil have still categorically stated (as at this Newsletter publication date) Esso filling stations, in certain counties within the UK, continue to legally sell one premium grade (ESSO Synergy Supreme Plus ,97RON octane) without any ethanol added (Zero ethanol) They also point out there is at present no legal requirement to add any ethanol in premium grade fuels ,and for this particular grade, and at the moment it is purely voluntary for the supplier to decide . This is in spite of being required by the recent EU and UK Government legislation to physically label the fuel 'E5' (legally the label has to be displayed merely to state that the fuel 'may contain up to a maximum' of 5% ' ethanol . Exxon Mobil repeat in a recent email to me that they have no legal requirement at present to actually mix ethanol with their **premium grade** of petrol unlike the requirement to do so for their 'standard' 95 RON Octane petrol (that does contain up to 5% ethanol . However the areas in UK that does not sell zero % 97%RON premium grade ESSO Synergy Supreme, (and in these areas it does contain up to 5% ethanol) are - Devon, Cornwall, The Teeside Area, and the whole of Scotland. That means that Dorset is still amongst the counties where we can still purchase the one grade of petrol that has no ethanol at the present time, until legislation may dictate otherwise (although the pumps will all be labelled E5 due to the EU requirement that was agreed by the UK government)

Government discussions have been taking place on the subject of proposing E10 could be officially phased in from later in 2021 . However the Dept. for Transport have stated that E5 (5%) will continue to be made available for older vehicles for at least 5 years before further discussion , acknowledging the number of older classic ('historic' classed vehicles) owned . **This concessionary E5 'protection grade' for older cars has been proposed ,also with the advantage of than being based on the higher 97 octane grade, instead of 95 octane as at present** . Interestingly the new E10 is proposed is then be intended to be based on the lower (standard)grade 95 octane (although labelled E10 it can then actually contain anything from between 5.5% 'up to' a maximum of 10% ! At the discretion of the petrol supply company - again for 5 years before further discussion !)

So what might Classic vehicle owners be able to do in the future if all the petrol sold in the UK has ethanol content ultimately exceeding the present (admittedly fairly low) 5% ?

The Federation of British Historic Vehicle Clubs have approved so far three companies' fuel additive ethanol 'protectors' (www.fbhvc.co.uk/fuels#changing-nature-of-fuels)

1. VSPe Power Plus ,VSPe & EPS (from Millers Oils)
2. Ethomix (from Frost A R T Ltd)
3. Ethanolmate (from Flexolite)

There is also a 'kit' advertised on the open market called the 'ETHANIL' ethanol removing kit 'Bearing in mind this would require the handling of volatile fuel and as a result would need adequate observance to health and safety , fire risks, etc, to be considered if using this kit in a home garage environment. (hope some won't be tempted in using the kitchen !!!) .

So at least there are some ideas already in the pipeline to deal with the ethanol issue in future for classic cars, also the present government dept for transport department has been reported in stating an acknowledgement that classic cars still will maintain a valuable role to play in Britain's historic vehicle heritage .

ROGER (as at May 2020)

ETHANOL IN OUR PETROL

(We have been assured 'E5', at least, will be made available for some years yet for older cars !) Editor's Update Report

It certainly does seem unusual to hear from one of our members who recently discovered that every single fuel pump at one local petrol retailer were all labelled 'E10' and thus drastically limiting their sales to only certain and specific later models of modern cars, (see Neil Mitchener's email Page 5) it would also invite the risk of damaging the engines of the vast majority of older cars. I understood E10 was widely delayed until 2021 for it's proposed introduction. Although it is actually legal to sell petrol with 10% ethanol aimed at it's specific limited market, as it is only recommended for more recent production models i.e. BMW, Mercedes, and Volvo in the main.

Also a few latest models of some other makes are now specifically designed with engine and fuel systems manufacturer to have ethanol compatible and tolerant materials.

However that leaves a huge number of existing 'modern' cars on the our roads (up to 800,000) being incompatible and potentially damaged by a 10% level of ethanol. This is before looking at the subject of Classic Cars (Historic vehicles 40 years and older) importantly being even more 'non compatible' with the E10 grade

The 2018 Brussels EU directive, agreed by the UK government came into force Sept 2019, and irrespective of Brexit, is now a legal requirement for all petrol pumps to now be labelled, the vast majority will have the two signs 1. E5 (Petrol- grades maximum content 'up to' 5% ethanol) and 2. B7 (Diesel- maximum content 'up to' 7% ethanol) More pumps are proposed from 2021 with E10 fuel in order to supply the later built models of ethanol tolerant modern vehicles.



Recent mandatory labelling may not mean what you first assume ! They actually indicate a 'maximum'

amount of Ethanol that may be added to the fuel.

Although the majority will now have up to that level (max 5% in petrol and max 7% in diesel) It can actually be 0 to 5% and 0-7%.

Esso alone have confirmed that their one grade Premium 97 is still 0% in Dorset, although labelled E5. (E10 proposed for 2021 onwards, can legally contain from 5.5% minimum up to 10% ethanol maximum.



Our original '53 series 2 is used every day, driving throughout London. It averages 7-10 miles a day and needs charging roughly once a week. It costs around a £1 to recharge and is ULEZ and Congestion Charge exempt as well as residents parking being discounted and Road Tax being free. It's a joy to drive and people are always happy to see it!



The 'A' Series gearbox with purpose made adaptor plates. (In this Instance connected to a new HPEVS-31 Motor)

The original plan was to release DIY kits but as the business develops that isn't proving as easy as hoped, with ease of installation, safety, required tech support and product liability all proving to be obstacles. We're focussed on enabling the easy conversion of cars so there will be a conversion kit for Morris Minors but we don't know when and how it will be marketed, perhaps through licensed installers.

Our main source of conversion parts now is the Nissan Leaf which offers a conversion package with 100bhp and starting from 80 miles range and up. Conversions of this specification currently start around £25,000, and at present we are absolutely swamped and working flat out with demand. We're currently converting a Morris Traveller and have another 1956 Series 2 waiting for conversion.



Mathew's latest recent conversions have successfully utilised the ex Nissan Leaf motor including various other classics . Here the latest Minor Traveller conversion project is under way .

****WITH THANKS TO MATHEW QUITTER* (www.londonelectriccars.com)***



THE 'BRIAN WOOD' REPORT



What a strange old month it's been. As you read this, we will probably be in the 6th week of 'lock-down' – hopefully looking forward to some of the restrictions being lifted by the end of the month, although it is beginning to sound like a long haul. (Hopefully not too out-of-date by the time you read this!) I guess most of us are starting to run out of things to mend, paint, tidy etc by now. I have done a few of those jobs that I have always promised will be done 'when I have the time'. Consequently, my garage has been tidied and painted internally and now shows the rest of the house up – as sadly, I have not yet brought myself to start the decorating in the house itself.

I do find it sad that the world is so unprepared for what was known to be inevitable. We have for so long been prepared for attack from physical invasion by other countries but have not taken viral threats (just as lethal) seriously until now. Bill Gates and others have been talking up this risk for many years – however, as our developed world is geared towards making money, there was no commercial incentive for committing resources to something that 'might' happen. Things will have to change when everything gets back to normal – and, alas, this may take a long time.

Keeping in touch is quite important in these times and being unable to meet up (physically) to hold the Dorset Branch Committee meeting, we arranged a group call using the computer application 'Zoom'. This (and other) apps has gained exponential recognition lately – for obvious reasons. It worked reasonably well but was slightly hampered by intermittent reduction in internet connectivity, which was probably due to everyone else doing the same. We will have another meeting for the next Committee in May. Not that there is much to discuss – I hasten to add. It is important, however, that we keep the habit of staying in touch with each other.

I managed to sneak a couple of laps around the estate in the convertible which is now substantially finished and now have all of 5 miles on the odometer to show for it. (Well, it was 'essential' for my sanity – and I kept the hood up – thus maintaining social separation!) Inevitably, there is now a new list of things that need attention and will be addressed as and when. I must admit to having lost a bit of enthusiasm for it in the current situation as I can't go anywhere in it. Still, one day, this will all be over and we can get back to normal. There will be a 'Brave New World' someday. Let's cling on to that message and look forward to whatever we can salvage from the summer rally season. We'll all be back at the Electric Club again before you know it and until then, stay safe.



803cc Series 2 gearbox. Fully rebuilt with high quality bearings, new layshaft and roller bearings. Ready to fit. Bargain price **£325**
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NOTICE
**DORSET BRANCH CLUB SPARES ARE AVAILABLE TO
 ORDER AS PER USUAL FROM BRIAN**

**If you require specific items please phone to
 pre-order
 Brian Wood 07411 116336
 (or leave a message)**

Please Note
**There is a 'Porch Collection point' system in use
 at Brian's address for you to collect your
 pre-ordered parts
 (and to leave payment as arranged)**

Fuel Pumps
 (Available from
 Club Spares dept.)



*We also have some reconditioned fuel pumps for sale at
 £60 each (£54 to Branch Members) Postage is about £5.
 Standard new SU ones are £101.40 from ESM*

CLUB MEMBER DISCOUNT Dorset Club Spares give paid up members the benefit of a 10% discount on Morris Minor Spares (unless not already on offer ,or a discount from the club's supplier is not available) Spares parts available from Club Spares Manager **BRIAN WOOD.**

Cars or Spares for sale or Wanted ,entries are Free to club members or £5 per entry for non-members . Traders display adverts in newsletter from £30 per year subject to size.



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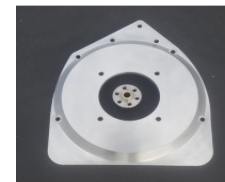
Call any member of the team on 01202 894080 to get exclusive MMOC discount across a range of vehicle parts and accessories!

We also offer cycle parts and accessories!

Whilst individual opinions may vary on the subject regarding the future electric conversions of Morris Minors. One member commented ("sounds more like owning a milk float ") I remain open minded and neutral in presenting this article , I am most indebted to Mathew Quitter of London Electric Cars for his enthusiastic and helpful replies to all my enquiries. Mathew explained the Minor is his own favourite classic and appreciates the subject of originality obviously needs to bear in mind an individual owners point of view and open for discussion in the future . Mathew also feels any future expansion of the electric conversion business initially would be best placed in the hands of individual appointed trained installers , However in the attempt to present a balance of present market information I originally approached the two classic car conversion companies for this article a couple of months ago . (This was prior to when the covid 19 virus pandemic hit the country in force) In contrast to Mathew's firm, 'Classic Electric Cars' based in Wales (although keenly advertising classic car conversions for all models and also promoting the availability of key parts for individual owners to purchase) unfortunately did not reply to any emails sent , nor return several follow up phone calls (specifically requesting details on Morris Minor conversions I also did email that I would like to reproduce a selection of key components listed by their company) - For illustrative purposes , here are a few key electric conversion components listed for supply to any competent DIY 'electrical conversion' mechanic , (average advertised prices indicated as a guide- as listed by C.E.C , Wales)



HPEVS AC50 Motors , (supplied with controller , wiring loom, 12volt relay dashboard guage , mode switch ,menu button unit etc)
£4,078.00 +vat



Drive Couplings av.£1000.+vat (to order)



Ex Tesla Battery Packs £1250 +vat



Charging Kit s £1850.+vat (made to order)



Classic Charging Station Averaging at £3,000



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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

ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

"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"

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 May newsletter.

I hope all the members are keeping well and keeping to the lockdown in these difficult times. If you hear of any of the members who may not be well, please let Eddie Pateman know, or one of the committee.

Ann and myself have been out once a week down to Tesco for the weekly shopping and the rest of the time gardening and doing most of the jobs like cleaning out all the old clothes, the shed and the garage. The greenhouse is looking good with all the plants ready to go out into the garden when the frost has passed. My tomato seeds were started early this year to have a good show at the gardening clubnight. They are about a foot high at the moment so I am hoping the lockdown will be over by August clubnight. On the TV the other day they said that people were starting new hobbies like bird watching, artwork and taking photos of wildlife in their gardens, so here is one for club members. Since I have been shopping with Ann, I have been in charge of buying the toilet rolls. I didnt realise how many different patterns there are on toilet rolls. So lets see if any of the members take up the challenge. Its just for a laugh!

I would like to thank my committee and Roger for their input into the club magazine in these difficult times. Also Brian's time getting the magazine posted out to all the members.

PS. Roy phoned me recently about his Marigold plants. If you would like some please ring Roy on 01202 697044 and all the cash goes to NHS charities. Thank you Roy. A box will be placed at the end of the drive and a box to collect the cash.

On the subject of gardening, don't forget that one of our advertisers, Stewart Wood is still doing garden waste collections (07950 114960)

Keep safe and well, that's all for now, John Jenkinson (Chairman)