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MORRIS MINOR OWNERS CLUB

Dorset Branch

MONTHLY MAGAZINE & NEWSLETTER



1948 < Morris Minor > 1971



APRIL 2022
 Vol 25 issue 5

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

COMMITTEE		Dorset Branch MMOC Key Contacts	
Chairman	Laurie Blewer laurie.blewer@dorsetmmoc.co.uk 01202 522673		Non Committee Voluntary Posts
Hon. President	John Jenkinson 01202 576690		Raffle Coordinators Chris Tilley & Margaret Pateman
Secretary	Ian Chivers ian.chivers@dorsetmmoc.co.uk 07779581837		Catering Consultant Sue Blewer
Treasurer	Jacky Wood 01202 573494		Insurance Consultant (to the DMMOC branch) Dave Walker
Membership Secretary	Brian Ford brian.ford@dorsetmmoc.co.uk 07502161535		<p>*Front Cover Story Dorset member Ted Brooke's friend Bruce Blair in Reno, Nevada, USA cruises on his local 8 lane Freeway in his original LHD North American Export Minor Million</p> <p>(Ted , Bruce and other Minor Million Owners will be at MOGGYFEST Come and visit the special displays in the Dorset Branch main marquee at Beaulieu 14th-15th May (Adapted from an original photo by Ted Brooke)</p>
Spares Manager & Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		
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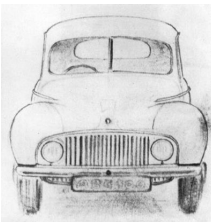
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THAT BRITISH ICON , Cont.. Engine wise at first there was an early experiment with a two stroke . Miles Thomas had always taken a personal interest in engines and enjoyed giving cars road tests personally in order to write his own report . In this case he reported his findings to project designer Alec Issigonis and Nuffield Organisation's chief Engineer Vic Oak - "It runs just like a dream—but only above 2500rpm . Below 1000 it stutters awfully badly indeed . Also exhaust fumes that issue are worse than the biggest factory chimney "After extended bench testing it was also discovered it was not long when engine lubrication became a problem . The initial two stroke idea that was thought to provide an advantage of high fuel economy combined with a low engine taxation of the time simply did not fit in with the Morris Motors ethos of 'Quality First' and as a consequence the two stroke engine idea was dropped. Alec Issigonis had agreed with Jack Daniel's that there was a much more reliable answer in the shape of a four stroke horizontally opposed Flat Four engine . It also had the added advantage of lowering the centre of gravity and creating that 'nose heavy' handling improving effect for the car (as explained in the previous chapter) It's shortness left more room for passengers and the side valve being economic and simple an advantage for both export and home sales . This preferred engine design for the then re named 'Morris Minor' project was available in 800cc or 1100cc driven through a 3 speed gearbox . However certain complications at the time put a 'spanner in the works' for this engine type. The most disappointing to Issigonis and Daniels having drawn up how these engines and gearboxes fitted so well was the fact that Morris Motors decided that they could not add more to the existing agreed 'New Small Car budget when estimating predicted costly tooling expenses that would be required , and considering the present depressed post war state of the British economy . The other main considerations involved the fact that engine designers were faced with an obstacle with the existing method of road taxation , which was assessed on cylinder bore size (in effect it encouraged the design of 'tall, ungainly and expensive' The opposite of the intended low centre of gravity lump intended for the Minor engine . Miles Thomas did eventually succeed in persuading the Government and a new Chancellor in 1946 to finally change the engine 'bore tax' system that would ,in essence, then allow engineers to build engines 'squat, sturdy and cheap' (an obvious advantage for the existing post war export drive) . After much discussion it was finally decided that the only immediate option available if the car was going to be completed on time was to abandon the Flat Four idea and utilise the old Morris Eight 918cc sidevalve engine with 4 speed gearbox configuration . Much to

Issigonis's reluctance in the circumstances, he then made small adjustments to the bodyshell and steering to accommodate the 918 unit. With the 7th prototype (they thought!!) with it's 918 side valve ex Morris Eight 'fettled' engine , to suit the new 'Minor' complete and also passed it's statutory road tests, covering 10,000 miles in ten days behaving perfectly without any issues. Even William Morris put aside his traditional car design views and the entire Nuffield board had finally all given

approval in readiness for production . 'But' at the eleventh hour when all imagined the green light for go , Issigonis (having after all been delegated with final responsibility for the project as chief designer) 'Dropped a Bombshell' .To be continued next month. **ROGER**




Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB
MARCH 2022 Volume 25 Issue 4**

CLUBNIGHT

The Coast Guard Watch -Talk/Presentation

In This Months Issue...

REGULARS	SPECIAL FEATURES
THIS MONTHS EDITORIAL P.4	P.7 Nostalgic ads for Motorists
EDITORS 'NEWS DESK & YOUR 'LETTERS TO THE EDITOR' P5	P8/9 Graham's Series 2 project continues
CHAIRMAN'S REPORT PAGE P.6	P 18 to 21 The Minor Home Mechanic
P10/11 FORTHCOMING EVENTS	P 22/23 Theresa's Hebridean Adventure
SECRETARYS REPORT PAGE P. 13	P24 -26 Editors 'Birth of an Icon series (The people who created the Minor
THE 'BRIAN WOOD' REPORT P. 14 &15	
CLUB SPARE PARTS & ACCORIES PAGE FOR SALE P. 16	
MEMBERS SPARE PARTS ,VEHICLES ,MISC FOR SALE or WANTED PAGE P.17	

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 April edition . I do hope you are enjoying the early Spring weather, enabling any remaining road running Morris Minors in hibernation to come out of hiding, even for the shortest test run in preparation for lots of enjoyable journeys ahead .

Forgive me dear reader, as I feel compelled to include this paragraph ! - amidst our normally 'Morris Minor' orientated and more light hearted, club magazine, Just as we were looking forward to returning to more pleasant normality after the last difficult two years , suddenly one despotic, ruthless megalomaniac, wants to selfishly alter the worlds present economic and political order (he is on a par with Stalin , Hitler and Mao , and is also proud of it!) has decided to invade the independent sov-



ern state of Ukraine . In his authoritarian, delusional and machismo style of speaking 'Putinisms', full of crude and violent threats, (backed by greed ,violence, corruption and propaganda) He claims to be 'liberating' the country and is ordering his troops to destroy the country .and carry out war crimes.

During our last committee meeting a special motion was unanimously decided upon in order to contribute in some way towards the

desperate immediate humanitarian need of the Ukranian people from Dorset branch charity funds . Laurie & Brian each also mention this subject within their reports and more details will be available to branch members from Laurie at the next clubnight..

In the meantime no dictator , in spite of spiralling fuel costs , I am certain is going to dampen our enthusiasm and affection that we hold for our very special small car, the Minor . Especially with the wide variety of forthcoming events and activities planned ahead to choose from for 2022. - Included in months issue, Brian tackles his clutch, Graham's project picks up a pace and our special correspondent 'RB' has an interesting angle on the VW Beetle (Ironically it was a British army officer after WW2 that saved the model and VW after no British car company was interested) And yours truly attempts to continue 'homage' to the originators of the Minor in 'Birth of that British Icon'. **ENJOY THE SPRING - ROGER**

Editors In Box & News Desk roger.kellow@dorsetmmoc.co.uk

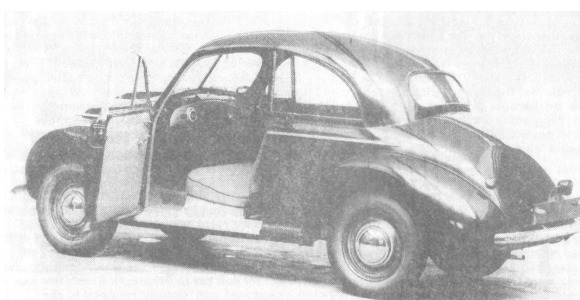
Letter to the Editor

from **MARTIN FELTHAM**

DEAR EDITOR May I, through the branch magazine advise Dorset members that I am unfortunately temporarily unable to provide my usual 'Mobile Mechanic' full services (MRF Classics ,as advertised on page 12) This is due to a recent 'at work' accident affecting my leg and foot that follows medical instructions . I have contacted present customers in order apologise and explain . I am keen to resume my services as soon as is practical . I do appreciate my customers understanding . My contact details are as shown in my advert as above . Yours sincerely, **MARTIN**

Returning to the earlier 1940's experimental years of the Mosquito prototype we have looked at the unitary rigid body principle and the importance the 3 man design team placed upon weight distribution dynamics. In the past much of the support of a car traditionally had been taken up within the roof by 'structural members' However with the Mosquito from the very start a greater amount of stress was transferred with greatly strengthened floor pans that also had the advantage of adding to the lower centre of gravity . Another traditional design within cars had always been steering by means of a steering box . However Issigonis having originally planned a 'rack and pinion' method for the MG saloon as early as 1939 was determined from the start that it was the only method for the special new small car . Rack and Pinion steering at the time had been virtually unknown in Britain that provided very precise control of the front wheels. In pace of a steering box as such , there was a toothed 'rack' which moved from side to side by a 'pinion' placed at the end of the steering column . Two steering arms transferred this movement to the kingpin.

It is often assumed there were two prototype cars (the first concept car and then the final version being honed to final version as a working template for the 1948 Motor Show first factory production model . There were in fact Eight original prototype cars . According to Alec Issigonis it was sometime after the first prototype car that had been code named the Mosquito' had been worked on that William Morris (Lord Nuffield) had so constantly complained



he disliked the name so much that Miles Thomas felt he had to agree . While technically one could assume all 7 original prototypes were regarded as Mosquito's and the 8th perfected car was regarded 'The Minor' Issigonis had later documented that he then referred to the 7 subsequent prototypes as 'Morris Minor's', in agreement with Miles Thomas , to at least appease William Morris's feelings and strong views regarding the new small car name. The first 1943 prototype displayed all of the basic shape and size of the final Minor. However it did not have a boot lid as such but it had a moulded spare wheel shaped opening compartment . It was decided that the fourth (in 1947) prototype was to

be the tourer prototype . Only requiring basic extra strengthening to the original already very strong integral fitted designed floor panels . Issigonis also had designed the early prototype with front bench seat and a column gear change . Issigonis in particular changed the front grill and headlight design several times including a more rectangular defined grill , it was said in the attempt to try to appease and counteract William Morris's disparaging 'looks like a poached egg' dilemma statement .



THE BIRTH OF THAT BRITISH ICON (Part 3)

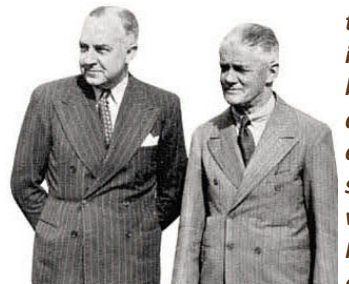
EDITOR'S next instalment 're- exploring' the people and their ideas behind the very beginnings of the MORRIS MINOR Originally code named 'The Mosquito Project' - Ultimately leading to the first British car to reach One Million units built by 1961 - then on to 1.6 Million built by 1971

Miles Thomas's new small car brainchild concept he had named 'The Mosquito' (after the famous WW2 fighter bomber) started to become more of a realistic possibility, when early in 1941, a scale model was built, followed by a full size prototype in 1943, Then at the end of WW2, 1945 onwards, things began to gain momentum once Issigonis and his two chief designer draughtsmen Jack Daniels and Reginald Job had settled in their own specially designated drawing office. They had as described previously begun experimenting on the prototype cars. In fact it was the first of two that would eventually total no less than eight individual prototype cars worked on by Issigonis's and his specialist two man team towards the final prototype version in 1945.

Miles & Morris disagreed during the project

During this entire time Nuffield stoically clung on to his preference toward 'pre war' car design, saying that 'cars then looked like cars should look'. Not only was his disparaging comparison of the 'Mosquito project to a 'Poached Egg' but in his inimitable style he also informed both Miles Thomas and Alec Issigonis that he also disliked the car as it 'looked extremely 'narrow gutted' Even the name Mosquito, he insisted was not suitable and if such a project was to continue with any success it would need to be given a more traditional Morris name like 'The Minor' particularly if they could actually manage to export and sell this new car abroad.

Miles Thomas had started working with William Morris in 1920. He had started 'The Morris Owner' magazine when he was initially Morris Motors publicity advisor. Within just four years Thomas had become Morris Motors Director and Sales Manager. Then running Morris Commercial and Wolseley for William Morris later on in the early 1940's. He was well regarded by William Morris and became Vice Chairman of the Nuffield Organisation. He was also awarded a Knighthood in 1943 for his organisational efforts through Morris Motors war work contribution. Perhaps William Morris had become 'War Weary' as Miles Thomas was later to record that from 1945 William Morris had been increasingly difficult to work with. The 'Mosquito' new post war small car project seemed to really bring out William Morris's intransigence to the fore. A shame after the two men had shared a large part of the building of Morris Motors. When in 1947 (a year before the trade launch of Miles Thomas's brain child - eventually named The Morris Minor) he was offered the Vice Chairmanship of B.O.A.C. and he decided it was time to end his long association with William Morris.



'DRIVE IT DAY' 24th APRIL (*DMMOC Plan a Run To Swanage)

Members wishing to participate in the run to Swanage please submit booking slips by April clubnight Official FBHVC RALLY PLAQUES can be purchased as per usual online www.fbvh/driveitday.co.uk Federation of British Historic Vehicle Clubs will continue to support the NSPCC's Childline® to raise money as an integrated part of Drive it Day in order to use our movement to contribute to a section of society that has needed huge help and support during the pandemic – vulnerable children. Lockdown has magnified all sorts of societal problems and the long days and weeks trapped in broken homes or abusive environments have put vulnerable children even more at risk. (*Details of branch Swanage run—on booking slips and the events listing page)

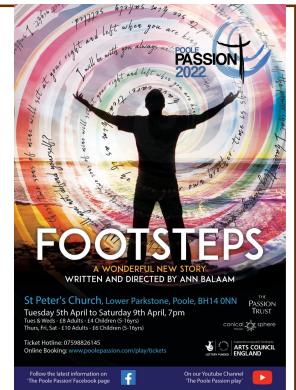
Letter to the Editor from MANINA TRICKETT

DEAR EDITOR, Just to let you know that tickets for 'Footsteps' The Poole Passion Play 2022 are now available. The play is on at 7pm for five nights Tuesday 5th April to Saturday 9th April. I'm playing the part of Mary Magdalene and really looking forward to it.

The local radio station Hope FM recently featured the plays Director and some of the cast on their 'Community Now' programme. There has also been an article in the Stour & Avon magazine.

The Play runs from April 5th to April 9th at St Peters Church, Lower Parkstone, Poole. BH140NN Ticket Hotline 07598 826145 or Online -Tickets/Poole Passion Play

Best Wishes MANINA TRICKETT



HIGHWAY CODE 'UPDATED' It may be a fair number of years since many members passed their driving test and possibly last read the Highway Code in great detail (as Editor I need to keep neutral in such matters, but however this is just a reminder) that some major changes came into effect from 29th January 2022 - All road users are being strongly encouraged to be fully aware of the new rules and changes. New rules include the following :- (with even stricter limitation on mobile phones & Local authorities will also have more powers to prosecute for various offences in addition to the Police) There is new focus around a 'road hierarchy' designed to give vulnerable road users a greater degree of protection and clarity provided over who has right of way at junctions. For instance - Rule H1 Gives a hierarchy of road users putting those most at risk at the top and those least risk towards the end. The hierarchy will be as follows :-

1. Pedestrians (in particular children, elderly adults and those with disabilities)
2. Cyclists - 3. Horse riders - 4. Motorcyclists - 5. Cars - 6. Vans/minibuses & 7. Large passenger vehicles/HGVs

Rule H2 Provides stronger priority for pedestrians at junctions and clarity of who has right of way. The new rule states that instead of cars having priority when they turn left or right into junctions, pedestrians crossing the road will now have priority over those vehicles.

Rule H3 States that drivers must give priority to cyclists in a variety of situations. Most importantly, when cyclists are at junctions they ought to have priority in almost every scenario.





Chairman's Report

Hello everyone and welcome to the April newsletter. Thanks to Theresa for her excellent talk last month on her and Dave's trip to The Hebrides last year. I think it might be a bit of a long way to go for a club road run though!

Tonight we have a talk by branch member Sue Grundy on the fantastic work done by her and colleagues at The National Coast Watch Institute. Next month we will be having a quiz.

Please remember to get your booking slips in for The Drive It Day Run to Swanage on Sunday 24th April.

Plans are still ongoing for our Platinum Jubilee Run to Sherborne on Sunday 5th June.

Entries for Moggifest at Beaulieu next month have now closed and we will soon be issuing you with all the passes required. Plans are evolving all the time for the display in the marquee and I hope you will be very impressed. I now have confirmation that we will have 6, possibly 7, Minor Millions in attendance for our main marquee display. Chris is planning to have tombola this year so donations of suitable quality items will be very welcome. As I mentioned in my report last month, we would love as many of you as possible to join in with the spirit of this years display, the 1960's, by dressing in period for the vehicles.

Our choice of the annual Dorset branch MMOC charity has traditionally always been selected each year after invited branch member proposals, then voted upon by members. However during the last committee meeting, due to the unprecedented events involving the urgent humanitarian need for the invaded people of Ukraine, a unanimous committee decision was made to immediately draw from next years charity funds in order to make a donation. (More information at next clubnight)

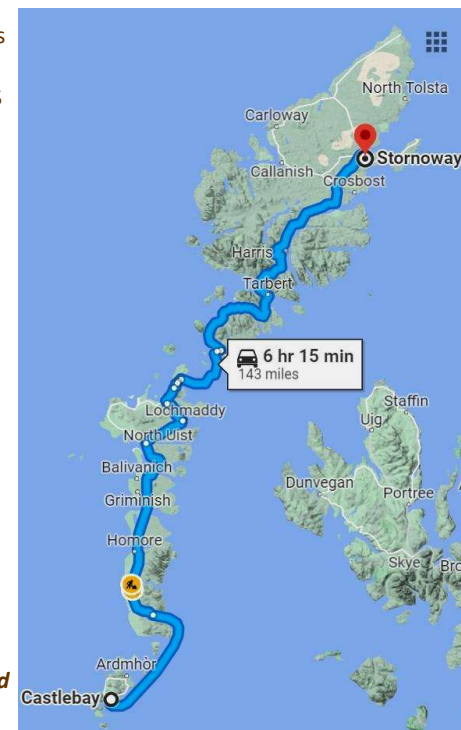
We made a brief visit to Classic Cars On The Prom in March where it was good to catch up with everyone. I think, like us, that everyone is looking forward to Spring and Summer and the return of events which we can take our cars to.

That's all from me for this month, so until May, Happy Minoring LAURIE

Islands visited -from bottom to top (map right) with highlights in the talk :-

- * **Barra** - midges - no tree -- medieval Castle- seals - Airport on the beach - very narrow roads, with passing places - wonderful beaches
- * **Ericsey** - Bonnie Prince Charlie beach- Sinking of the SS politician.—Whiskey Galore film - more wonderful beaches - swam in the sea... very cold
- * **South Uist** - more midge - Queens' ship Britannia docked in the deepest loch of the islands
- * **Benbecula** - flat - land full of Lochs
- * **Grimsay** - missed it causeway just skirts round the edge of it
- * **North Uist** - Wild campin - Neolithic tomb, 5000 years old,- oldest manmade structure in Europe
- * **Berneray** - Otter family playing on the ferry causeway
- * **South Harris** - Scandinavian names because of the 500 years the Vikings ruled there - still no trees- very windy
- * **North Harris** - Golden eagles - Sea eagles (white tailed eagles) - very rocky
- * **Lewis** - Whalebone Arch - Standing Stones - Black Houses - Peat - lolaire shipping tragedy at Stornoway -

Finally the ferry back to ULLAPOOL on mainland Scotland with the visit of another lovely seafood shack!



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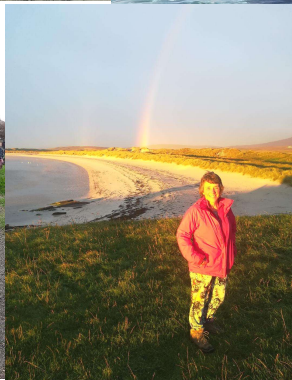
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The Outer Hebrides on the Western side of Scotland ... was the title of a very interesting talk „complete with large screen display of fantastic slides of the Outer Hebridean Islands , presented by long serving Dorset Branch member THERESA MOXLEY .

For those members who missed attending the March Clubnight , here's a brief summary of what you missed of the individual islands opposite !

Theresa's talk began with— 'Setting off from OBAN on mainland Scotland...describing a lovely seafood shack' Theresa and David travelled in their modern car small very neat sized caravan on tow .(it was thought a tiny bit far for Theresa's Old English white Minor saloon she has owned for many years,, The car named 'Ezmerelda ' was given a few weeks rest)



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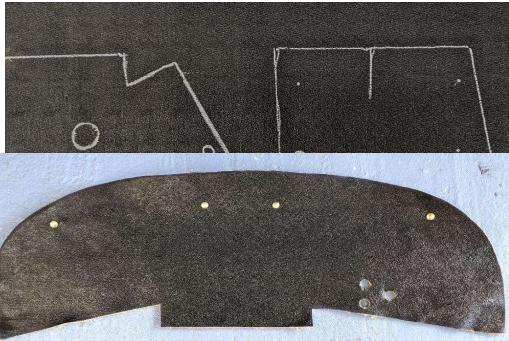
**Dorset Branch Founder Member GRAHAM MELLY'S
Series II Saloon OLJ 147 :-
the complete re-build project continues.**

Latest progress is that all the body panels and wheels have now been sprayed. The bonnet, front grill, radiator panel, front and rear metal valances and various smaller items are safely positioned on my work bench.

I decided to fit the wiring loom that I purchased in 1981 and the bulk head sound insulation.



I had most of the brass tri headed studs that go through the insulation to press the new sections up to the back of the engine bay from under the dash area. These brass studs I decided to restore sanding polishing and lacquering. I had two original grotty sections of sound insulation to use as a pattern. I marked out the shape of new insulation with white chalk pen before cutting it out.



The loom is still new and looks like I bought the loom for the centre dash instrument panel, and not the earlier juke box dash that is on my car. I am sure there are similarities and not unachievable to sort out,

I have also made some gaskets from 4mm thick rubber sheet for the throttle body casting on the bulk head and the Lucas 471 rear light units.



From the MAY 2013 Newsletter :-

As the 948 engine of my Minor was showing signs of tiredness I took the decision to replace it with a reconditioned 1098 motor and matching gearbox. Simultaneously some tidying of the engine bay was planned so the entire front panel was removed before manhandling the partially-stripped engine from the car using a trolley jack, various blocks of wood, a lot of profanity and some brute force which I hadn't realised I possessed. The subsequent removal of the gearbox seemed easy after further raising of the front end of the vehicle.

After cleaning-up the engine bay and installing the 'new' gearbox the time had come to fit the lovingly rebuilt power plant. An assistant with an engine crane had been arranged but on the day he was ill, confined to bed and obviously unable to help. I had been quite keen to get that engine in and to avoid personal disappointment began to look for an alternative arrangement, the existence of which looked highly unlikely.

With the employment of several axle stands, blocks of wood and a trolley jack it seemed possible to raise the front of the car sufficiently to enable the engine to be slid in from underneath. With the gearbox already in place there did not appear to be enough fore-and-aft room but by mating them up first, could the assembly be slid into place after which the car could be lowered over them? Obviously this was going to be difficult in the extreme with every likelihood of failure or personal injury but it was the only option other than waiting for my engine crane-owning friend to recover. Being of an impatient and headstrong nature - and having scars to prove it - I grasped the nettle, removed the freshly-installed gearbox from the car and bolted it up to the engine.

Midday refreshments were then taken whilst I cheered myself by reflecting on a report I remembered from forty years previously. A very skilful pal of mine was an apprentice mechanic at a Volkswagen dealer's and drove a well-used example of the marque. He removed the engine, changed the clutch and got it all back together, fully operational, within his lunch hour. Of course there's a difference here; he was doing it the proper way, quite the opposite to my intentions!

Returning to my garage with renewed determination I spent an entire afternoon jacking, chocking and levering in the pursuit of my goal. All went quite well - if rather slowly - until the final stages. Having removed the engine's rocker cover I found that the valve gear fouled the bulkhead whilst the starter dog simultaneously refused to pass the front cross member; an additional snag was the oil filter limiting the amount of 'wriggle room'. With engine/gearbox tilted to a worryingly steep angle the offending parts were persuaded to pass their obstructions and the heavy lump finally assumed its rightful resting place. The job would have gone more smoothly if the cylinder head and starter dog had been fitted after installation but it was rather too late for that!

I certainly don't recommend this method, in fact would strongly advise against it. It's much better to swing your engine in or out by the traditional method which is quicker, easier and carries far less risk of damage to persons or property.

The introductory Latin quotation has been adopted as a motto by many organisations and may just be applicable to the above event but it may be more fitting to end with a few wise words from an ancient Greek:

"Boldness is the beginning of action but fortune controls how it ends".

Conversely, the Cowley product remains firmly on the ground whilst its engine is lifted and swung out from above. Or is it? Not if you like a challenge and you are a certain Dorset Branch member in a hurry to get a job done.

According to my informant it is quite feasible to install a Minor engine from below. With the benefit of hindsight he would have not fitted the cylinder head until the rest of the engine was in place. This is to provide more clearance to slide the engine under the front crossmember of the car which was supported by an assortment of sturdy axle stands during the process. The absence of the crankshaft nut/starter dog would also have been beneficial. He'll know better next time!



Read further on , the next page , dear reader for the member's own full description . However we may suggest a warning - "Think carefully before you try this method at home without any assistance ! ED



I had a bit of an accident fitting the rear lights as the chrome brass slotted fixing screws for some reason don't have the same length screw threads as the original ones. I bought some gaskets that were too thick which meant that as I screwed the glass lens and chrome brass outer bezel, my screw driver slipped and scratched the new paint. Thankfully Jez the sprayer touch up the wing at no extra cost



The instruments that are now fitted to the bulk head are almost correct to original spec items. There are no prizes for spotting what is missing. I will be asking good old Brian for his steady hand and newly acquired stamps to fill in the missing letters and numbers on the chassis plate. I still have the original for reference.

I should by next month have all the newly painted wheels back on with the 5.20 X 14 Dunlop cross ply tyres **TO BE CONTINUED**



EVENTS & ACTIVITIES

Dorset Branch MMOC organised Events & Activities are headed thus **DORSET MMOC**



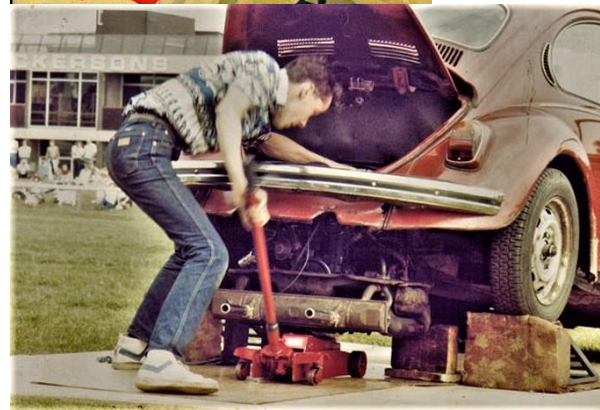
APRIL 6th	DORSET MMOC <u>APRIL CLUBNIGHT (Castle Lane)</u> Talk - National Coast Watch Institute (Dorset Branch Chosen Charity)
APRIL 10th	Classic Cars On The Prom ; Rear of BIC Bournemouth 11 am—2 pm : any further info — www.bppcltd.com/ccotp
APRIL 24th	DORSET MMOC 'DRIVE IT DAY' - ROAD RUN to SWANAGE Destination -The Swanage Charity & Classic Car Day (£5 entry) 9.am. Breakfast at Castle Lane —Depart 11.am . For full details see BOOKING SLIP for return to Jacky Wood please.
MAY 4th	DORSET MMOC <u>MAY CLUBNIGHT</u> Castle Lane Quiz Night (Details to follow)
MAY 7th & 8th	Breamore Steam Working Weekend , Breamore House More details to follow on Dorset Branch's participation
MAY 14th/15th (for camping area access - see booking form)	DORSET MMOC DMMOC 'MOGGYFEST' 2022 & Southern National MMOC Regional Rally Celebrate the 1960's at Beauieu with the Dorset Branch *branch members who are still owed for previously cancelled MOGGYFEST will automatically have tickets issued for this event *
MAY 15th	Classic cars On the Prom : Rear of BIC Bournemouth Entry from 11 am : any further info— www.bppcltd.com/ccotp
JUNE 1st	DORSET MMOC <u>JUNE CLUBNIGHT (Castle Lane)</u> Speaker (Subject TBConfirmed)
JUNE 5th (Sun) Jubilee w/end	DORSET MMOC QUEENS PLATINUM CELEBRATION RUN 'visit destination' - Sherborne - itinerary to follow soon.

ANNOUNCEMENT FROM CCOTP (CLASSICS ON THE PROM /QUAY /FARM)
Since 2000 the CCOTP have not charged exhibitors forentry. However now with dropped sponsorship we now have to stand on our own two feet and we will now be charging £1 per car at The Quay (along with the 'Bring your own drip tray' rule in order to gain entry to The Quay)
Ashley Miller CCOTP Co-ordinator



.German workers started saving stamps for a scheme to purchase a 'KdF Wagen' Buying and sticking stamps regularly on to their 'Sparkarte' (left) . However at the start of WW2 all Deutchmarks the had saved were abruptly 'snatched back' in 1939 by the Third Reich , explaining it was every workers duty to contribute to the Fuhrer's master plan at the time ! .

There was no such frippery for the 1948 post-war Minor, (right) the publicity department at Morris chose to emphasise the quality obtainable at such a reasonable price



History and nationality aside, the major difference between the two cars is that the Morris has its engine at the front end whilst the V.W.'s power plant is at the rear.



THE MINOR HOME MECHANIC

* 'FORTUNE FAVOURS THE BOLD'



*Motto for :-
The 3rd Marines
and 41st Canadians



In a fit of desperation back in 2013, one of our branch members replaced the engine of his Minor in a most unorthodox way. Luckily it was successful and he reported the proceedings to the then editor of this newsletter. This prompted the editor to write a short piece on the similar ties between Minors and Volkswagen Beetles which also touched on the notion of replacing Minor engines from underneath as is the normal procedure with Beetles. The member who had performed this tricky operation saw the report as a possible recommendation of the method and was prompted to write a reply which condemned the act as one of gross stupidity committed whilst the state of his mind was unbalanced. For the enlightenment of members who have joined since April 2013, both items are, with small additions, here repeated in full. The perpetrator of the unorthodox deed is happy to report that, nine years later, replacement engine and gearbox are still working sweetly.

From the APRIL 2013 Newsletter

WHAT'S THE DIFFERENCE BETWEEN A MINOR AND A BEETLE?

Admittedly there are many differences between them however they do have a lot in common. Both were designed as small family cars for the less-affluent motorist who wanted a reasonably priced vehicle which was economical to run and relatively easy to fix. They are about the same size and originally had engines of similar capacity and power. Arguably they rust at about the same rate too. The original name of Volkswagen was KdF wagen and production was planned to start in 1939 but had to be postponed for nine years. KdF is an abbreviation of 'Kraft durch Freude' - 'Strength through joy' a slogan which probably works better in German than in English.



JUNE 3rd /4/5th	Organford Classic Car,Bike & Steam Engine Show 10am -6pm Free classic car entry by pre Booking Form (or £5 day entry on gate) Booking forms and information - www.organfordclassievents.co.uk (Event Organiser—Nick Courtney 07970 252545)
JUNE 25th	The National Morris Minor Owners Club NATIONAL RALLY 2022 Kelmarsh Hall , Northampton . NN6 9LY . mmoc.org.uk/Events/
JULY 6th	DORSET MMOC <u>JULY CLUBNIGHT</u> Proposed ROAD RUN TBC
JULY 9th/10th	DORSET MMOC <u>DMMOC ANNUAL RALLY 2022</u> Wolvercroft World of Plants , ALDERHOLT Camping available on site
JUNE 2nd	Holdenhurst Village Fete (Invitation to Dorset Branch to attend) (Details from Laurie)
AUG 3rd	DORSET MMOC <u>AUGUST CLUBNIGHT</u> Antiques Roadshow hosted by Phil Traves (Bring in your treasured old items for Phil to expertly appraise)
AUG 7th	Rotary Club of Lymigton Classic Car & Motorcycle Show Booking forms & details to follow re DMMOC club stand
SEPT 3rd/4th	Isle of White Branch Rally , White Steam Railway PO33 4DS Special rates for White Link Ferry for this event - visit iowmmoc.blogspot/p/events-diary for IOW branch rally info
SEPT 7th	DORSET MMOC <u>SEPT CLUBNIGHT</u> Proposed Gardening Competition
SEPT 10th/11th	BEAULIEU International Auto Jumble (individual entry) Dorset branch MMOC do not have a club stand at this event.
SEPT 25th	SIMPLY BRITISH CLASSICS at Beaulieu (DMMOC probably will attend as club group again ,details TBC
OCT 5th	DORSET MMOC <u>OCT CLUBNIGHT/ANNUAL GENERAL MEETING</u>
NOV 2nd	DORSET MMOC <u>NOV CLUBNIGHT</u> Subject TBC
DEC 7th	DORSET MMOC <u>DEC CLUBNIGHT</u> Seasonal Noggin 'N Natter



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mrffclassics@talktalk.net

DORSET BRANCH MEMBERS ADVERTS VEHICLES, SPARES ETC .FOR SALE & WANTED

Any paid up Dorset Branch club member can advertise any of the above categories **FREE** on this page. (Any other 'Non Minor' items , i.e. of the Minor era , advertised here will be accepted on discretion of Editor and subject to any remaining available space each month)

Please send your preferred advertisement wording and any photo to the Editor by the *next print deadline (*Page 2) for inclusion in the next magazine. Please note an advert may not appear after two to three months entry , in the event of 'no sale' in that time . This is to make room for new adverts . However the same advert may be included again in a future edition with any amendments required subject to space. Please contact the Editor roger.kellow@dorsetmmoc.co.uk

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.Wood 07411 116336

ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

Front Plate
JEP 123L

Rear Plate
JEP 123L

"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


Our Morris Minor plates are specially designed with radius corners to fit the rear aperture of a Morris Minor. All our embossed aluminium plates are handmade using traditional methods, stoving enamels and decades of experience.

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WANTED

DORSET BRANCH MEMBER ADVERTS FOR VEHICLES , SPARE PARTS , ACCESSORIES OTHER OLD INTERESTING ITEMS 'Of The Minor Era' 'FOR SALE OR WANTED' **ON THIS PAGE FREE,**

DORSET BRANCH CLUB SPARES DEPT.

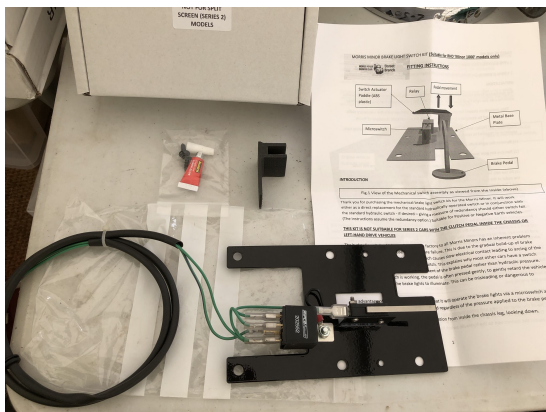
NEW CLUB SPARES for your Minor are available through the Branch at up to 10% discount (to Branch Members)
Call or email Brian Wood
07411 116336
(brian.wood@dorsetmmoc.co.uk)

Re-Conditioned Petrol Pumps are available from Club Spares (see above)
Standard reconditioned SU points pumps £54 each.



(New E10 Ethanol compatible—special order -£100)
(For reference, new pumps are £130 from Burlen in Salisbury)

Auxiliary Brake Light Switch Kit



This is a kit which overcomes the inherent problem of the weakness in the conventional hydraulic brake light switch fitted to the Minor. This switch kit works in parallel to the original switch which can be left in place and utilises a micro-switch and relay to operate the brake lights as soon as the pedal is touched. This increases safety as the lights are illuminated sooner and are not subject to the common problem of arcing and burning-out of the existing switch under the radiator.

£35.55 (£39.50 non-member price) (Limited stock available)

Second Hand Club Spares

Available from Brian Wood (07411 116336)
(subject to availability)

- Air filters**
- Starting handle**
- Ash trays (late)**
- Axle stands (folding)**
- Bonnet hinges**
- Extending Bonnet stay (plated)**
- Bottom hose**
- Brake back plates (8")**
- Bump stop (RH)**
- Distributors**
- Marina type column and switch**
- Chrome door handles (various)**
- Front Grille outer panel**
- Gearbox floor cover**
- Jack**
- Front side/indicator units (late)**
- Marina pedal box**
- Books/Manuals (various)**
- Quarterlights (painted/stainless)**
- Rocker box covers**
- Sliding boot stay**
- Speedo heads**
- King pins/good trunnions**



Secretary's Report

Mother's Day lunch at the Red Shoot in the New Forest. We parked up next to a very nice shiny Triumph TR4, which reminded me that I really must give mine a wash.

You may have noticed that the classifieds page in the magazine is looking bare. I'm sure that we all have things sitting around in the garage that have been there for ages that someone else would find useful. I've been meaning to have a clear out for ages, there's several cans of oil in my garage and I'm not sure which contain old used engine oil and which one has the new in it! Please let the editor know of anything that you find spring cleaning the garage that could go on the classifieds page of the next edition.

One page in the magazine that isn't looking bare is the events page, we seem to be in for a bumper season of events this year. Sadly, it means that there are inevitable clashes in the diary, but we're a big enough club to have members attend several events on the same day. If you do attend any events this year, please send in any photos and even a brief report of the day to the editor.

Drive it Day is on Sunday 24th April, and we'll be attending the Swanage Charity Day & Classic Car show. You can support the FBHVC drive it day by purchasing a plate for your car from their online shop, here is the link <https://www.driveitday.co.uk/shop>. Laurie and I will be planning a road run route from the SEB club where we'll be having a breakfast before setting off.

I'm looking forward to the club night talk by Sue on the NCI Hestgisbury Head, as a Short Range Certificate holder and VHF radio user we regularly talk to the Swanage station when paddling past Peveril Point.

Ian.

THE 'BRIAN WOOD' REPORT



The world is a small place. We sometimes don't appreciate that – but that fact is brought home to us every day when we see what is going on the other side of Europe at

the moment. The people affected are not so different to us, but their lives are being torn apart for little more than the ideological leanings of a desperate dictator. The Committee have decided to make a one-off donation to one of the appeal charities to help the people of Ukraine who have been affected so badly.



Thanks to everyone who sent or passed on their good wishes to Jacky and I during our recent spell of confinement due to the onset of the dreaded Covid! We managed to successfully avoid it during its first two years- then just as most of the world had moved on to the next crisis, we got infected! Despite taking all the precautions, ie, still wearing masks in shops etc and having had all the recommended vaccinations, it still affected us – although, not as badly as it could have done. Most people say that it is now mostly like cold symptoms. I think we would say that it was more like 'flu symptoms. When Jacky and I blew our noses in unison, it sounded a bit like a small flock of Brent geese heading for Canada. Anyway, we are back to normal now and getting on with 'stuff'.



The Split Trunnion Dust Seals are now generally available from the Branch Spares Dept at £12 per pair (ie wheel). Production has now been ramped up to cope with demand so, they are in stock now. I have now also come up with a similar design for the lower trunnion 'band' type seal. These work out at £9.50 per pair. Both available from the Spares Department.

I'm sorry if this next bit is a bit dull – but hopefully one or two of you might make it to the end without falling asleep!. I finally made a start on a job I have been putting off – for various reasons – one of which was "I didn't really know what I was doing". It was one of those occasions where you hope for divine inspiration to solve the problems – when you know what they are (which I didn't). The job was to convert the Convertible to a diaphragm clutch – which had become necessary due to slight (but worsening) slippage during acceleration. Diaphragm (or 'finger') clutches have become more widespread now as they are regarded as better able to handle higher engine power



....There appears to be a choice of clutches that will fit the 1275 flywheel, but I (on advice) opted for the Ford Sierra item which has the same fixing circle diameter and number of bolts – so it fits straight on the flywheel. The two main issues to solve, however are (1) the position of the release bearing – as the clutch cover is thinner and therefore nearer, by about 20mm, to the flywheel and (2) a roller bearing must be used instead of the Carbon thrust. Fortunately for me, this has been successfully done by others in the past and I am grateful to John Kearley from Warsash (whom I am grooming for DMMOC membership!) who has been generous with his extensive motor trade experience and his way of achieving this particular modification. The first job is to replace the front cover of the gearbox for the one with a longer 'nose' on the central axis of the clutch. This was relatively easily accomplished, however, it does not address the fact that the simple design of the clutch fork does not allow for parallel movement on this axis. Instead, since the release bearing describes an arc as it is operated- this would cause the bearing to catch or jam on the shaft at the start and finish of said arc. This effect is managed by elongating the hole in the pedestal which supports the clutch fork. If this is extended laterally, it will allow for operational radius of the fork to increase and decrease as it operates – thus lengthening and shortening the radius as the clutch operates.



The next job was to adapt the release bearing itself which is capable of utilising the mounting for the carbon thrust one end and the roller release the other end! A little research among the knowledgeable on the MMOC Technical forum revealed that Peter May Engineering manufacture the very item

needed. The parts arrived, however, it was soon apparent that the release bearing would not fit over the new gearbox 'nose' tube. Another branch member came to the rescue offering to machine the outside diameter of the tube to get it to fit inside the release bearing carrier. The gearbox was mated up to the engine on the bench but there was still too big a gap between the clutch and the release bearing. Back in the 'machine shop' (my shed) I cut and shaped a piece of aluminium billet as a spacer to move the fork pedestal forward by 10mm. Further developments will be shared in the instalment. (Bet you can't wait).

BRIAN