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# Dorset Branch

## MORRIS MINOR OWNERS CLUB

### MONTHLY MAGAZINE & NEWSLETTER

*Seasons Greetings & a Happy Healthy New Year*



*Don't forget, it's the Dorset Branch Mistletoe Meander on December 28th*

1948 < Morris Minor > 1971



DECEMBER 2021 / JANUARY 2022

Vol 25 issue 2

[www.dorsetmmoc.co.uk](http://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

### COMMITTEE Dorset Branch MMOC Key Contacts

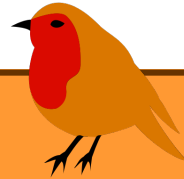
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& Margaret Pateman

Catering Consultant  
Sue Blewer

Insurance Consultant (to the DMMOC branch)  
Dave Walker

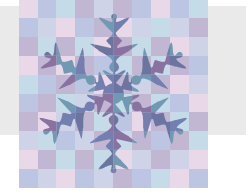


### Cover Story

**A Very Merry Christmas and a Happy New Year to all at The Dorset Branch M.M.O.C.**

**\*\* Print Deadline for the FEB 2022 Edition JAN UARY 23rd/24th**

### ANSWERS, HOLIDAY CRYPTIC CLUE QUIZ 'NAME THAT CAR' FROM PAGES 20 & 21



1 Vauxhall Cavalier	30 Ford Anglia
2 Austin Allegro	31 VW Beetle
3 Triumph Stag	32 Nissan Prairie
4 Citroën 2CV	33 Mustang
5 Nissan Bluebird	34 Reliant Robin
6 Kia Pride	35 Scenic (Renault Megane)
7 Renault Clio	36 Reliant Rialto
8 Ford Consul/	37 Fiat Bravo / Brava
9 Austin Princess	38 Vauxhall Tigra
10 Ford Zodiac	39 Ford Escort
11 Mitsubishi Shogun	40 Audi
12 Ford Granada	41 Citroen / Picasso
13 Talbot Sunbeam	42 Alpha Romeo / Spider
14 VW Polo	43 Ford
15 Ford Capri / & Seat Ibiza	44 Golf
16 Ford Prefect	45 Honda Prelude
17 Ford Corsair	46 Alfa Romeo
18 Austin Ambassador	47 Chrysler
19 Mini Cooper	48 Dodge
20 Hillman Imp	49 Jaguar
21 Triumph Spitfire	50 Lada
22 Toyota Starlet	51 Lotus
23 Land Rover	52 MG
24 Morris Marina	53 Mini
25 Nissan Sunny	54 Rolls Royce
26 MG Midget	55 Seat
27 Ford Focus	56 Triumph
28 Morris 1000	57 Land Rover
29 Fiat Uno	58 Caterham
	59 Delorean

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**THE MINOR HOME MECHANIC— REAR AXLE OIL SEAL Continued .....**

Having removed the retaining nut and its lockwasher, the flange may be slid from its shaft, followed by the large dished washer correctly termed the dustcover. At this point in the proceedings it is advantageous for the home mechanic to take tea or other calming substances before tackling the trickiest part of the operation; removal of the oil seal.

Attempts to prise it out are thwarted by the presence of the splined input shaft and often the seal will refuse to budge. If this is the case, some purchase on the seal may be obtained by punching a small hole into the face of the seal then inserting a self-tapping screw which may then be grasped



with a pair of grips and used to pull on the seal. Two screws diametrically opposite can be more advantageous. Only a properly sharp punch should be used see fig. 3 (right) as a blunt one will simply deform the thin metal ring of the seal. As a last resort a thin chisel, well sharpened, can be used to cut across the outer face of the seal which may then be bent outward to form a tag which can be gripped. Care must be taken to avoid damaging the surface of the seal housing.

Before putting the new oil seal into place, double-check to ensure it is the right way round. The open side of the seal should face the oil which it is expected to retain therefore the PLAIN side as seen in fig. 4 (below) should be facing OUTWARD. Tap the seal in GENTLY with a series of LIGHT hammer blows all around the circumference, keeping the seal straight in its housing.

Damage to the propshaft flange is rare however it should be examined for cracks around its bolt holes and wear or pitting to the smooth surface where the oil seal runs. If faulty, a replacement should be obtained. Prior to refitting the flange, clean and fit the dustcover then apply a little oil or grease to the propshaft flange in the area which enters the oil seal; this will supply lubrication until oil is circulated by the action of the moving parts. Slide the flange onto its shaft followed by the lockwasher and retaining nut, tightening until the punch marks align.



Lastly, refit the propshaft, then with the car standing level ensure that the axle is topped-up with clean E.P. 80 or E.P. 90 oil. The filler/level bung has a tapered thread which only requires moderate force when tightening!

'R. B.'



# Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB  
DEC 2021/JAN 2022 Volume 25 Issue 2**

## **DECEMBER CLUBNIGHT**

*Seasonal Noggin N' Natter*

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

<b>REGULARS</b>	<b>SPECIAL FEATURES</b>
THIS MONTHS EDITORIAL P.4	P.7 Club Quiz Night Report
EDITORS NEWS DESK & 'YOUR LETTERS TO THE EDITOR' P5	P8/9 Members' New/Old' Vehicles News
CHAIRMAN'S REPORT PAGE P.6	P 18/19 The Minor , AN EXPORT SUCCESS
P10/11 EVENTS <u>Provisional Listings</u>	P20/21 Holiday Quiz (Name That Car)
SECRETARYS REPORT PAGE P. 13	P22 A 'Right Royal' Bio Fuelled Classic
THE 'BRIAN WOOD' REPORT P. 14 &15	P24-26 Pinion Axle Seals (Minor Mechanic)
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P. 16 & .17	P.27 Holiday Quiz, Name that Car ,Answers

**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.*

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## Editorial

Welcome to the combined December/January edition .

Seasonal greetings to one and all , hope you have had a bit of free time to enjoy this years particularly spectacular 'lingering' late autumn tree colours . It's a super reason to take the camera out with the Minor If you have managed to take any nice photos of your Minor in an autumnal setting , or even if later on you decided to include one of those 'dramatic' winter sky' settings, Please, do email in any of your photos , and I will certainly include any members 'special' photos. Any you are proud of could also appear as 'the front cover star' on any future edition .

**Key Events Returning**—After the two difficult years where so many events and activities in the world of classic vehicles have been affected and in some cases being delayed in 'suspended animation' . The anticipation for better things to come in 2022 now certainly has a feeling of much renewed optimism . For instance ,the major UK annual classic car showcase event at Birmingham's NEC has just recently returned, and the event is reported on opposite by Dorset branch member Nick Odell. Also the popular local 'classic car gathering' series of Classics on the Prom has now expanded to include a programme of winter dates ,recently announced by CCOTP's event co-ordinator Ashley, are listed in their advert on Page 10. Our own Dorset branch's two annual major events, have, as already announced, are now both confirmed . The Annual Dorset Branch Rally ,scheduled for July 2022 , and now with Laurie's final confirmation that DORSET BRANCH MOGGYFEST is to go ahead is great news. (Moggyfest will , once again incorporate and host the National MMOC Southern Regional Rally ,welcoming many extra Minors ).

**1961, and it was the start of the '60s Era'** - With celebrations still ongoing from 2021 marking Morris Motors first British car to reach One Million units built in Dec 1960 (of course it was Morris Minor!) Celebrating the launch during January 1961 of a total of 349 further special edition replicas of that famous 'Millionth Minor - all finished in a distinctive '60's' lilac shade Paintwork. That's 60 plus years ago at the very beginning of that 'memorable' 1960's decade . Many pristine Minor Million examples have survived today, It's with great excitement that the 2022 central theme will hopefully see a dominance of a good number of those iconic 'Millions' - It's decidedly looking more and more like it's also going to include a very special 'Celebration' of that 1960s decade at Moggyfest ' .

**Holiday Time Classic/Minor Technical Reading** ? For those 'Home Minor Mechanics' or just for those like me ,who are always interested in reading up, and finding out more about the 'internal workings' of our Minors I am pleased to welcome back our special correspondent 'RB' in the feature 'Minor Home Mechanic' having kindly written his latest guide for us -'Replacing the Minor 'Axle Pinion Oil Seal' -Pages 24/25 . Also **Brian Wood** has penned the first of his very comprehensive two part article covering the subject of 'Minor Brake Upgrading' in detail , **Pages 14/15** . And for lighter relief (perhaps even for after that festive dinner entertainment !) There's a 'Name That Car Quiz' - Pages 20/21

Once again 'All the very best for Christmas and a Happy and Healthy 2022' **ROGER**



It is then an easy matter to return the nut exactly to its former position. The nut will be pretty tight; the use of a 3/4" drive socket is recommended. An air wrench may be used to UNDO it but it must be replaced by hand tools only in order to avoid overtightening.

Relying on the handbrake to lock the differential whilst loosening/tightening the nut will give a spongy feel to the proceedings and if you're using ramps to raise the car, applying a turning motion to the wheels isn't a good idea. If a piece of stout steel bar is available, drill two holes in one end and bolt it to the propshaft flange to act as a lever with which to prevent the flange from turning whilst applying force to the nut. It needs to be at least two feet long to be of any help; shorter pieces may be lengthened by having a piece of steel tubing slipped over. Drill the holes near the edge so that when fixed in place the bar will not obstruct access to the nut . Fig. 2 (below) shows the relative positions of bar and the socket. If no suitable flat (or angle) bar is to hand, it will be advantageous to put a couple of unwanted 5/16" bolts into adjacent holes of the flange and pass a lever between them in order to hold the pinion shaft steady whilst loosening/tightening the nut; don't use the existing bolts from the propshaft as the threads may suffer, thus creating another problem.

.....Continued





# THE MINOR HOME MECHANIC

From our Special Technical Correspondent 'RB'

## LEAKING REAR AXLE PINION OIL SEAL



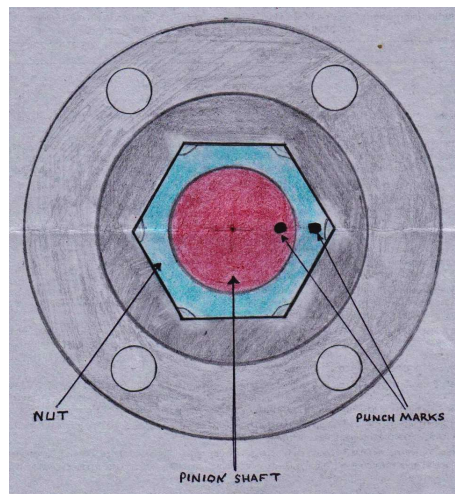
The rear axle assembly of a Minor is a relatively complicated structure incorporating arrangements for attaching the springs, shock absorbers, wheels and brakes; it also provides a home for the differential and half shafts. Given correct guidance the home mechanic can comfortably service all of these areas except for the differential gears which require specialist attention. The only job on the differential which can easily be tackled by the amateur is one which occurs relatively frequently, and that is the replacement of the pinion oil seal.

The failure of this seal is betrayed by the weeping of oil at the nose of the differential housing. It will run down the housing and drip off leaving a tell-tale stain on the garage floor. This dripping occurs mostly when the car is at a standstill; when in motion, the spinning propshaft picks up the oil and flicks it onto the underside of the car; good for rustproofing but not so good for maintaining the level of oil inside the axle.

A pinion oil seal failure is not an emergency but it should be promptly attended to. If left for a long time the differential may end up being starved of oil with disastrous consequences. Replacing a seal is a straightforward affair as long as the operator has adequate access to the underneath of the car. Raising the rear of the vehicle with ramps is adequate but use of an inspection pit or a car lift will halve the time taken to do the job and is infinitely more comfortable. The only tools needed are two spanners to fit the propshaft bolts, a socket for the pinion nut, a hammer a centre punch and 'something' with which to prise out the old seal.

Drain the oil from the axle before starting work otherwise some will run out when the propshaft flange is removed. It's unpleasant to have oil dripping on one's face or running down the arms whilst trying to remove a stubborn oil seal, and of course there will be a sticky mess on the workshop floor!

When removing the propshaft flange, the large nut which secures it to the differential's pinion shaft must be put back exactly as it was before being disturbed. It's not a torque-related matter; there's a collapsible spacer involved which should not be collapsed any more than it is already. BEFORE attempting to remove the nut, use a centre-punch on both nut and shaft to mark their relative positions, see fig. 1. (right)



### WELCOME TO NEW DORSET BRANCH MEMBERS

A very warm welcome to the following new members who have joined the Dorset Branch MMOC in the recent months :-

- Glynis Coffin,-Sherborne : Sara Cohen-Poole : Anthony Beken -Poole
- David and Diane Martin-Bournemouth : A.E.E.S.Ltd.-Bournemouth-
- Andrew Waltham-Sheerness Kent : Merville and Zoe Gover-Wareham
- Vandelow and Jennifer Page-Southampton : Nigel Wanstall-Hern Bay, Kent
- David and Josephine Gee-Dorchester : David Thorne-Dorchester :
- Mike Dutch—Shapwick : David McGuinness –West Parley : Ian Lemon-Fordingbridge

### DORSET BRANCH MEMBERS JOURNEY TO BIRMINGHAM (Return of NEC Classic Car Show ) With thanks to NICK ODELL for the following report and his impressions of the Show

Dear Editor, Jim Eggleton and I attended the Classic Car Motor Show at the NEC Birmingham on Saturday, 13th November. It was an excellent event and the organisers had pulled out all the stops to bounce back from the cancellation last year due to Covid. There was so much to see that you really needed to spend two days there to do the event total justice! The range of classic vehicles being exhibited was impressive as well as a section on motor bikes. There were so many different types of Ford cars that one Hall had a virtual monopoly of the marque. On some of the Club stands one could see cars that had been painstakingly restored to a very high standard during the months of lockdown and were now having their first real exhibition. The Morris Minor Owners Club stand was well run and supported. On the dealers' stands there were some lovely cars for sale, but it was interesting to note how certain desirable classics have gone up in price over the last five years. Nostalgia reigns supreme though, and nothing beats the beautiful styling of several of

the vehicles from past decades before computers were even invented! However, looking to the future, there was an iconic looking electric version of the Citroen 2CV and an impressive Chesil E sports car combining 1950's retro styling with modern technology and a battery range of 300 miles! It was a great event and well worth visiting . **NICK ODELL**





## Chairman's Report

*Well, would you believe it? 2021 finished already! We can now look forward to 2022 with, hopefully, life returning to normal and lots of the old events we used to go to returning.*

*Tonight we welcome Significant Signing Choir who are going to entertain us with a selection of Christmas favourites. Don't forget to get your entries in for the Mistletoe Meander – December clubnight will be your last chance. All that's left to do now is for Ian and I to plan the route! Tonight is also your last opportunity to book in for the Dinner and Dance so please let Jacky have your booking forms.*

*Brian, Jacky and I have now had a meeting and have finalised all the details for Moggyfest 2022. Hopefully we should have the entry forms out to you all soon. Obviously, if you entered back in 2020 and did not request a refund or donation to charity there is no need to enter again. There may have to be a change to the Saturday night menu but we will let you know when we know! As you may be aware this year was the 60<sup>th</sup> anniversary of the Minor Million. As with everything else their anniversary events have largely been postponed to 2022 so our theme for next years Beaulieu is "Millions @ Moggyfest" (and all things 1960's) . Roger is already on the case with artwork for the marquee.*

*Events are already coming in for next year. Please make sure you check the events diary. And please don't forget the February Clubnight. It is our ever popular Dorset Branch Charity 'Blind Auction' event. The date for next years Dorset Branch rally at Wolvercraft has now been confirmed and will be the weekend of 9<sup>th</sup> and 10<sup>th</sup> July. As a gesture of goodwill to Wolvercraft we have sent a donation of £100 to their nominated charity as a thank you for them allowing us use of their events field this year. Their charity for August was Bowel Cancer Awareness.*

*It was good to get out in the Minor last month to the first meeting of the winter season of Classic Cars On The Prom. The dates for the winter season should all be on the events page.*

*I have a few jobs to do over the winter months on the Series II so I probably won't make it every one of them.*

*Finally, I would like to take this opportunity to wish you all a very Merry Christmas and a Happy New Year.*

*Happy Minoring, Laurie.*

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**PETROL –The Future’s Bio ?** Prince Charles lightened the mood recently regarding the ongoing conversations regarding ethanol within the world of classic cars.

He explained in a recent interview that his beloved Aston Martin DB6 he had owned since receiving the car as a 21st birthday present in 1970 from his mother, had been converted into another of his personal ‘Eco friendly endeavours’ by running it on Wine and Cheese’ It was Gloucestershire based company ‘Green Fuels’ (round the corner from High Grove !) who informed him that they could supply waste-derived bio-ethanol from a mixture of surplus wine unsuitable for human consumption and whey, a by-product of cheese making. Their resultant blend was E85 (85% Bio ethanol 15% petrol blend) Prince



Charles was determined to run his DB6 on E85 and promptly asked top Aston Martin specialists RS Williams to ‘do whatever it needed’ to carry out a complete ‘E85’ tolerant conversion. Apparently RSW’s specialist engineers were daunted by the prospect initially as to the scale and amount of work needed without really knowing how the conversion project would affect performance together with the future running longevity. However the conversion has been carried out and Prince Charles says he is delighted with the result (One can only speculate that such a thorough conversion carried out by such a specialist company would definitely need rather deep pockets!) Since his interview there has been difficult questions to answer concerning increasingly large scale sustainability of present ethanol production methods taking Brazil as one example where their own government has encouraged use and production of ethanol so much that larger numbers of farmers are wanting to grow more cash valued corn and sugar based crops for ethanol instead of food crops for humans and also has led to more deforestation of Brazil’s rainforests continuing at an unprecedented pace.

Manufactures of O-rings, Seals, Diaphragms, Fuel lines, Fuel tanks etc. together with the types of plastics and metals used within classic car replacement components will certainly have been doing their homework. Fuel system component makers and spares suppliers for classics will increasingly be seen with labelling Indicating Ethanol Tolerant /‘E10 Tolerant’ **Even though increasingly items will be labelled as ‘E10 tolerant’ (E10 contains from 5%-10% ethanol) the classic car industry continue to strongly advise not to use E10 petrol whilst petrol labelled E5 is available on sale at least for the next 5 years before any government review (E5 contains from 0 -5% ethanol, described as protection grade)**

**MATERIALS REACTIVE TO ETHANOL Incompatible Metals :-**

ZINC—ALUMINIUM—BRASS—TERNE (Lead-in-alloy—common in older OEM fuel tanks)  
LEAD—LEAD BASED SOLDER

**Other Incompatible Non-Metallic Materials :-**

NATURAL RUBBER—POLYVINYLL CHLORIDE (PVC) - POLYURATHENE—POLYAMIDES  
CORK GASKET MATERIAL—METHYL METHACRYLATE PLASTICS—LEATHER—  
POLYESTER BONDED FIBREGLASS LAMINATES

**MATERIALS COMPATIBLE WITH ETHANOL Compatible Metals :-**

UNPLATED STEEL—STAINLESS STEEL—BLACK IRON—BRONZE

**Other Compatible Non Metallic Materials :-**

NEOPRENE RUBBER—BUNA N—THERMOPLASTIC PIPING—POLYPROPYLENE—NITRILE  
THERMOSET REINFORCED FIBREGLASS—TEFLON (reg TM:) VITON (reg TM:)

**THE DORSET BRANCH ANNUAL QUIZ NIGHT**

The ‘Brains’ of the Dorset Branch gathered for the November Clubnight Annual Quiz, when the ‘little grey cells were truly stretched ! Laurie took the role of presiding ‘Quizmaster’ for the evening.

The well attended event consisted of a variety of ‘mind challenging’ question rounds, covering such strange and diverse subjects as - The 1920’s &30’s, Odd Mysteries, Wines and Cheeses ! Cryptic Clues for Dorset Towns & Villages etc.

A specially compiled ‘ Popular Music’ Question Round — (Name That Tune and The Artist ) was expertly presented by Karon Brown (The start of 25 recordings of popular tunes were each played for only just a few seconds each !)



The Question Master (above)  
“ I WONDER IF THESE QUESTIONS ARE HARD ENOUGH ”



THE WINNING TEAM (above ) The ‘Brainy Bunch’ are presented with the winners prize (The team scored a very respectable 83 points out of a maximum possible 110 points )





**DORSET BRANCH MEMBERS 'NEW/OLD' MINORS , VEHICLE NEWS**

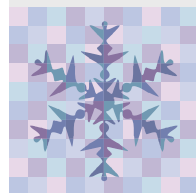
THE EDITOR IS ALWAYS VERY KEEN TO DISCOVER AND SHARE ANY STORIES - (NEW OR EXISTING MEMBERS) - ANYTHING RELATED TO 'NEW MINORS' JOINING WITHIN THE BRANCH , (IN WHATEVER PRESENT CONDITION, OR STAGE OF REPAIR )

Welcome to **DAVID & DIANE MARTIN** , having recently joined the Dorset branch . Following a long and careful search , David has only just recently acquired a 1964 traveller after very patiently looking out for the 'right one' over several years ..... David 's parents moved to the Bournemouth area from Kent when he was about 5 and he has lived here ever since . David and Diane were married locally in 1975 and have since been long time residents of West Way . (Conveniently just down the road from the DMMOC clubnight venue !) Morris Minors certainly featured in their lives when they were first married. David also recalls that at that time there were many more family run independent garages in the area similar to West Way Garage that used to be in their road . It was about 1967 David recalls that he bought his first car (a Morris Minor) from a 'car dealer' in the Southbourne area. Unfortunately David's first experience of owning a Morris Minor could have been better . After the Minor saloon's first inspection by his local garage it was discovered to be so rusty and as a consequence considered to be in such a poor structural state it was promptly returned to the dealer in Southbourne . However David soon found another Minor saloon (in Empire Green ) in much better condition , a more 'reliable' car from a more 'reliable dealer'. Diane had also owned a Morris Minor saloon (in Rose Taupe) when they first met . Just like so many of us who had owned Minors in the '60s Diane and David eventually followed the trend in changing to other vehicles that were considered more up to date with that 'promise' of more advanced technology and styling at the time, in comparison to the humble Minor back then ! David says it was about 15 years ago that he actually started thinking about the appeal and nostalgia of perhaps owning another Morris Minor once again , and he could not help noticing in admiration how many nice examples were still running and driven by their proud owners, although years later.

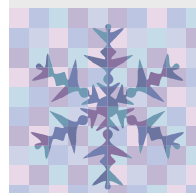


**HOLIDAY TIME 'NAME THAT CAR' QUIZ**

**YOUR ANSWERS**



**SOME ARE MODERN & SOME ARE OLDER CARS INCLUDING A FEW BMC & BL CARS. (CAN YOU FIND THE MORRIS MINOR 1000 )**



**ANSWERS ON**

- 30 This Car Is Eastern England
- 31 This Car Is An Insect
- 32 This Car Is An American Desert
- 33 This Car Is A Wild Horse
- 34 This Car Has A Red Breast
- 35 This Car Has A View
- 36 This Car Is A Bridge In Venice
- 37 This Car Says Congratulations
- 38 This Car Sounds Like A Big Cat Spelt Wrong
- 39 This Car Will Accompany You
- 40 How You Might Hear 'Hillbillies' Say Hello
- 41 This Car May Be Driven by The More Artistic Driver
- 42 Phonetic Alphabet Creepy Crawly
- 43 A River Crossing A Road
- 44. FOUR!!!
- 45 This Car Comes Before The Main Event
- 46 The leader of the Shakespearian lovers
- 47 Tearful, drunken speech
- 48 To get out of the way
- 49 This British Car Is a Wildcat On The Road
- 50 This car wouldn't be out of place in the pantry
- 51 A flowery car that brings inner peace
- 52 Mark Green has his own number plate on every car
- 53 Its not the size that counts!
- 54 "Sandwiches your lordship?"
- 55 Use one to "Take the weight of your feet"
- 56 A victory!
- 57 To roam around the countryside
- 58 To provide for a thin slice of pigs
- 59 The flux capacitor wasn't available on the road going version of this car



## HOLIDAY TIME 'NAME THAT CAR' QUIZ

## YOUR ANSWERS

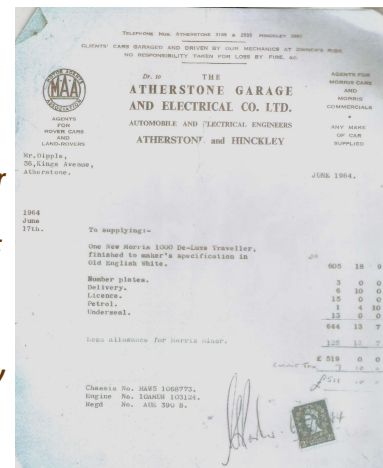
- 1 This Car Fought In The English Civil War
- 2 This Car Is A Brisk Tempo
- 3 This Car Has Its Night Before It Is Married
- 4 This Car Has Two Resume's
- 5 This Car Held The World Water Speed Record
- 6 This Car Has High Esteem And Standing
- 7 This Car Sounds Like A "Carry On" Film
- 8 This Car Is A Foreign Official
- 9 This Car Is Royalty
- 10 This Car Is A Group Of Signs
- 11 This Car Is A Japanese Feudal Ruler
- 12 This Car Is A Leisure Group
- 13 This Car Is Can Lighten Your Life
- 14 This Car Is Played On Horseback
- 15 This Car Is A Mediterranean Island
- 16 This Car Is A Monitor
- 17 This Car Is A Pirates Ship
- 18 This Car Is A Representative
- 19 This Car Is A Small Barrel Maker
- 20 This Car Is A Small Mischievous Fairy
- 21 This Car Is A WW2 Aeroplane
- 22 This Car Is A Young Female Movie Star
- 23 This Car Is An Earth Nomad
- 24 This Car Is Where Boats are Kept
- 25 This Car Is Good Weather
- 26 This Car Is A Little Person
- 27 This Car Is Not A Blur
- 28 This Car Is A Millennium Dancer
- 29 This Car Is One

**CAN YOU NAME ANY OF THE 59 CAR NAMES & MODELS FROM THESE CRYPTIC-CLUES ?**

**ANSWERS ON PAGE 27**

It was not until 2 years ago that David resumed his quest more seriously to find his ideal Minor , the objective being to look for a suitable Traveller . David explains—This all followed on from a very fortunate chance conversation (in his local bank of all places !) with a gentleman who was so enthusiastic about 'anything and everything' related to Morris Minors . It also transpired that this gentleman (named Laurie ) was the Chairman of the local Minor Owners Club! David and Diane joined the Dorset branch forthwith . Within a short while Laurie had put David in touch with long serving branch member Dave Walker who knew of a good condition traveller that had been owned by a past acquaintance of his .although It was not for sale very locally . David and Diane decided to travel up to where the car was on sale at Melton Mowbray, Leicestershire . (Yes, it's the same place where they make the famous British Pork Pies where they have a Protected Geographical Indication) After being pleased when seeing over the car , the deal was done , and it was then soon arranged to trailer it down to Bournemouth . The 1964 Old English White Traveller, AUE 390B had been taken abroad in recent years by the previous owner , the most recent was Minor's On Tour to Belgium in 2019 and previously M.O.T.to France. It had also travelled to Denmark to visit the previous owners family relations. Various restoration upgrades have been carried out by the previous owner appearing to assist in helping extended 'longer journey running' on motorways etc. This has included a 5 speed Sierra Gearbox , an SU 'HS4' Carb , alternator electrics, and LEDs etc. It's always a nice surprise to discover any original documents surviving with a Minor . The original bill of sale (right) from Atherstone Garage is made out to original purchaser Mr Diggle of Atherstone Warwickshire (Atherstone is near the border to Leicestershire ) Mr Diggle was apparently related to the second owners (Mr Jones) family in Leicestershire . It can be assumed therefore that it had been owned from new in the same general locality , within the same related family. The 1964 receipt indicate some precise figures that today make interesting reading :- The New Morris Traveller De Luxe price £605.18s.9p With necessary extras and delivery costs that included Petrol supplied , at £1.4s.10p and Under sealing (a dealer optional extra) carried out for £13.0s.0p The trade in allowance (against a Morris Minor) for £125.13s.7p, and a credit against unused road tax Appears to be hand written as an afterthought at £7.10s.0p credit Together with the hand written amended grand total of £511.10.0!

Many thanks to recently joined Dorset Branch members Diane & David for sharing with us some of your own special 'Morris Minor' story .Ed



## **EVENTS & ACTIVITIES**

**Dorset Branch MMOC organised Events & Activities are headed thus — DORSET MMOC**  
 Organised events by others will have their contact details shown wherever possible  
 should you wish to obtain any further information direct related to that event (If the  
 Dorset Branch is invited to visit as a group to an 'other' organised event - Dorset branch  
 booking and also the organisers contact details will be shown wherever possible )

DEC 1st	<b>DORSET MMOC DEC. CLUBNIGHT Seasonal 'Noggin &amp; Natter</b>
DEC 12th	Classic Cars On The Prom ( See advert below)
DEC 28th	<b>DORSET MMOC MISTLETOE MEANDER</b> 11 a.m. at - Bnmth. Elec. Club . Broadway Lane BH8 0AA (please return slips to Jacky Wood)

# CLASSIC CARS ON THE PROM

2021  
 14th November  
 12th December

11am - 2pm

2022  
 1st January  
 16th January  
 13th February  
 13th March  
 10th April  
 15th May



Rear of Bournemouth International Centre, Exeter Road, BH2 5BH  
 One Way System In Operation - No Entry From Beacon Road Hill  
[www.bppcltd.com/ccotf](http://www.bppcltd.com/ccotf)



**On the 28th January 1958 Dutch national press ran headline news of the 20,000th Morris Minor built at Molenaar's Amersfoort factory. (Many more followed)**



Molenaar's Dutch Morris operation a Amersfoort proved to be very successful and, by 1959, assembly operations were expanded to include the Austin A40 and the brand new Morris Mini-Minor (known as the Morris 850 in The Netherlands). The cars were produced from Completely Knocked Down Kits (CKD). Not all of these were badged as Morris – some were delivered as Austin Sevens to the Dutch Austin importer, Stokvis. The situation remained the same in The Netherlands until 1969/1970, following the formation of BLMC in the UK, when it became locally known as British Leyland Nederland . Today the new Mini is being assembled at Amersfoort by BMW, who, at the start of production in the Netherlands sponsored the complete restoration to 'as new' condition for national display , an original 1959/60 Molenaar factory assembled Mini Minor 'Barn Find' that was found in the Netherlands . **Just like the UK, the Morris Minor is part of Netherlands historic post war motor-ing industrial legacy, with many preserved Dutch built Minors today having many very keen owners. A good number of members of the 'Morris Minor Club Nederland' travelled over and attended the last completely 'pre-lockdown' National MMOC rally at Kel-marsh, Northampton when I had the great pleasure of meeting several of their enthusiastic members :and discovered first hand of the real affection that the Minor is still regarded with over in Holland**

**ROGER**



## THE MINOR BECOMES AN 'EXPORT SUCCESS'

When the Morris Minor was launched in 1948 war time rationing was still in place since the ending of hostilities in 1945 and remained in place for several years to come. There was also strict restrictions on UK home sales of new and re-sold vehicles. Due to the very severe economic situation there was an emphasis on an extensive 'push for exports' across the entire UK factory production. As a 'motivational' Nuffield advert (right) starkly begins with *"Some of the food on your table is there because more cars and commercial vehicles made by firms of the Nuffield Organization, have gone overseas to pay for it"* Nuffield exported to markets around the world and had begun negotiating to establish overseas factories to include Australia, South Africa, Denmark and **The Netherlands ....** In 1949 (a year after the launch of the Morris Minor in the UK) the Dutch Morris importer, J.J. Molenaar, started local assembly at Amersfoort (a city and municipality situated within the province of Utrecht) of the Morris Minor, Morris Isis and Morris Oxford. **Then in 1950** back in the UK Morris Motors added a new production facility in order to supply CKD models (Completely Knocked Down - 'Kit Form') what had suddenly become the start of a 'British Export Boom' success!

*Shipped in wooden crates, 1950 Dutch 'CKD' Minors were then assembled on wheeled dollies (above)*

	2022
JAN 1st	Classic Cars on the Prom (Rear of BIC 11am-2pm) (see ad previous page)
JAN 5th	<b>DORSET MMOC</b> <u>JAN. CLUBNIGHT Hobbies Evening</u> An evening for members to showcase their hobbies
JAN 15th (Date now Confirmed)	<b>DORSET MMOC</b> <u>THE DMMOC ANNUAL DINNER DANCE</u> 7 p.m. at:- THE DUDSBURY GOLF CLUB & HOTEL 64 Christchurch Rd, Ferndown. BH22 8ST See page 10 and Booking Form, now available (returns by 1st Dec)
FEB 2nd 2022	<b>DORSET MMOC</b> <u>FEB CLUBNIGHT</u> <u>CHARITY BLIND AUCTION</u> (Proceeds in aid of the Dorset Branch 2022 Charity—Volunteer Coast Guard Watch)
APRIL 24th (Provisional)	<b>DORSET MMOC</b> <u>SPRING TIME SUANTER ROAD RUN</u> Shillingstne Station - and on to - Oxford's Bakery Nr Sherborne (confirmation ,details & timings to follow)
MAY 14th/15th (* Dates now Confirmed *)	<b>DORSET MMOC</b> <u>DMMOC 'MOGGYFEST' 2022</u> <u>( At Beauieu Spring Autojumble weekend )</u> <u>*branch members who are still owed for previously cancelled</u> <u>MOGGYFEST will automatically have tickets issued for this event *</u>
18th June (Date TBC)	BlueBird Club Classic Car & Vehicle Event (Details TBC)
JULY 9th/10th	<b>DORSET MMOC</b> <u>DMMOC ANNUAL RALLY 2022</u> Wolvercroft World of Plants , ALDERHOLT Camping available on site (All Further Details , Booking Forms etc. To Follow )
2022	Organford Classic Vehicles & Steam (Details TBC)
24th July 2022 Date TBC	Holdenhurst Village Fete (Invitation to Dorset Branch to attend) (Details TBC Laurie )
SEPT 25th	<b>SIMPLY BRITISH CLASSICS</b> at Beauieu (DMMOC probably will attend as club group again ,details TBC)



**KINSON TYRE SERVICE**

01202 573698 / 576653

1469 Wimborne Road Northborne Bournemouth BH10 7BQ



**MOTABITZ**  
PLUS CYCLES & LEISURE

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!

**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.

VINTAGE & CLASSIC PLATES BY  
**Jepson** Est. 1894  
MADE IN SHEFFIELD

**0114 273 1151**  
[www.jepsonclassicplates.com](http://www.jepsonclassicplates.com)  
Jepson Classic Plates, 44 East Bank Road, Sheffield, S2 3QN



**MRF CLASSICS MOBILE MECHANIC**

**SERVICING & REPAIRS**  
\* Specialising in Classic Cars \*  
British Leyland trained:  
45 years in the motor trade  
No obligation quotes & consultations  
(DMMOC Member)

**CONTACT MARTIN: 07521 643751**  
[mrfclassics@talktalk.net](mailto:mrfclassics@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 historical interest , 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](mailto:roger.kellow@dorsetmmoc.co.uk)

**WANTED FRONT SEAT COVER** (late type) for a late model Traveller, which is going to a Dorset branch member (Peter) in Alabama USA—Has anyone got one please in light blue, that they are prepared to sell or perhaps know of one being sold, it's just the piece that you sit on (as in photo) If so please contact -  
**DAVE WALKER**  
01202 877972



**DORSET BRANCH MEMBERS CAN ADVERTISE VEHICLES , SPARE PARTS , ETC. FOR SALE OR WANTED ON THIS PAGE FREE,**

(SUBJECT TO SPACE AVAILABILITY EACH MONTH)



**FOR SALE. Brand new front antiroll bar kit. Retail price £108. Asking £85 or best offer, fitting can be arranged at cost.**  
Contact Nigel on 07778 385541.  
**Nigel Seymour (Dorset branch member)**

**1970-71 model HMV RADIOGRAM**  
Immaculate condition: Melamine wood effect case. PAT tested::Garrard record deck : New stylus: Excellent working order : A very nice piece of furniture and a period style collectors item . All in original condition £95  
Contact **ARTHUR COX - 01202 528017**





## **DORSET BRANCH CLUB SPARES DEPT.**

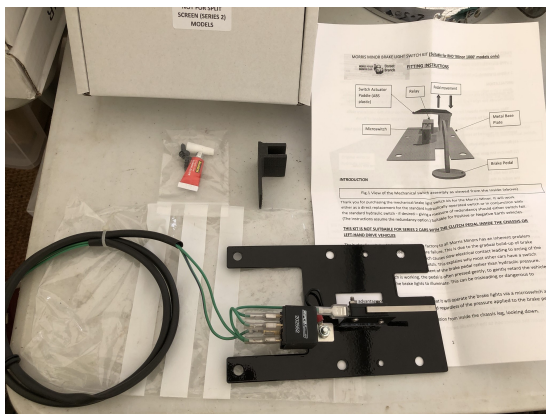
**NEW CLUB SPARES** for your Minor are available through the Branch at up to 10% discount (to Branch Members)  
Call or email Brian Wood  
**07411 116336**  
(brian.wood@dorsetmmoc.co.uk)

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**

This is the last edition of the year. I think Roger has earned a well-deserved break. It's not an easy job to fill a newsletter, I struggle to find enough words just for my report.

We are full steam ahead with planning for Moggyfest. There are some challenges and extra work due to registrations being carried over from 2020 and some changes at Beaulieu to deal with, but the committee are on the case.



I've seen some photos and Facebook posts from the Classic Motor Show at the Birmingham NEC. There was a very good turnout of Morris cars, especially the Millions. I know that some members attended the event which was well organised with Covid passes being checked at the door. Next year I'll try to make it up there myself.

I have one last job to do which is to plan a route for the Mistletoe Meander with Laurie, there are quite a few entries for this, and we'll be indoors instead of steaming up the cars in the car park.

I couldn't attend the first winter Classic Cars on The Prom down at Bourne-mouth's West Cliff, but it was a very nice day weather wise and a good turnout of cars. I think it exceeded expectations, and I'm looking forward to the next one in December. I might even be able to sneak in some Christmas shopping. There are also events happening on New Year's day, if the weather is clement then I'll definitely head out, just not sure where yet.

We have had a very good response to the annual Dinner & Dance in January, I think Laurie has managed to track down all the trophies.

I hope you all have a good Christmas,

Ian.

## Disc Brake Conversions ("Morris Minor Brakes Are Rubbish") PART ONE

I begin this article with a sub-title that repeats the oft-heard contention that the standard braking set up on our cars is less than satisfactory – often with a final, less acceptable expletive!. This is true, to some extent, but like most things in life, it depends on the context. Let me take you back to the 50's and 60's when there were not many cars on the roads, and those that were there – did not go very fast. Also, there were still many pre-war cars that had very primitive



braking systems – most of which were mechanical rather than hydraulically operated and were deemed safe if a brick stood on its end could be made to fall over. By comparison, the Morris Minor had a much more modern, safer braking system.

Given the passage of some 70 years in which driving conditions have markedly changed – some believe that the Minor's rate of retardation is ripe for improvement.

There is also a significant issue relating to maintenance and the fact that braking systems deteriorate

quite rapidly if not adequately maintained- (some possibly not for many decades!). Another factor is the general safety aspect – particularly in relation to the gradual increase over the years in modern car size, power and braking ability. People who drive modern cars (including myself) get used to good acceleration, performance and powerful brakes to match. This inevitably means that these people tend to drive faster - because they are confident that they can stop quickly if necessary. They are also perhaps subconsciously comforted by the fact that the inside of the car will fill with air bags and protect them from injury – should the worst happen and they have an accident! My suggestion of a barbed steel spike that replaces the steering wheel airbag was probably never going to gain widespread acceptance. *However, we would drive more carefully in the knowledge that instant death would follow any accident.*

What we need to consider is 'what do we regard as adequate?' If we are talking about a standard Morris Minor with an engine up to and including 1098cc, there is arguably *no reason* why one should need to upgrade the brakes for today's driving conditions. In my humble opinion the 7" brake drums fitted to the earlier cars are adequate if (a) the car is driven sensibly and (b) the brake system is kept in good condition. The Branch Spares section sells quite a few sets of front and rear brake shoes and in all the years I have been running it, it has only sold one or two sets of premium quality Mintex shoes – the rest being the cheaper 'pattern' sets. Branded ones are about twice the cost of the pattern ones *but* they make a noticeable difference to the braking efficiency. We often lament the passing of asbestos in the brake shoes which did make the brakes work better but had the unfortunate carcinogenic risks associated with their use. I don't know how they do it, but the brand-named shoes perform noticeably better. As far as the wheel cylinders are concerned, I have no problem with the pattern versions. These are considerably cheaper than the 'genuine' ones and indeed, rust out just as quickly! When this happens – it obviously causes varying degrees of distress to the braking efficiency (and to the driver!). The answer to that one is Silicone Brake Fluid – but that is another story.

The majority (up to 75%) of braking effort is provided by the front brakes – this is why they are usually a bigger diameter than the back brakes. So, the focus of this article is on improving the front brakes only. A simpler option is to upgrade 7" diameter brakes on the earlier cars to the 8" drums found on later ones. Due to the number of disc upgrades being carried, finding a suitable second hand set of 8" brakes should not be a problem.

If you have carefully considered the above and decided to go ahead with a conversion (other than swapping 7" for 8" drums) – there are several different courses of action you can take as explained below:

- (1). Servo only. Sometimes, people fit a servo only. The purpose of the servo is to amplify the braking effort applied to the pedal. In theory, it will not improve the braking efficiency but will make pedal application easier. It is possibly an advantage in the case of minor disability, but it will wear out the brake shoes more quickly.
- (2). Disc Brakes only. Discs can be fitted and will improve the braking efficiency of the front brakes – but the pedal will be harder on the foot. Probably ok if you have strong legs.
- (3). Disc Brakes with a servo. This would give the best of both options - giving an easier pedal and better brakes.
- (4.) Remote reservoir. This is a polythene container which is mounted in the engine bay and gives easier access to the master cylinder fluid. The advantage is that it is easier to check the fluid level without grovelling in the footwell to find the (well-hidden) master cylinder. The disadvantage is that it introduces a whole load of extra complication and fluid hose joints. The master cylinder has to be modified to take an inlet at the back.

Some people worry about insurance in relation to modifications – but insurance companies are not generally fazed by safety improvements – providing you have used properly engineered components and have ensured that it has been competently fitted. It doesn't affect the MOT status either, since as you probably already know – safety modifications do not count as 'modifications' to the vehicle original specification that would take it out of the need for an annual test.

For most of us, the choice of which disc kit to use is between commercially available kits. I know some will build their own from scrap parts – but a new kit is the safest option and is the most viable these days. The difficulty with using parts from (say) a scrap Marina is it had smaller wheels with a different stud pitch circle diameter (PCD). The Marina hubs were 13" diameter as opposed to 14" on the Minor. This means that you can't just replace the front drums with the discs as the new hubs won't match the 14" wheels. So, if you fit Marina hubs then you would have to fit the Marina rear axle as well – so you can use all 4 of the 13" wheels from the Marina.

**There are currently two kits generally available, 1. The Ford based kit or 2. The Morris Marina based kit and In PART 2 of the next edition of the branch magazine I will explain details on fitting** **BRIAN**

