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MORRIS MINOR OWNERS CLUB

Dorset Branch

MONTHLY MAGAZINE & NEWSLETTER



1948 < Morris Minor > 1971



MARCH 2022
 Vol 25 issue 4

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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**** Print Deadline to ensure inclusion in to the APRIL (Next 2022 Edition) MARCH 26th/27th**

***Front Cover Story**

Alec Issigonis's original sketches and the first Morris Minor built in 1948

*** British Icon Story continues on pages 24 /25**

(NWL 576 On display at the British Motor Museum Gaydon, Warwickshire)

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'LETTER TO THE EDITOR' from HELENA CARR ' (Continued from Page 4)

Following Sue Grundy's article last month on the recent Dorset Branch nominated charity

Helena (left) winning at a recent Moggifyest for saloon class with her Minor named 'Monty'.

Below left Calshot NCI Tower Helena's 80ft high 'office' reached by an 8 ladder climb !

DEAR EDITOR (cont from P4) With other Watchkeepers from Calshot and those who helped get Hengistbury Head NCI station operational, we covered Watches during the air show and at other times recording a lot of information again to help prove the need to open an NCI base along this stretch of coastline. The station went from strength to strength and had so many trainees in its ranks it is marvellous to see it on the NCI map and being supported by local organisations such as the DMMOC.

The objective of the National Coastwatch Institution (NCI) is to assist in the protection and preservation of life at sea and along the United Kingdom coastline. This year so far, - 641 incidents have been reported. - 56 stations are open (even during the Lockdown period as NCI are part of the Search and Rescue Services). - 2505 NCI Watchkeepers. 151056 Watch hours covered. Basically we are the "Eyes Along the Coast" and provide a vital link with all the emergency services and can provide an emergency contact point on land for both sea and shore users.

Also, monitoring radio channels and providing a listening watch in poor visibility. When people get into trouble, we are there to alert HM Coastguard and direct the appropriate rescue services to the casualty. In 1994 when two fishermen lost their lives off the Cornish coast near a recently closed Coastguard lookout, local people decided to open and restore the visual watch. When the first station was opened at Bass Point on the Lizard, NCI was born. Today 56 stations keep a visual watch around the coastline of England and Wales, with more in the pipeline. High technology and sophisticated systems such as radar and telecommunications have vastly improved safety at sea, but there is no substitute for a watchful pair of eyes. Accidents do happen and a computer or technology cannot spot a distress flare, an overturned boat, a yacht with problems, a water sports enthusiast in difficulty, or children or adults in trouble, or possible pollution incidents. That is why the NCI lookouts and

watchkeepers are an important service provider to all those who use our coastal waters, footpaths and coastline. Each station is manned by a team of fully trained and dedicated volunteers who keep a daylight watch up to 365 days a year. Stations are equipped with telescopes, radar, telephone and weather instrumentation as well as up to date charts. Close contact with the Maritime Coastguard Agency (MCA) aims to promote stations to Declared Facility Status in order to become an integral part of the National Search and Rescue Structure.

A log of all water-based activities is kept during each watch and, when requested, weather conditions can be passed to yachtsmen and fishermen before they put to sea. During each watch other activities such as canoeing and diving etc are closely observed, as are bathers, walkers and climbers who use our shoreline. Hope this gives even more of an insight to the work of the National Coastwatch and us Watchkeepers!

Best regards Helena Carr.



Dorset Branch Newsletter

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

CLUBNIGHT

Talk—Theresa's 'Scottish Adventure'

In This Months Issue...

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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 Meet Members (& New/Old Cars)
SECRETARY'S REPORT PAGE P. 13	P24/25 Editors P2 of 'Birth of an Icon' & the people who created the Minor
THE 'BRIAN WOOD' REPORT P. 14 &15	P. 26 Re .Coastguard Watch (from Helena)
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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 March edition. Having had more of our fair share of rainy days and storms recently, we can at least look forward to gradually lengthening days as our events listing pages continue to gradually show more and more outings and activities to look forward to.. At the time of writing dusk is around 5.30 p.m. However it's only a few weeks until March 27th when the clocks will suddenly 'spring' forward an hour resulting in sunset then being around 7.30 from that day. Therefore with ever increasing daylight hours let's look forward to many more 'Minor related' things ahead providing us the chance to meet up with all of our like minded club member friends.

Graham Melly's ongoing Series II project has a welcome return this month with latest details on his meticulous progress (Pages 8/9)

'The Minor Home Mechanic' also returns, covering in detail one of those parts perhaps considered so simple at first glance that it is often left for years to take care of itself - (Throttle/choke cables) Until an otherwise smooth running Minor mysteriously starts misbehaving, if and when the reason is eventually traced to this somewhat basic part, it's all covered by our special technical correspondent **'R.B'** (P. 18-21)

BRIAN WOOD the Dorset Branch's own resident boffin in 'All Things' Minor' technical/mechanical and of course Minor spares including 'Minor part and accessory 'inventor extraordinaire' has again been using typical design magic with his 3D printer to produce some exclusive items. This includes an ingenious simple idea for a replacement trunnion dust cover/grease retainer that can be fitted without all the lengthy and laborious dismantling of this part of the steering gear (providing the trunnion itself is all ok) Brian's latest items may well make us say once again **"That's a good idea—Why didn't I think of that"** -P. 14/15

I never cease to be fascinated by the fact that the Morris Minor actually began being designed in the early 1940's and that so many Minors representing it's entire production period from 1948 to 1971 have survived today. - I have attempted to 'pay homage' to the main people, key to the Minors original creation (some unsung heroes) in **'The Birth of That British Icon'** P. 24/25 The story is intended to lead up to 1961 and the 'Millionth Minor Special edition' (The Million Minor is being highlighted within our special presentations at Dorset MMOC Mogyfest & the MMOC Southern Regional Rally at Beaulieu in May)

Membership Secretary BRIAN FORD has just sent in the latest our new members update. Therefore we extend a very warm welcome to all new members who have recently joined, and hope you enjoy, to the full, being part of that Dorset Branch 'MORRIS MINOR special community'

DAVID Mc GUINNESS from WEST PARLEY - 1965 SALOON

IAN LEMON from FORDINGBRIDGE - 1962 6cw VAN

SHAUN TROTMAN from BOURNEMOUTH - 1962 TRAVELLER

GRAHAM HARLEY from ST LEONARDS - 1971 SALOON

ARTHUR EDMONDS from FERNDOWN - 1961 CONVERTIBLE

STUART DOREY from DIBDEN PURLIEU - 1968 SALOON

GERALD DYER & PETER LEGG from FERNDOWN - 1956 SALOON

CHRIS REDSELL from MAYNE ISLAND, CANADA - 1969 Traveller

See you in springtime 'Morris Minor' out and about soon, **ROGER**



Following Maurice Olley's early influence on ride and handling dynamics Alec Issigonis had also encountered Jack Daniels, who he became to regard as the other 'Guru' of suspension and allied mechanical components. He wanted him as his no 2 to help to prove in reality several of his design proposals. Firstly the front suspension was ingenious in its relative simplicity. One of its unusual components (certainly unusual for small cars) was the use of torsion bars running lengthways. **Jack Daniels (right) had incorporated torsion bars, then running crossways, on a huge Nuffield Organisation built WW2 battle tank named 'The Tortoise'. It happened to be one of the largest tanks ever built.** Some older Dorset branch members may remember after Jack Daniels retired to this area he would occasionally say that some of the Minor features could be described as 'over engineered by today's standards or built like tank'



- he was certainly correct with regard to the Minor's 'Tank' Predecessor that also had torsion bars. !

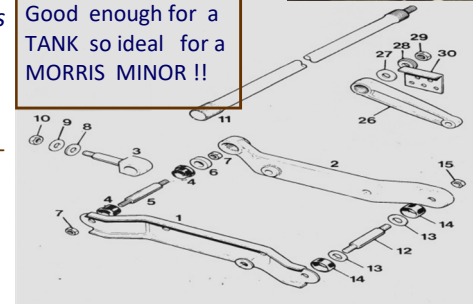
Another unique feature that Alec Issigonis had sketched out earlier were the long kingpins that carried the front wheel hubs with the steering movement accommodated by 'screw threads' at the top and bottom. This worked well when all assembled together, although for the early cars greasing would be advised as regularly as every 500 miles (there were subsequent improvements with increased mileage on later cars, and of course we all know that it still remains one of those regularly accepted greasing jobs on our Minors !)

Lever arm 'dampers' then finally completed the configuration in providing what they are described to do. As said the front suspension was to be 'softer' than the rear for improved handling and to prevent 'shimmy'. Apparently many different configurations were tried in comparison to best equip the rear suspension. It was originally intended to be an innovative design to incorporate a 'bent' pattern of rear torsion bar in conjunction with a live axle and radius arms. This proved however the first real obstacle that was 'budget challenging' and after many design hours unfortunately had to be dropped on the grounds of cost. Issigonis had to make a final decision on the rear suspension and returned to the what was conventional leaf springs carrying a normal live axle. Finally the lever arm damper were mounted on the axle rather than on the body shell as was the usual former practice

Wheel size and weight had also been carefully evaluated. Issigonis was determined to fit a smaller size than was conventional wheels at the time on cars. From his many scale drawings he knew 14" size wheels would be both the most aesthetic and practical. As this size was not readily available he approached Dunlop who at the time in addition to tyres manufactured wheels for the car industry. He explained that this size wheel lowered the cars centre of gravity further improving road holding and also improving unsprung weight and ride. Not only that it would give more room for the passenger! Dunlop management saw the potential of this forward thinking and soon tooled in anticipation to supply Cowley's production line!

'BIRTH of that BRITISH ICON' continues in Part 3 next month.. ROGER K

Good enough for a TANK so ideal for a MORRIS MINOR !!





THE BIRTH OF THAT BRITISH ICON (Part 2)

EDITOR'S instalment No 2 're- exploring' 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

"The thing is, with large committees - if asked to design, for instance, say a best RACE HORSE, they would almost certainly, in my experience, end up with a CAMEL"

Quoted - Alec Issigonis (right)

That sentiment was said to be one of Alec Issigonis's favourite references that he confided to his closest work colleagues. It must have appeared to be very apt to his style of thinking at the time after he was delighted that the then Morris Motors Managing Director, Miles Thomas had entrusted him with an entirely free hand, in the 1940's, to take on the design project of a brand new 'advanced' post war small car. Code named 'The Mosquito' Issigonis was given his own separate design shop at Cowley. He was also allowed to hand pick his own preferred 'designer draughtsman' team. He chose just two people, who he insisted on recruiting due to the fact that he knew they were the best in their respective fields - Jack Daniels and Reginald Job who we mentioned last month. We also mentioned that the first basic design objective was to create a very rigid body shell and it needed to be of an 'integrated' form.

Something that Issigonis had for many years been very interested in and liked to prove was the influence of how different weight distribution affected driving stability and vehicle handling. He would demonstrate by placing sandbags of varying numbers and weights on the front bumper of the car until the balance was right for optimum improved handling. Due to this he immediately positioned the engine in the Mosquito prototype very well forward. Issigonis had been influenced many years earlier with the 'nose heavy' principle but had found difficulty in finding much serious acknowledgement from many traditional British car builders. He had in fact been mainly influenced by an English designer, Maurice Olly who had back in the 1930's gone to America having had Cadillac interested in his innovative design proposals. This led to Cadillac introducing their first exclusive cars with independent suspension. Maurice Olly returned to England in 1937 when Issigonis purposely sought him out. They then became very good friends. They agreed that Britain was at that time at least 10 years behind leading manufacturers overseas. It was obvious that the Mosquito would need this form of 'nose heavy' design, with softer front suspension combined with a stiffer comparative rear suspension. He said - 'smoother surfaced British roads had after all improved much more universally since the stage coach'

(Left) One of a number of 'Mosquito' original prototypes worked on - in the mid 1940's. All the same basic body shape but they were each 'tweaked' with slightly evolving both mechanical and cosmetic design features. (explored next month)



THE RETURN OF BURTON SCOUT CARNIVAL

Dear Editor The Burton scout carnival is going ahead at last this year The date is Saturday the 2nd of July. As in previous years, the entrance is free to any classic car and please be there by 11 am to allow the road to be closed for the procession through the village to arrive. It is hoped there will be many stalls and the bar bus in attendance and also some live entertainment. The carnival site will be the fields in Martins Hill Lane as before. It would be nice to get as much support from Dorset branch members as possible as the scout funds have had a big hit over these last years. BRIAN TILLY

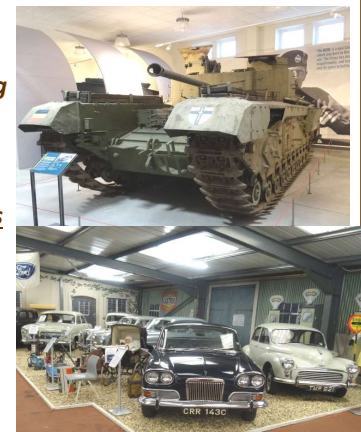
ROB REES We are saddened to hear the news that Rob Rees has recently passed away. Rob was a Dorset Branch member for many years and attended as many club events with his wife Betty as their health would permit. Many members who knew Rob will remember that he ran two convertibles, an early Series MM and an early '60's convertible in light green. Bob passed away in his care home, our sincere condolences on behalf of everyone at the Dorset Branch is extended to Betty.

(Funeral arrangements - Wed 2nd March, 3.15 p.m. at Test Valley Crematorium, Ridge Lane, Romsey, Hants -for sat nav purposes advised to use SO51 6AB)

LETTER TO THE EDITOR Dear Editor, I was particularly delighted to see that the club is supporting the National Coastwatch Institution (NCI) station at Hengistbury Head this year as the nominated DMMOC Charity. I have also been a qualified NCI Watchkeeper for over 8 years now. I am based at Calshot Tower where the Operation Rooms is located 80ft up Calshot Tower and it takes "a climb" of 8 ladders to get to the Operations Room but I also cover some watches at our smaller station called Stone Point based at Lepe Country Park. When the Hengistbury Head NCI station was in its early days I did some Watches at Hengistbury's initial station site which was at Southbourne by the beach. HELENA CARR
CONTINUED in 'LETTER TO THE EDITOR' on page 26

INVITATION from local MG Club :-
A 'TWO MUSEUM' COACH TRIP
The Bournemouth and Poole MG Owners club is organising a two museum coach trip to the REME Museum at RAF Lyneham and the Atwell-Wilson Motor Museum at Calne, Wiltshire on Thursday 24 March 2022. At the time of publishing they have a few places spare for anyone who is interested in joining them. £25 per person to include coach fare and entry to both Museums.

FOR FULL DETAILS AND A BOOKING FORM
CONTACT - CHRIS ADAMSON (MG Club)
Tel: 01202 424781 Email: chris@whizzco.co.uk





Chairman's Report

Hello everyone and welcome to the March edition of the newsletter. Thank you to everyone who came along to last months meeting and brought along items for the blind auction. Thanks to Steve for stepping in at the last minute as auctioneer and to you all for dipping into your pockets and raising in excess of £180 for our 2022 charity. Tonight, Theresa will be giving us a talk on her trip to Scot-

land last year. Next month Sue Grundy will be giving us a talk on the Coastwatch, our chosen charity for 2021, and we will also be presenting them with their cheque.

We have a couple of road runs planned over the next couple of months. Our Drive It Day Run on 24th April will start, as usual from The SEB Club. Meeting from 9am for breakfast, we will be setting off from the club at 10am for a leisurely drive out to Swanage where we will join the Swanage Charity Day event. The next planned run is our Queens Platinum Jubilee Run on Sunday 5th June. We will meet again at The SEB Club, probably for breakfast, before setting off on a run through the beautiful Dorset Countryside, finally arriving Sherborne and a private viewing of Sherborne Antiques Centre. This, of course, is owned by branch members Phil and Craig. Final timings for the Jubilee event have yet to be announced. Booking slips for both these events will be available soon.

Now, moving onto Moggyfest. We are approaching 200 entries for this years event so make sure that your entry is with Jacky by the closing date of 31st March. Roger has the plans for this years marquee display well in hand and I think we are going to be very impressed by his artwork again this time. As you will know by now this year we are celebrating the Minor Million and all things 1960's. I am hoping to have 5 or 6 Millions in attendance over the weekend. We would also love it if you would join in the spirit of the event by dressing in period for the weekend. By the time you read this the committee will have been up to Beaulieu for a site visit to work out where the marquee is going as well as everything else! I hope, soon, to be able to write about things that have happened, as apposed to things that are going to happen, but that's the very nature of winter! So, until, next time,

Happy Minoring, Laurie.

.....Therefore David is now the proud owner of 1954 Series 2 4 door Minor Saloon - reg No. VIA 4835 David is keen to gradually bring the car further back to improved 'original' condition as a 'useable' driving classic that he can enjoy working on from time to time. . A few initial, 'necessary' jobs identified have already been carried out by David , and to check over that the car was of course roadworthy—This has included sorting out a bit of welding underneath , all new brake pipes and rear wheel brake cylinders and also replacing the master cylinder. On the electrical side—a dynamo, starter motor a new regulator box has been fitted. David informs me that under the bonnet it has a 948cc 'Gold Seal' A series engine. that presumably would have been fitted to replace the original 803cc A series that were first fitted to the series 2 Minors from 1952 on - until of course when the 948cc engine plus other modifications including the losing the earlier very 'characterful' two piece wind screen ,the nice gold & chrome dash ,original pattern steering wheel and the early front grill etc. (as on David's car) . The 948 cc engines 'rather useful' extra 145cc's having later provided the name transition from the 'Series 2 Minor to the 'Minor 1000' (1956-62) Now the car is in road running order it has enabled David to enjoy driving the car out to it's first couple of local classic car gatherings (one at Bakers Arms and the other at Harmans Cross)

One earlier point David had mentioned about the car was that it had a 'bit of a different' 3 letter and 4 numeral type number plate . A quick search did however indicate the car must have been first registered in Northern Ireland (IA being Co Antrim) possibly sold new by a Belfast Morris BMC Dealership may be ? Unfortunately as is often the case no other documentation is with the car , and the DVLA do not now provide past owner details as they once did for 'legitimate historic research' -Therefore the story of how the car came back over from Ireland to Dorset remains an interesting mystery for David at the moment.

I will leave you with David's own sister's rather appropriate comment when speaking on the phone :-

"That's a lovely old car that deserves to be used and shown off after all those years" Ed ,



Useful contact details :-

MOT Centre & Servicing Garage , familiar and proficient with Morris Minors - in the Dorchester area -FRAMPTON GARAGE (The proprietor is David's brother Rodney Thorne) at Frampton ,Nr Dorchester . DT2 9NB 01300 320347 www.framptongarage.co.uk

DORSET MEMBERS (& 'NEW/OLD' MINORS TO THE CLUB)

(THE EDITOR IS ALWAYS INTERESTED TO DISCOVER AND SHARE YOUR STORIES)



This month we welcome recently joined Dorset Branch Member DAVID THORNE, with his 1954 Series 2, 4 door Minor Saloon .

David has always lived in Dorset , in particular around the Dorchester -Tolpuddle area . It was at the old Dorchester BMC/British Leyland dealership CHANNINGS OF DORCHESTER where David first started his apprenticeship in the motor trade , that was to be the beginning of the next 14 interesting years working for that same company . David recalls Minors going through the servicing workshops, as Channings Ltd

had customers they had supplied Morris Minors to within the locality and they also dealt with Rileys and MG's. David's first car was an earlier 'Series MM' Minor (with the old Morris 8 derived sidevalve engine) it was a 'raised headlight' version 'MM' highlight models introduced two years after the original 1948 'MM lowlights') Later David acquired another Minor saloon that he then extensively modified himself for use in competitions—He fitted everything that could mechanically be transferred effectively from an MGB ! He entered the car, described as with MG mechanics, complete with tuned 1800 engine , all fitted into the Minor shell at competition events that included Exeter and London "Mostly in my younger days!" he says! . David has now recently become a Morris Minor owner once again after a good few years, having acquired the nice Empire Green 4 Door 'Series 2' Minor Saloon VIA 4835. Although we so often hear 'Barn Find' without much evidence used , David's particular Minor can most definitely be described as a 'Barn Find'. The car was by chance recently noticed having been stored on a local farm at Compton Vallence near Dorchester by David's brother Rodney Thorne—Rodney just happens to own FRAMP-TON GARAGE , Frampton , Nr Dorchester It's a family run Garage & MOT Centre that's very 'classic car experienced & friendly' (including the odd Dorset Branch member's owned Minor from time to time) It was on a visit to the local farm in connection with the farm owners vehicle (who also happened to be an acquaintance of Rodney) that he had actually discovered the Morris under a dusty sheet in the corner of the farm barn . The farm owner had in the past been rather a keen collector of quite a few assorted interesting old cars . However it looked like the cars had been mostly just parked up the barns rather than being driven and used with any regularity. Fortunately the farm owner was agreeable to consider the suggestion of selling the Morris to a Minor enthusiast who would thus ensure the car has a good home and deserves the benefit of a well maintained future

DORSET BRANCH 'BLIND AUCTION'

With thanks to STEVE BROWN for volunteering at the last minute and standing in as 'Auctioneer ' for the evening (due to our regular ,ex Bonhams , auctioneer ROY GALE unfortunately being unable to attend due to illness)

Best wishes from all in the club to get well soon to Roy !

Members brought along at least 30 wrapped 'mystery' lots , with keen and rapid bidding from members lots were auctioned off to the highest bidders during the evening. Steve was ably assisted by Karon Brown and Laurie Blewer during the auction. . The total amount raised during the evening was £183.96p and that will be added towards the DMMOC branch annual charity . With thanks to all who supported the event by donating 'mystery lots' and for 'bidding' during the evening.



THE DMMOC CHARITY AUCTION 2022



**Dorset Branch Founder Member GRAHAM MELLY 'S
Series 2 rebuild project continues**

Since the last update on the of the rebuild, I have now lacquered the polished front lever arm shock absorbers and these are now bolted to the bulkhead area. (right)

I have also resprayed each side of the engine bay as I was not entirely happy with the seam sealing by the sprayer.

I remade a pair of stainless steel front jacking point brackets that the series 2 had at the bottom of the front wings by the A pillar. (I have since located the original pair) These I polished as well as the bolts and washers. Again nice and shiny.



The refurbished steering rack and steering column and one of several steering wheels are now fitted.



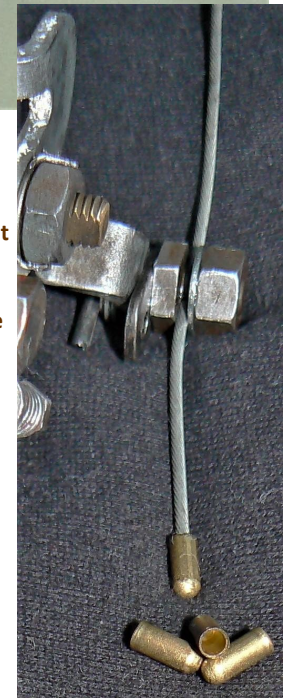
The torsion bars and the suspension fittings for the front suspension were some fittings I restored. I blasted and zinc plating before painting gloss black. I have used black poly bushes from Superflex on the top trunnions, the lower eye bolt fulcrum pin and the tie bar rod front washers. You get sachets of silicon lubricant to help with each set of bushes and shafts into the axle.



Pass the inner cable through the cable stop then through the hole in the retaining bolt on the throttle lever on the carburettor. This too should be free to turn but not be sloppy, and can be adjusted with washers as above, (see fig. 10 f, below) or order of assembly. Apply oil to this pivot point. Ensure that the nipple and both ends of the outer are fully seated; adjust the inner wire to give approx. one eighth of an inch of slack then tighten cable retaining bolt. Fit return spring which should pull in a line parallel to the cable and the arc described by the throttle lever. Adjustment of the spring bracket may be needed. This may be achieved by judicious bending of the bracket or turning of the exhaust clamp to which it is fixed. Test the operation of the throttle which should now be silky - smooth.



Finally, cut the inner neatly, about two inches below the retaining bolt and if necessary bend it a little to prevent it fouling the return spring. The cut end will just above the exhaust clamp and often when fitting or refitting this component the sharp end of the cable will dig into the operator's wrist or hand. To prevent this, drop into a cycle shop and pick up some cable sheaves commonly found on cycle brakes. Lightly nipped onto the cable end as in (fig. 11, right) they can be removed and replaced at will. A cycle shop will also prove very useful in the unlikely event of a throttle cable failing as a brake cable with the appropriate nipple will make an ideal replacement.



'RB'

MORRIS MINOR THROTTLE CABLES Cont.....

Before fitting a new cable, ensure that the accelerator pedal is free in its pivots and apply oil, having first protected the carpet. Work the oil into the pivots then remove any excess.



If string has been used, remove the old cable and tape on the new one, drawing it gently through the bulkhead until it can be grasped and pulled through fully, seating the nipple properly. If the string method was not employed, it is advisable to put a couple of turns of thin tape around the cable end to prevent fraying

(fig. 7, right) as it can be a fiddly business passing the end of the cable through the bulkhead fitting and usually requires several attempts.



Outer cables come in two types, unlined and nylon lined, (fig. 8 right) shows a nylon lining which is blue but other colours may be used. The outer should describe a smooth arc from bulkhead to the cable stop near the carburettor. Do not try and bend the outer as kinking will occur. Unlined cables should be oiled liberally internally and the inner also well-oiled before insertion. With lined cables a light application of WD40 or similar onto the inner is enough. Remove any tape before attempting to insert the inner!

The cable stop at the carburettor end should be free to turn but not loose enough to move sideways. Judicious placing of washers will achieve this. (Fig. 9, right) shows the correct order of assembly for the bracket used with the HS2 carburettor. Earlier types vary but the principle is the same. Use a good split pin and oil the pivot.



With the kind help from the Techno Wizard Brian we fitted the swivel arms and trunnions. Brian has a screw on contraption to pull up the front cast suspension arms so that the lower trunnion swivel pin goes into the end hole of each cast arm.



I had to adjust the distance of the cast ends of the suspension arms that fit on the splined front ends of the torsion bar. This is to give the correct ride height at the front of the car. The crucial measurement of 17 " or 17.25" is the distance from the lower edge of the circular hole on the inner wings to the centre of the outer bolt hole on the cast arms. (See photos)



The newly painted hubs were then greased up with the new seals and inner and outer bearings and the new brake drums were also painted with high temperature black enamel paint so that the spare wheels could then go on. The original wheels are still to be sprayed up.

I should get the newly sprayed bonnet and rear wings before the end of this month
The next phase will be to sort out the differential with the half shafts.

GRAHAM
(To be continued)

EVENTS & ACTIVITIES

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

MARCH 2nd	DORSET MMOC MARCH CLUBNIGHT (Castle Lane) (Talk on Scotland) by Branch member Theresa Moxley
MARCH 13th	Classic Cars On the Prom : Rear of BIC Bournemouth 11 am—2 pm : any further info —www.bppcltd.com/ccotf
APRIL 6th	DORSET MMOC APRIL CLUBNIGHT (Castle Lane) 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/ccotf
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 enclosed
MAY 4th	DORSET MMOC MAY CLUBNIGHT 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/ccotf
JUNE 1st	DORSET MMOC JUNE CLUBNIGHT (Castle Lane) Speaker (Subject TBConfirmed)
JUNE 5th (Sun) Jubilee w/end	DORSET MMOC QUEENS PLATINUM CELEBRATION RUN 'visit destination ' - Sherborne - itinerary to follow soon.

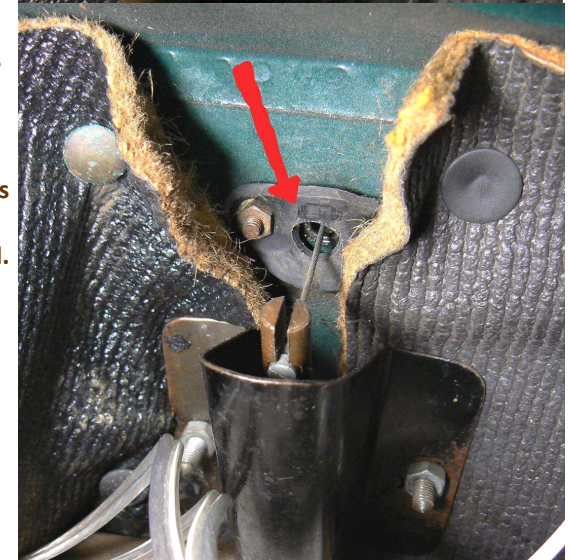
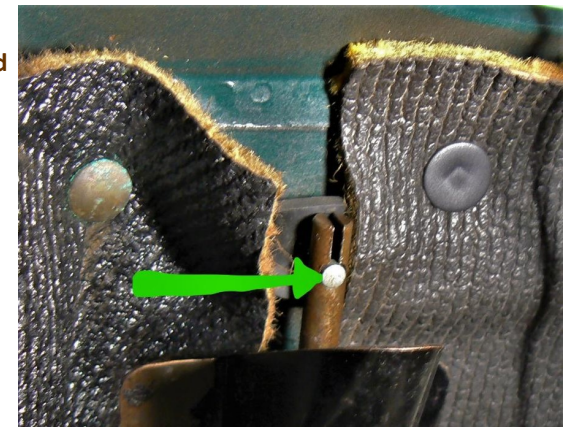


Replacement cables are cheap, relatively easy to fit and could transform the driving experience. To remove an existing cable it must be detached at its carburetor end before sliding off the outer sleeve. Cut any fraying off first, to enable the inner to pass through the outer without fuss. The bare inner cable may then be pushed a few inches through the bulkhead which should have the effect of dislodging the nipple from its seating in the upper end of the accelerator lever. The cable

may be withdrawn from the inside of the car. To help with installation of the new cable, thin string may be taped end - to - end onto the old cable as in (fig. 4, right) taking care not to use much tape which must also be thin. Withdraw the old cable gently allowing the string to follow it through the bulkhead and into the car. If the nipple refuses to budge easily, a little coaxing will be needed, unfortunately it is in a rather awkward place, just above the parcel shelf and behind a shield which prevents the lever becoming obstructed by items on the parcel shelf; a torch and a contortionist will be found useful.

(Fig. 5 middle right) shows the nipple (arrowed) seated in the lever, as seen from a viewpoint below the steering wheel.

Note the rubber buffer arrowed in (fig. 6, bottom right) which prevents the accelerator lever from rattling against the bulkhead when released. Often this is broken or missing, leading to one of those annoying rattles which only seems to occur when the engine ticks over. Replacement of this small item requires an extra pair of hands as it is retained by screws and nuts.



THE MINOR HOME MECHANIC

From our Special Technical Correspondent 'RB'



MORRIS MINOR THOTTLE CONTROL CABLES- There is nothing more annoying than having to drive a vehicle with jerky controls, be it clutch, brake, gear change or throttle. Kangarooing along in a queue of traffic is embarrassing to driver and passengers alike and an engine which refuses to tick over reliably will try the patience of the most saintly of us.

The Minor was unusual in having a cable to link the accelerator pedal to the carburettor. Most cars of the day relied on an often complex arrangement of levers and linkages to perform this task, a practice which many manufacturers continued into the 1970's. The simple Bowden cable would have been seen as a cheap and cheerful answer which may have been slightly less reliable than the traditional methods. It proved its worth however eventually being adopted almost universally.

Despite being such a simple device, the cable is still open to damage, abuse and normal wear and tear. A breakage is most unlikely but fraying, kinking and unseen rust are not uncommon and all will lead to jerky and unpredictable operation.

The cable itself is composed of two parts; the *outer* which gives support and guidance to the *inner* which connects pedal to throttle lever. The outer is simply a flat strip of steel formed into a tight helix to give a flexible sleeve which is covered in p.v.c. to keep water out. The inner is composed of a couple of dozen thin wires twisted together tightly like a rope to form a 'cable' which too is flexible. Often there is a core of wires laid in a right-hand twist surrounded by an outer layer in left-hand twist. To one end is soldered a nipple



(fig. 1, right)

described as a 'pear' shape which refers to the original style that resembled the fruit rather more than the modern easier to make versions.



The outer sleeve is liable to suffer from stretching, kinking (fig. 2, above) and internal rust. Stretching of the inner won't matter as it can be compensated by adjustment, however unseen rust, kinking and fraying will not help its smooth operation.

Fraying is quite common at the carburettor end where the cable is trapped in its anchor bolt as in (fig. 3, left) but it may also occur at the nipple end which is more difficult to see.

ANNOUNCEMENT FROM CLASSICS ON THE PROM /QUAY /FARM
 Since 2000 the CCOTP (& now The Quay & The Farm) have not charged exhibitors for entry. 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 Co-ordinator

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 JULY CLUBNIGHT Proposed ROAD RUN TBC
JULY 9th/10th	DORSET MMOC DMMOC ANNUAL RALLY 2022 Wolvercroft World of Plants, ALDERHOLT Camping available on site (Further Details, Booking Forms etc. To Follow)
*JULY 24th *This date TBC	Holdenhurst Village Fete (Invitation to Dorset Branch to attend) (Details TBC from Laurie)
AUG 3rd	DORSET MMOC AUGUST CLUBNIGHT Antiques Roadshow hosted by Phil Traves (Bring in your treasured old items for Phil to expertly appraise)
SEPT 3rd/4th	Isle of White Branch Rally, White Steam Railway PO33 4DS Further details announced later from IOW Branch
SEPT 7th	DORSET MMOC SEPT CLUBNIGHT Proposed Gardening Competition
SEPT 25th	SIMPLY BRITISH CLASSICS at Beaulieu (DMMOC probably will attend as club group again, details TBC)
OCT 5th	DORSET MMOC OCT CLUBNIGHT/ANNUAL GENERAL MEETING
NOV 2nd	DORSET MMOC NOV CLUBNIGHT Subject TBC
DEC 7th	DORSET MMOC DEC CLUBNIGHT Seasonal Noggin 'N Natter



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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

FOR SALE - 1971 Traveller in Teal Blue MOT until Oct 2022 comes with loads of history and some spares. Mods include brake servo, alternator, unleaded head, anti-roll bar, telescopic dampers & halogen head lights. Good running order. £7950. For more details, please ring CHRIS SLADE on 07562 144507. (West Sussex.)

Members who attended Moggifest in 2019 will remember this Traveller used as the centre piece display of the Dorset branch club marquee.



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 MEMBERS CAN ADVERTISE - VEHICLES , SPARE PARTS , ACCESSORIES OTHER OLD INTERESTING ITEMS 'Of The Minor Era' Subject to available space each month FOR SALE OR WANTED ON THIS PAGE FREE,



DORSET BRANCH CLUB SPARES DEPT.

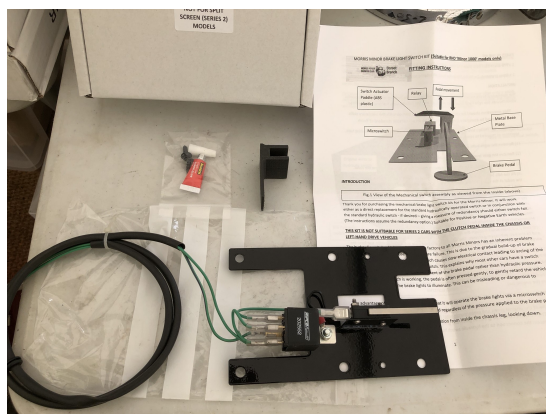
NEW CLUB SPARES for your Minor are available through the Branch at up to 10% discount (to Branch Members)
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Re-Conditioned Petrol Pumps are available from Club Spares (see above)
Standard reconditioned SU points pumps £54 each.



(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

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- Front Grille outer panel**
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- 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



I hope that everyone has weathered the recent storms that we've been subjected to. I bet that I'm not the only one whose Morris is parked in a garage that is next to a big tree.

It was inevitable that one of the Classic Cars on the Prom would get rained off, outside of club night it's the only other event on the calendar and it gives the car a run out. Hopefully the weather will oblige for the next Prom meet on March 13th. The organisers have decided that from 1st May 2020 entry to Christchurch Quay will cost £1 per vehicle regardless of how many passengers, very reasonable I think but just make sure you have some change on you.

In other news, I have been saving the club money by paying £2 to have my newsletter delivered. The membership secretary forgot to put a stamp on it! Perhaps I need to make a better effort to attend club night and pick it up in person.

Roger has been hard at work preparing artwork for Moggyfest, the preview I have seen is amazing. There is also a story behind the work which is very interesting too. Jacky & Brian have been busy too, refunding money from the pre-pandemic Oxford Bakery trip that never happened. They also have their hands full dealing with Moggyfest registrations and updates from bookings taken over 2 years ago.

We have booked a van to transport everything to Beaulieu. Some of the committee will be on site to check our allocated pitch, measuring up for the marquee which is now just a bit bigger than we originally thought.

We have decided that for Drive it Day this year we will have a road run out to Swanage to join their annual charity day & classic car show.

Looking forward to the arrival of spring!

THE 'BRIAN WOOD' REPORT

It's been quite a busy month or two, since the last report with much going on in the world of Minor spares. We are still selling quite a lot of servicing parts, with members making an early start on getting their cars ready for the summer season. One particular (new) member was planning a road trip in his Minor saloon to Dublin for a family wedding. This meant he had to prepare the car which hadn't been used much recently for the trip – as well as anticipating what might go wrong along the way. The brakes didn't need much attention, the owner being one of the enlightened few to have used Dot 5 (Silicone) brake fluid. However, the braking system was necessarily disturbed during one of the maintenance processes and after a 30-mile trip to collect some spares from us, we noticed brake fluid over one of the front tyres. The leak was traced to a weeping joint between one of the front cylinders and the flexible hose. We quickly changed the copper washer for a new, freshly annealed one, but it still leaked. It was then we noticed a couple of bulges in the hose when the brakes were applied! We then fitted a new hose, re-bled the system and all was well again. This failure is not uncommon and the hoses should be carefully inspected for this defect and for splits which denote perishing. If there is any doubt, they should be replaced. They are not expensive at £4.86 each (with club discount).



The 3d printers have been busy for the last few weeks. I have made some steering trunion dust seals (left) that can be fitted without dismantling the suspension. This was after a discussion with new member David Martin. He showed me some pictures of some that were made in Germany. Ours are supplied with a 2.5mm machine screw and captive nut. These are often found missing or perished on a routine inspection or MOT test but need the trunnions to be unscrewed to replace them. Unfortunately, this is not as simple as it sounds. The job involves 'unloading' the torsion bar which, takes a bit of time. These new split seals will provide a permanent (or temporary) fix. However, the trunnions should be checked for wear at the same time and replaced if they are suspect. As we all know, they don't last forever. But keeping them well-greased and protected will extend their life and a set of new seals will help

keep the grease in - and the road dirt out! If you would like to purchase one or more sets, they are available in club spares for £12.50 per pair.

I have also made, after many unsuccessful iterations, some 'rubber' wiper ferrules (right) for the early MM's which had them. These are accurate representations of the original type which have been unavailable for many years. In the knowledge that these cars are a bit of a rarity, I put out a post on Facebook and got a positive reply from an owner in Canada (Quebec). I sent him a pair back in December which looked like the originals but had a 45degree angle which looked too shallow. I revised the design and sent another set which never arrived! Whilst the postal service was busy losing them, I made some design revisions and sent a third set. Whilst our Canadian friend has not yet fitted them, he is confident that they will do the job. If anyone has (or knows of someone who has) an early MM and would like to try a pair for fit, they would be welcome to a free pair in return for a bit of feedback.



Another successful bit of printing resulted in a 'rubber' early boot stay holder. (left) These are currently unavailable and when asked for one recently, it was not too difficult to produce one on the printer. These are £10 each if anyone wants one.



BRIAN

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