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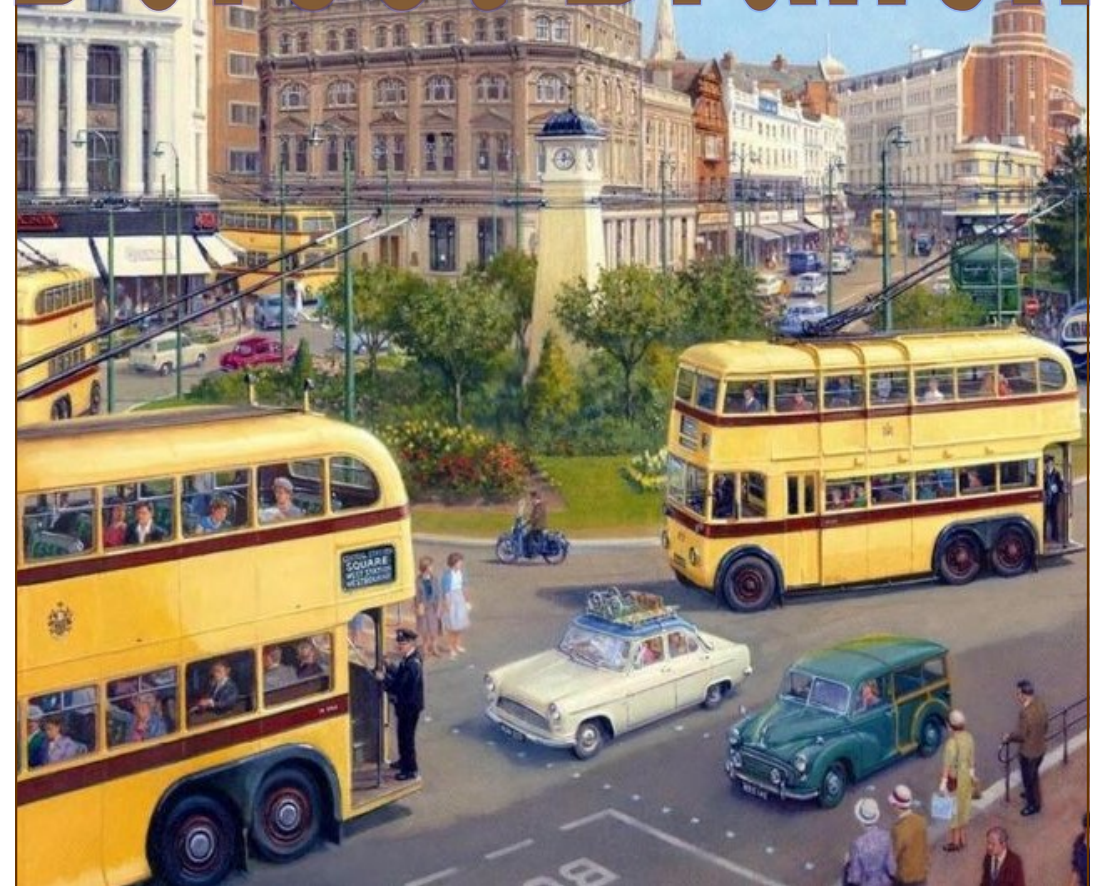
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MORRIS MINOR OWNERS CLUB

Dorset Branch

THE DMMOC MONTHLY MAGAZINE



The Morris Minor 1948 - 1971



SEPTEMBER 2022
Vol 25 issue 9

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

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Front Cover Story

Remembering Bournemouth in the 1950's
Can you spot any branch member's cars ?

(Trolley Buses ran from 1933-1969)

Detail from illustration by artist Robbin Pinnock (courtesy Rothwell Publishing)

***Print Deadline, to ensure inclusion within OCTOBER 2022 Edition - SEPTEMBER 24th/25th**

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Almond Green;: Present MOT until 17 July 2023 (although MOT exempt)



Dorset Vintage & Classic Auctions estimated Price Guide £8,000- £10,000

**THE DORSET BRANCH
MORRIS MINOR OWNERS CLUB
MONTHLY MAGAZINE**



SEPTEMBER 2022 Volume 25 Issue 9

**SEPT CLUBNIGHT
GARDENING COMPETITION**

In This Months Issue...

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Dorset Branch Members- It's Your Magazine - 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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Welcome to the September edition - . Those of us who ran a Minor in that 'drought summer' of 1976 were certainly reminded with the temperatures during this August (with a bit more added!) Of course, your air filter intake was turned to 'summer setting', the radiator topped up with usual all year recommended coolant mix, the fan belt adjusted correctly, the brakes and hand brake adjusted off so that all four brake drums are free running without any binding - with this, the Minor normally (just as I recall in the 1976 summer, loaded up driving family with 2 young children and all our luggage) takes such temperatures well within it's stride! Although if I had happened to be travelling on that same long 'hilly bit' between Bridport and Lyme Regis on one of those recent hot days, I would stop off at a couple of the same lay-bys I well remember back then, to let the Moggy, cool off a bit for and a rest on the way!



Nostalgia is described in the Cambridge Dictionary as ... "Nostalgia- can be a feeling of happiness, mixed with sadness, when you think about things that happened in the past" This definition must surely apply to the front cover this month. The last Bournemouth Trolley Buses ran in 1969, having started in 1933. Now in 2022 we have the situation of Bournemouth Yellow Buses going into receivership, being officially announced just after an event to mark the company's 120th year of continuous business! We are happily keeping our own particular 'nostalgia' alive in our practical way (of a past British Motor Industry success story) Minor enthusiasts should be proud of keeping that nostalgia story alive and thriving for people of all age groups to continue seeing, with us regularly 'out and about' today. . There's also the pleasure of hearing all the memories from those who recall a Minor in the past, often within the family, or of a Minor being personally associated with an amazing variation of past jobs and employment - Appropriately this month's 'Welcome to Members and New/Old Cars to the Club' story, is with thanks, from Chris Ross (Pages 8/9) titled 'One Of The Family' A belated welcome to the Club to Chris and his family, as he actually brought his 1956 Series 2 saloon to the previous years branch rally for the first time .

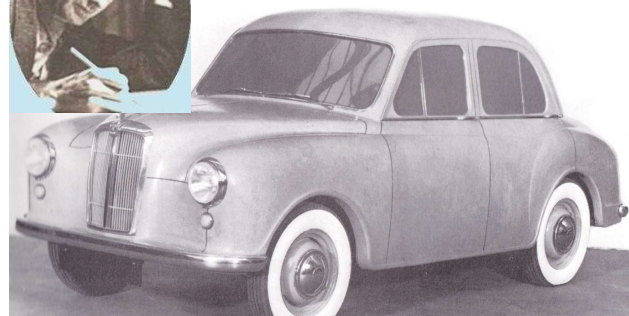
Brian, interestingly gets down to the 'Nuts 'N Bolts' of the Minor in 'Know your Threads & Nuts' in his regular Pages, 14/15 it also includes a handy reminder of those 'Minor suited' spanner sizes (Brian will be updating us next month on the 2 door saloon, recently acquired by the branch he mentioned last month, now he has brought it up to 'MOT standard')

Graham continues his complete series 2 restoration project with an interesting visit to a young man who specialises in Morris Minor re-upholsterer of the highest quality

Esso have confirmed, once again, in response to my latest enquiry, that Esso Premium grade petrol E5 sold from Dorset filling stations continues to be 'Zero % Ethanol'. Also I have taken some interesting content (Pages 18/19) from an optimistically toned article (courtesy of Hagerty Classic Insurance Ltd) to ponder, describing proposed 'engine friendly 'E fuels' hopefully to permit combustion engined classic cars to continue with, and addressing, the far off future 'clean acceptability' There's now large financial commitments and research ongoing from firms such as Porsche and Bosch already with new 'E fuel' progress.

Hope to see you 'out about' again soon when next Minor Motoring **ROGER**

Before Alec Issigonis had walked out on Len Lord with his initial creation of BMC that resulted in a three year stint with Alvis he had actually been tasked in the early 50's to design a 'brand new' look for the Morris Minor to be considered for the future. His design had naturally incorporated what he had always wanted a more powerful ohv engine. His experimental prototype body style had all his hallmarks it was best described as a cross between the Ser. II Oxford actually incorporated the front grill shape and headlights that was to be the enduring and subsequently iconic front of the the Mini years later. This project was shelved as the existing Minor gained sales. During that period of Issigonis's absence designer GERALD PALMER (left) (who had started working at the Cowley drawing office in 1937) was also tasked with coming up with a 'new shaped Minor. He had earlier working on a a new generation of MG cars. This resulted in the production of the Y Type MG saloon s post war. Palmer briefly left Morris and designed the 'Jowett Javelin' He then returned to Morris in 1949 going on to design the MG ZA ,Magnette and Wolseley 4/44 . In 1952 he was made chief Engineer of BMC when he then launched the Riley Pathfinder and the Wolseley 6/90 . Gerald Palmer's prototype design in 1953 for a 'New' Morris Minor (below left) was commented on by some as a retrograde step in



featuring the earlier 'pre war' Morris grill. He retained the series 2 Minor 'M' bonnet handle so familiar today on all Minors - it looks today an odd combination! However continuing buoyant sales of the existing shaped Minor put that particular replacement Minor idea into the archives. The basic design did actually survive, styled to become the Australian BMC Morris 'Major'/Austin Lancer that became very successful for the BMC Australian



market. Success in the UK was also proven for the Wolseley 15/50 and the Riley One Point Five (adaptations ,of course built on the Morris Minor's base unit.

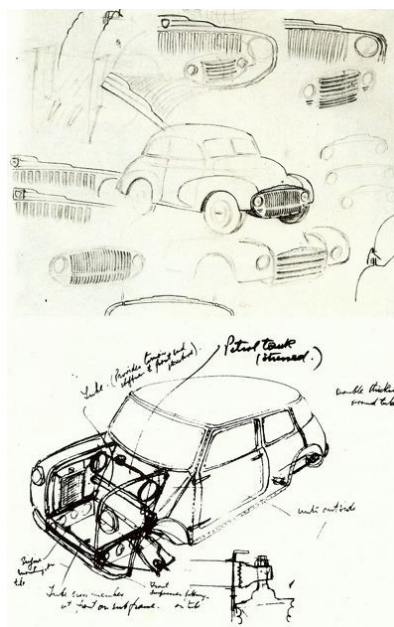
(above) Three subsequent successful adaptations, based on Gerald Palmer's 1953 'prototype of his unused 'New Minor' replacement - The first was an Australian success story! In 1955 Gerald Palmer crossed swords with Leonard Lord 's 'advisory/consultancy role' and arguably to BMC's loss Palmer left BMC following another long serving loyal 'Morris man' Reginald Hanks to work for Vauxhall. He then successfully worked on the Victor and Viva ranges - Meanwhile the Morris Minor still with the same basic 1948 shape we are still familiar today had been taken to heart by the motoring public with sales increasing to soon reach all time British sales record that apparently was not to be envisaged by BMC at the time with so much else going on ... even during the Minor's 1958 successfully high total production year figures!

ROGER



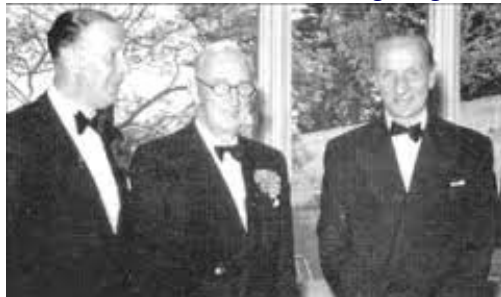
At least, within the new 'BMC regime' George Harriman (left pictured with Alec Issigonis, who returned in 1955) had apparently been accepted much more readily from the start, by those 'traditional Morris' employees (in contrast to Leonard Lord) as he was found to be far more approachable. He soon gained a reputation of actually listening to individuals ideas and opinions before giving his own view, Compared to his predecessor he also demonstrated a great amount of technical engineering experience, and arguably was the most all round qualified person to actually fill the role of heading BMC at the time.

Harriman had in fact started as an apprentice within one of William Morris's original company acquisitions the Hotchkiss engine company in 1923, the engines used in the early cars like the Morris Oxfords. Harriman was subsequently promoted by W Morris on a regular basis and by 1938 he was Morris Motors works Superintendent. However the all too familiar difference of management opinion with W. Morris resulted in Harriman also leaving Morris to join competitors Austin in 1940 where as an Austin director his successful working relationship then developed with Leonard Lord. In 1955 Alec Issigonis experienced a degree of 'de ja vu' when returning to the fold having worked briefly for Alvis. (Three years later in 1958 Morris Minor sales reached at an all time high!) He was provided with his own design drawing office department, this time at Longbridge instead of at Cowley where he had headed the Morris Minor design and introduction. Leonard Lord and George Harriman had in effect realised, just like Miles Thomas in the 1940's with the Minor project, that Issigonis was the best and most qualified start off another automotive 'game changing' project - the design of a small compact car - that was to become The Mini (and soon to be followed by the Austin /Morris 1100 project)



Alec Issigonis was also able to request that he wanted his old Morris Minor 'No 2 man' engineering mechanical design draughtsman Jack Daniels alongside him again, this time at Longbridge if he was to work on this new generation of BMC cars.

George Harriman & Leonard Lord (below) regarded the success of the Minor and it's designer Issigonis to be best qualified for the next 'revolution' in small economical small car and projecting BMC's success ahead into the 1960's & 1970's and onwards—they needed him back—this time at BMC HQ Longbridge!



'Rev' Trimble 'Steps In' for August Clubnight ...

Unfortunately Phil Traves had no option but to cancel his annual 'Antiques Roadshow' - Branch Chairman Laurie did however manage to invite Rev Stuart Trimble who put together one of his talks entitled 'Rediscovering Dorset' exploring many 'Fascinating Facts' within our county of Dorset His talk was interspersed with his typical amusing comedic style that included insights into several aristocratic Dorset residents over past generations!!



(Wishing Phil a speedy recovery, we are all look forward again to the next of his popular 'Antique Roadshow' future presentation)



CHRISTCHURCH CARNIVAL Sunday 14th Aug...

The Morris Minor Convertible proved to be the very best and favourite choice of 'Mayoral Transport' again, upon the return of the Town's carnival after 3 years. Ashley Miller (CCOTP organiser & Dorset MMOC member) was delighted to 'chauffeur' the Christchurch Mayor again in his Minor, heading the procession route through the large crowds gathered. (Photo : Bournemouth Daily Echo)

Branch members Mary & Richard Targett and Minor saloon (named Gladys) at the wedding of niece Lucy to Bryony in Fareham...

Mary and Richard travelled from Broughton Nr. Stockbridge to Locks Heath Nr. Southampton to pick up Lucy the bride and also sister Bridget to take them all to the Methodist Church in Fareham. After the service they took the two girls in 'Gladys' to the reception in Fareham Social Club. Getting into the car was fine but a bit tricky both together with each of their big dresses in the rear of a Minor saloon (however they proved that it's definitely possible) The total distance was about 75 miles, all taken in Gladys the Minor's stride without any hitch whilst Richard drove 'Gladys wearing a special chauffeurs hat for the happy occasion!



Chairman's Report



Hello everyone and welcome to the September edition of the newsletter. Firstly, apologies for last month – Phil was unwell at the last minute so was unable to host his ever popular antiques evening. We wish him well and look forward to seeing him soon. I managed, at the minute, to persuade Stewart Timbrell to come along to give us a talk. He was as controversial and funny as always and I hope you all enjoyed the evening. Tonight, of course, is the annual gardening competition. Thank you to the new team who have stepped in to Eddies very capable shoes.

August has been a busy month for us, both with a few shows to attend and going on holiday. We had a few days away up in Norfolk at a place called Hopton On Sea which is close to Great Yarmouth. We made a visit to The East Anglia Transport Museum which I thoroughly recommend. They have both trolley buses and trams running as well as other interesting displays with a transport theme.

The Lymington Show was very well attended. Please accept my apologies that the events shelter was not up. We really need to get there much earlier next year to make sure there is room for it! Louise and I went along to The MX5 Show and Shine event at Exbury and had a great dad and daughter day out. The level of enthusiasm seen there for the MX5 easily equals that seen at shows for much older classic vehicles and, hopefully, bodes well for the future of our hobby. We really must encourage younger enthusiasts to now take on the ownership of older vehicles like the Minor to ensure their continued survival.

I'm writing this the day before we attend The Verwood Rustic Fayre. This is a long awaited return for us following a fall out with the organisers many years ago so lets hope the event is as good as it always was. The following weekend is The Isle of Wight MMOC rally which I know quite a few members are attending so hopefully we will see some write ups in the next newsletter.

Thanks to those who came along to the skittles match against Poole Bay Classics. It was quite a close run thing with a final score of 112 to us and 123 to PBC. Please remember that we have been invited along to their September meeting as well for a quiz night so it would be good to see a few of you there – see events diary for details. If you are coming along to Simply British Classics at Beaulieu on Sunday 25th September I have once again booked an area for the MMOC. Not just for the Dorset Branch but for anyone who wants to come along. If you want to join the Dorset convoy again this year we will be leaving from the cricket pitch car park in Burley again at 9am. Please let me know if you are going so I have some idea of numbers.

Well, I think that's enough waffling from me for this month so until next time

Happy Minoring, Laurie



Left, In happier times! In 1933 W. Morris had made Leonard Lord MD of Morris Motors, but following increasing management differences Lord walked out in 1938. and joined Morris's arch rival company Austin. They crossed paths again later in 1952 when Lord managed the Austin Morris merger (creating BMC)

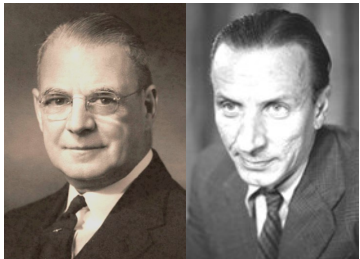
In spite of Leonard Lord's rather over bearing presence, initially appearing ruthless and dictatorial, that in no way endeared him initially to those who had always worked diligently for Morris Motors in the past. However regards the Minor's future he had in retrospect, without doubt actually made the only sensibly commercial decision at that particular time for effectively and without delay ensuring the continuity of successful Minor sales. The decision to immediately start using that available and smooth running 803cc 'Austin' A series for the series 2 Minor was to start off what had contributed to all future Minor models maintaining a reputation for reliability. The comparative nice running of the 'A' series was to prove the value in Austins wartime investment in engine and cylinder head research development. Following experiments by an engineer named Harry Westlake. Westlake, was an independent free-lance motor engine engineer and designer that Austin's had great foresight to offer their factory facilities to work in. He discovered that a heart shaped combustion chamber with a right sized projection extending between inlet and exhaust valves provided the most effective degree of swirl to ensure complete combustion of the mixture. From then on BMC very happily paid Harry Westlake patent royalties on all 'A' series engines fitted. (The 'Westlake Patents' label that 'ought' be on your Minor A series engine rocker cover, next to the Morris sticker, still bears testament to this clever engine specialist—if you haven't got one or wanted to renew one they can be obtained through Brian at Club spares!) Indeed Lord must have felt he had proven his 'A' series unit point in October 1952 after the publicised 10,000 'non stop' continuous running engine test held at Goodwood circuit had been successfully completed, followed with a flurry of general acclaim. within the motoring press. This was very effective advertising with whole testing carried out by the Nuffield Organisation themselves and much emphasis was given regarding the car used being one of the first 'export only' 4 door saloons taken from the initial Cowley production batch. Within a year Leonard Lord surprised many (speculated hints it was his intended plan) and announced his own resignation as BMC's C.E.O. Within a year. Smoothing the way for his BMC board's agreement for his deputy, GEORGE HARRIMAN to 'in effect' take over. However, interestingly Leonard Lord arranged his own continued employment with BMC to maintain an executive 'consultancy/ advisory' role. (only fully officially handing over the position of Chairman & Managing director of BMC to George Harriman in 1961—whilst still retaining his own 'advisory' role) George Harriman (right) 'officially' became BMC boss in 1961 He was instrumental with Leonard Lord in Alec Issigonis's return agreement in 1955. Harriman remained in charge witnessing when 1958 was the year that the most ever Morris Minors were sold. He dealt with the Jaguar take over in 1966 that changed BMC to 'British Motor Holdings' (BML) and then onto the 'merger' with the smaller, but more profitable at the time, 'Leyland Motors' - Now that's another very 'complicated' story - 'British Leyland created, 1969!



**The Editor continues exploring
‘The Birth of that very British Icon’
(and the key people responsible)
as the Morris Minor evolved ... part 7**



The previous episode in my attempt to outline those key characters (who each in turn became responsible for the ultimate decision making regarding the continuing development of the Morris Minor) we reached 1952 and the dramatic change that occurred to the Morris Motors Company. In a ‘whirlwind’ of management directives implemented by Leonard Lord (left) from Austin in Austin and Morris ‘merger’ that created The British Motor Corporation (BMC) It has often been recorded that those loyally involved long term at the Oxford Cowley plant suddenly experienced a feeling as ‘secondary manufacturing plant’ by the Austin ‘new decision makers’ who then regularly referred to Longbridge as ‘Head Office’! One such ‘steam roller’ decision, was recounted as somewhat typical of early BMC management in a Jack Daniels biography (Alec Issigonis’s right hand man and original mechanical design draughtsman to the Minor) - Morris had planned and worked hard for the Minor’s original side valve engine replacement. Daniels had been prominent in the Morris team in already rebuilding /modifying /improving and then fully road testing very successfully the Wolseley 918cc ohv engine for a Minor Series 2. Lord had refused to consider the Morris engine departments re-tooling plans for the Wolseley engine insisting the 803 Austin A30 engine and gearbox was absolutely ideal (and admittedly already ready available in quantity from Longbridge tomorrow) Jack Daniels had always thought it was a rash and hurried decision without considering the benefits of carrying out some basic in house retooling at Cowley for the 918cc Wolseley unit having an obvious preferable power to weight ratio match for the Series 2 Minor as opposed to the 803 engine and gearbox from the A30 that was actually a car that weighed 20% lighter than the Series 2 Minor! The 1952/3 BMC Austin Morris ‘formation years’ resulted in the resignation of Lord Nuffield, (although not keen on the original minor project he soon acknowledged the Minors special Nuffield Export value success) Reginald Hanks who had been CEO of Morris and personally ensured the continued early marketing after Miles Thomas (the Minor’s concept originator) before Leonard Lord took over running the new BMC discovered that he had no real role to play so he resigned and took his many years of experience from Morris to Join Vauxhall where he immediately took on a very influential role at Luton. Minor concept and chief designer Alec Issigonis then announced that he was also resigning. He had felt Alvis who had invited him to work on a brand new Alvis model, that also fitted more into the luxury bracket, was too good an design opportunity to miss in his career. He compared the offer with the recent Austin dominated limitations at his Cowley design and drawing office.



Leonard Lord (above) arrived to to manage the initial formation of BMC from 1952, Austin being the ‘senior’ company within the Austin Morris merger, prompted long serving Morris employees to resign (key to the creation and success of the Minor) including Reginald Hanks & Alec Issigonis, (left) that year each left to join other car makers.



**THE AUGUST
LYMINGTON CLASSIC
CAR SHOW ..**

*Dorset branch members who attended the return of this popular Lymington Show were certainly glad to have brought their sun umbrellas on the day!
A representative from the Rotary Club organisers said that they were very pleased with the general turn out, and classic cars. They look forward to next years event towards a return of pre lockdown numbers once again.*



DORSET BRANCH MEMBERS (& NEW/OLD CARS TO THE CLUB)

1956 SERIES 2 Saloon SRU713 (Maurice) ... "HE'S ONE OF THE FAMILY"

It was at our recent Branch Rally at Alderholt that I had the great pleasure of meeting up with Christopher Ross, together with his Mother Ann and Dad Jim, for only the second time. Wisely, on such a hot sunny weekend, they had taken advantage of parking in the very large oak trees shade bordering the lovely Wolvercroft's camping field rally site. Our first words were remembering meeting at last years rally 'same place' and mentioning that the car had a Bournemouth registration plate. It was then most interesting to discover that the series 2 saloon had actually been within the family since being purchased locally when it was two years old in 1958. Here is Christopher's own summary of Maurice's 'special family' history - One of those fortunate and rare occasions when a cherished Minor has been a special member of the same family since practically brand new!



Ed.

SRU 713 a sandy beige 1956 Series 2 803cc two door Morris Minor saloon (today known as 'Maurice') was bought by my Mum's Grandad in Bournemouth in 1958. ('RU' indicating original registration issuing authority office being Bournemouth) The family have always understood that the car was supplied from Bristol Street Motors, Bournemouth branch. It had extremely little use originally during his ownership. He used to use it only to drive to the post office to collect his pension once a week. The distance between his house and the post office was half a mile, so the car always had around 52 miles on it at the end of the year. He didn't even realise that it had a 4th gear, so when my Dad (Jim) bought the car for My Mum (Ann) in the early 80's, the car was relieved when Dad finally used the 4th gear for the first time in many years.!

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Besides the frames, I had brought with me the old covers and it was decided that the horse hair and old material padding of the rear seat was no longer suitable due to mites and not being very clean, so the purchase locally of 3 sheets of 20mm upholstery foam, plus spray and brush on contact adhesive were to be used to cover the front and rear seat frames.



Bobby had me do a few small areas of work that included stitching a large section of hessian material over the top of the rear seat squab frame.

Whilst doing this Bobby cut out to a pattern the foam sheets and glued them onto the front seat chair squab and back rest frames. He then placed the covers over the frames with millboard behind the backrest. I was privileged to watch Bobby with help from his father Bob, (right) fit the covers to all the seats. I must say that Bobby spent the whole day into the evening to finish the seats and sides panels to his perfection.—The whole experience, meeting with Bobby and his family and to see him expertly at work was a delightful experience. Anyone wishing to have their car seat covers and interior made to a very high standard of finish at a very reasonable cost should contact Bobby. He says that "I love doing interiors, that is my passion". I am the lucky owner of a fabulous interior and will soon be fitting my car out during the Autumn months. Can't wait.

GRAHAM



Dorset Branch Founder Member GRAHAM MELLY'S
Series II Saloon OLJ 147 (Stored for 40 odd years !)
The 'Nut & Bolt' re-build project continues



For a while I have been corresponding with Bobby Fettes who some of you will be aware makes interiors for Minors and other classic cars. Bobby restored his Series 2 Minor and instead of going to another car trimmer he decided to make all his Interior, including seat covers and panels. His story is attached, however, I have had the pleasure of getting to know Bobby and his parents.

I asked Bobby last year if he could make and supply one of his fabulous interiors for my 1954 Series 2 saloon. We had been in constant contact since that time and it was eventually decided that the colour of the seat covers and panels should not be the usual maroon but a lighter red material. Bobby finished the covers and made the door, scuttle and rear seat side panels at the beginning of July.

On Tuesday 12th July I drove up early to Blechley in Buckinghamshire to Bobby's parents address where he has a workshop attached to the bungalow.. It was a day of sun and showers with heat of 29°.



I had restored the front seat frames, shot blasting and zinc plating and spraying them gloss black. The back seat squab and back rest were stripped back to the frames and springs which I applied Kurust to and gloss black sprayed. I used 7 cans of paint on the base frame and springs as most of the paint went straight through.

When I arrived just after 9.15 am I was introduced to Bobbys lovely parents who in fact are seriously thinking of moving down South to Hants or Dorset. The first thing I was told by Bobby(below) was that instead of leather uppers with vinyl side, backs and panels, he said have done them all in leather, Bentley leather"....



...This I did not take in for a few seconds and still can't grasp that he managed to do such a wonderful job and with such a kind and expensive gesture !

Mum then went on to learn to drive in it and later passed her test in it. When I came along in 1981 My Mum used it as her main car, and I was ferried backwards and forwards to school and to the shops in it.

When My Sister came along in 1985, Mum and Dad decided that the time had come to update as it had no seat belts and with its 803 cc engine was struggling to keep up with modern traffic.

The car then went into retirement and is now used for car shows road runs and fun days out.

From Jim, Ann and Christopher Ross (Written by Christopher)





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New Morris Minor Spares are available through the club. The current list is posted on the website under the 'New Spares' tab. *We can also order other items for you—usually saving the postage cost.*
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Morris Minor Owners Club, Dorset Branch

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As such, several UK firms are already well underway with e-fuels projects ahead of any potential roll-out in the UK. Jaguar specialists, CKL Developments, ran a low-drag E-type at Goodwood in June, using e-fuel supplied by producer, Coryton, and two days before the European Commission's announcement, it appeared at the All Party Parliamentary Historic Vehicle Groups' Motorsports Day at the Houses of Parliament. It was well received by MPs – and industry lobbying group the Historic and Classic Vehicles Alliance (HCVA), an e-fuels advocate, was encouraged by the response.

Its director, Guy Lachlan, said: "Using sustainable and synthetic liquid fuels is clearly vital for the future of classic motoring. It has been a very successful day with much support and understanding from legislators, who are increasingly understanding that investment must be deployed in technologies such as future liquid fuels, and not just electrification."

Historic vehicle campaigners in the UK welcomed the news that e-fuels could provide a lifeline for petrol and diesel classics. Wayne Scott, Communications director for the Federation of British Historic Vehicle Clubs, told Hagerty: "The historic vehicle community is interested and excited by the prospect of any fuel technology that allows internal combustion engines to run unhindered and with a reduced carbon output. Ensuring cars that we have already built remain on the roads is a key part of reducing our consumption and the significant carbon impact of manufacturing new vehicles. The challenges in supplying infrastructure for a mass roll-out of electric vehicles as daily transport, coupled with our concern for the protection of motoring heritage, means that we would like to see investment being put into a range of fuel and motive power options in the future, particularly if it safeguards supply for heritage internal combustion engines long into the future."

Dominic Taylor-Lane, of the Association of British Heritage Engineers, said that the reprieve for e-fuels made sense from a sustainability standpoint. "I think [e-fuels] should be a major part of any future transport strategy. If something is already built, in most cases, it is already more sustainable. The infrastructure and skills around the planet to support ICE is already in place and providing livelihoods to millions. Many see current EV vehicles as an intermediate technology, resources to build them are limited and with that prices will inevitably rise. If we are genuine about a sustainable future we need to build better, build less, maintain and make things last as long as is possible. Ever increasing production and consumption is not the answer. If e-fuel can help us to do that, and diversify the options, then I truly hope it is given a real chance," he told Hagerty. Audi began producing synthetic e-diesel at its Dresden pilot plant in 2015.

While classic car enthusiasts were celebrating the reprieve in Brussels, both sides of the e-fuel debate had things to say. The European Association of Automotive Suppliers, welcomed the opportunity. Sigrid de Vries, Secretary General, said: "We are glad to see support from Council for vehicles running on renewable fuels. Whereas we will see a vast deployment of electric vehicles, there are practical, ready to use solutions available for hybrid vehicles, as well as for the existing cars, vans and trucks on the road, which so far have not found sufficient political support. We are looking forward to continuing the dialogue with the European Commission."

It will be an agonising wait, but the next four years should give us some indication of whether e-fuels can come to the rescue of combustion-powered vehicles from 2030 and beyond.

*This article has been based on extracts taken from an article written by :-
JON BURGESS 6/7/22 for HAGERTY CLASSIC CAR INSURANCE LTD
(for which the Editor acknowledges, and is indebted to the above for reproducing in part and limited to the Sept 2022 Dorset Branch MMOC Magazine*

CONTINUING TO FUEL COMBUSTION ENGINED CLASSIC CARS ! (WHAT'S LIKELEY IN THE FUTURE ?)

At present the government continues to legislate that 'E5 protection grade' (97+ higher octane super grades-containing from zero to a maximum 5% Ethanol) is sold on petrol forecourts for owners of older vehicles. In fact within Dorset and Hants we are fortunate that filling stations selling Esso Super Grade labelled E5 continues not to contain any Ethanol—(ZERO Ethanol only applies to ESSO Synergy unleaded (99RON) Supreme—Please note though ESSO REGULAR E10 contains 10% Ethanol. There have been lots of discussions on having to live with synthetic fuels in the longer term future if classic vehicles are able to continue to be used freely, as at present, on the public highways. Ethanol 'tolerant' parts and modifications have already been identified and addressed with investment & research for the parts replacement sector continuing. This is for the Ethanol type presently supplied. There is renewed investment from some large European companies however looking to the future with an aim to enable, and importantly retain, many existing combustion engine vehicles to run sufficiently cleanly as an acceptable option from the 'idea' of going all electric this will entail a much more sustainably produced & with research towards a less corrosive anticipated version of 'e fuel' 2026 appears to be a next 'critical' decision year however, (and it includes the UK) as follows

No new combustion-engine cars can be sold after 2035 under current targets. But in 2026, the EU will "assess the progress made towards achieving the 100 per cent emission reduction targets and the need to review these targets", giving those investing in technologies like plug-in hybrids and e-fuels another four years to prove they can contribute to that 100 per cent target by 2035.

If they can, e-fuels could become a genuine alternative to plug-in vehicles, and help keep the current automotive fleet on the road long into the future. Supporters of e-fuels say the process is CO2 neutral

– the idea being that any carbon emitted during combustion has previously been extracted from the atmosphere, rather than the ground – but, as recently as 3 June, the European Commission only saw a use for it in the heavy transport industry.

Manufacturers like Porsche and also Bosch are heavily invested in e-fuel (or synthetic fuel) production, having recently spent £57 million on a new joint venture developing facilities in South America.



The Haru Oni e-fuel plant in Chile, part of Porsche's investment in e-fuels. (Photo: courtesy Porsche) Plants like that used by Porsche use renewable electricity from wind turbines to generate hydrogen, which is split from water, converted into methanol through filtration of CO2 and then remade into petrol. In other words, the work put in to filter out the CO2 'cancels out' the carbon footprint of its extraction. Audi invested in a similar process in 2017, and Mazda joined the EFuel Alliance last year. Porsche reckons that its pilot e-fuel scheme, launched in 2020, could produce 55 million litres by 2024, and around 550 million litres by 2026, at a cost of around £1.50 a litre (a figure that sounded expensive at the time, but now sounds very reasonable). It has been using e-fuel in its motorsport fleet and in Porsche Experience Centres to demonstrate the fuel's viability.

Things get a little more complicated in the UK, where sales of new petrol and diesel cars will stop in 2030, five years before the deadline imposed by the EU. 'This is Money' notes that, despite its departure from the bloc in 2020, the UK has continued to mirror EU emissions regulations.

With a shorter time frame in place than the one laid out by the European Commission, however, the race is on to prove the efficiency of e-fuels in the UK as soon as possible.



Secretary's Report

Having not been around for most of August, half of my report is about my strife with a rather large trailer I'm afraid, that I suspect a few readers might find my 'exploits' amusing! Being away for most of August my apologies were submitted for the committee meeting. I spent a week sea kayaking in Plymouth where I enjoyed watching the British Fireworks Competition. I returned from Plymouth on a Friday morning to pick up a canoe trailer from Poole. I had hoped to spend Friday afternoon unpack-

ing and packing for departure Saturday morning to Wales where I was canoeing and camping for 6 days with 7 juniors and 4 other adults. The trailer however had different ideas! The wheels were seized up, the trailer board had no lights working at all. We spent all Friday afternoon bodging the wiring on the lights. When I set off on Saturday morning fully loaded, the cursed sat nav sent me down zig zag hill where the police had closed a lane due to an overturned lorry. It then proceeded to send me over Bathampton toll bridge a grade II listed structure built in 1872! It was an interesting drive but we made it to Hereford and got back home safely.



Returning to branch matters.. firstly, I would like to thank Laurie for writing up this month's committee meeting minutes. I'm reliably informed that the final menu choices for the dinner & dance have been finalised and have been published later in this month's magazine.

Membership renewal is upon us, please could you complete the form and return it to the membership secretary. I have never seen the reverend Stuart Trimble's talks before, but it was very entertaining. We are going to rearrange the cancelled antiques evening for May next year.

The Lymington show was very well attended, we filled our allotted space so thank you to all those that made the trip. By the time you read this we will have been to the IOW rally, this year I'm heading over on the Friday and taking advantage of the free camping. I know that several members are making the crossing so hope to have seen you there!

IAN

EVENTS & ACTIVITIES

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



| | |
|-----------------------|---|
| SEPT 3rd/4th | Isle of White Branch Rally , White Steam Railway PO33 4DS Special rates for White Link Ferry for this event - visit iowmmoc.blogspot/p/events-diary for IOW branch rally info |
| SEPT 4th | Classic Cars on the Quay (Christchurch Quay) Any entry or latest event details can be checked via CCOTP Classic Cars on the Prom/Quay/Farm) on their Facebook site |
| SEPT 7th | DORSET MMOC SEPT CLUBNIGHT Gardening Competition - |
| SEPT 10th/11th | BEAULIEU International Auto Jumble (individual entry) Dorset branch MMOC do not have a club stand at this event. |
| SEPT 25th | Classic cars on the Quay (Christchurch Quay) Any entry or latest event details can be checked via CCOTP Classic Cars on the Prom/Quay/Farm on their Facebook site |
| 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 |
| | 2023 |
| JAN4th | DORSET MMOC JAN CUBNIGHT Call My Bluff Evening |
| JAN 14th 2023 | DORSET MMOC The Dorset Branch Annual Dinner & Dance Dudsbury Golf Club & Hotel (Booking forms available soon) |
| FEB 1st | DORSET MMOC FEB CLUBNIGHT Blind Auction for nominated Dorset branch charity |
| MARCH 1st | DORSET MMOC MARCH CLUBNIGHT Invited Speaker (Subject to be announced) |
| AUG 19th/20th 2023 | DORSET MMOC Dorset Branch Annual Rally at Alderholt (Proposed date TBC) |

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

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

Please send your preferred advertisement wording and any photo to the Editor by the *next print
deadline (*Page 2) for inclusion in the next magazine. Please note an advert may not appear after
two to three months entry , in the event of 'no sale' in that time . This is to make room for new ad-
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colour does not matter.**

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DORSET MMOC BRANCH CLUB SPARES DEPT. PAGE

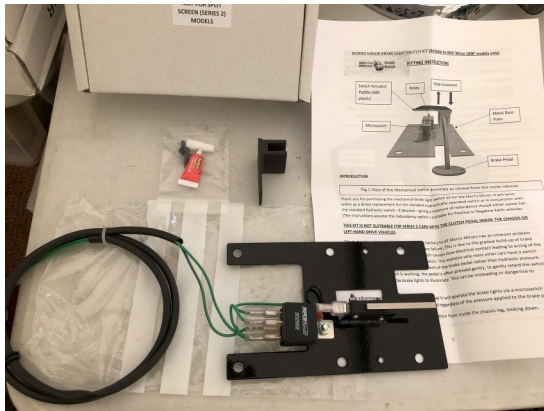
NEW CLUB SPARES for your Minor are available through the Branch at up to 10% discount (to Branch Members)
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(brian.wood@dorsetmmoc.co.uk)

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)

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- 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



DORSET BRANCH MORRIS MINOR OWNERS CLUB ANNUAL DINNER and DANCE Saturday January 14th 2023 At DUSDSBURY GOLF CLUB HOTEL



**Choice of MENU :-
STARTERS**
Bacon Leek and Potato Soup *

..
Drawnn and Crab Tian *
served on a bed of Mixed Leaves
and Buttered Brown bread

..
Melon, Mandarin and BlueBerry Cocktail (V,GF)
Served with an Orange Sorbet

MAINS
Baked Fillet of Salmon *
served with a Parmesan and Herb Crust and Lemon Butter

..
Roast LoIn of Pork *
Served with Apple Stuffing, Crisp Pancetta and Sider Sauce

..
**Caramelised Red Onion, Cherry Tomatoes
& Goats Cheese Filo Parcel (V)**

DESSERTS
Chocolate Orange Cheesecake

..
Amaretto Crème Brulee *
Served with a Shortbread Biscuit

..
Fresh Fruit Salad (GF)
Served with Fresh Cream



**£30 per person –includes one free drink +after dinner coffee
ENTERTAINMENT by Singer ROY FOSTER
Booking Slips, Please return to Jacky Wood by 7th December**

(* = Gluten Free Alternative available
GF = Gluten free : V = Vegetarian)

THE 'BRIAN WOOD' REPORT

'Know Your Threads and Nuts'



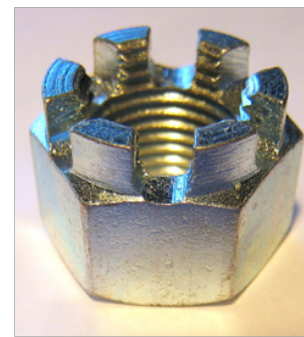
If you own a modern car (fairly likely) and if you do your own maintenance on it (less likely!) you will know that you just need one set of spanners to undo and do up the fastenings on it. Metric. This is one of those rarer occasions where life has got more simple than it was 'back in the day'. Those Europeans gradually weaned us off our 'British' way of



fastening things – along, of course with every other measuring system known to man. With the notable exception of miles, rather than kilometres, practically every other Imperial measure is consigned to history. Except, of course in the maintenance of your British classic car. Most pre-war British cars were put together with British Standard thread and nut sizes and they were known as British Standard Whitworth (invented by a chap called Joseph Whitworth in 1841). From these, the spin-offs (sorry) were introduced as BSF (British Standard Fine) and BSP (British Standard Pipe). The Americans came along later with UNC (Unified Coarse) together with UNF (Unified Fine). It is believed that Unified threads came into being with the introduction of steel to replace iron components. However, both remained in use in steel components. Just to confuse matters slightly further- there is another 'British Standard' thread call 'British Association'. This was introduced for use with smaller fixings. The largest is '0BA' (zero) which is 6mm diameter down to 10BA which is 1.7mm. There are smaller ones, but the most common sizes are the larger ones. For example the 6 screws which hold the fuel pump together are 2BA and the small screw which secures the distributor base plate is 4BA. We should also mention BSP (British Standard Pipe) threads which occur in several locations (mainly to do with fluid fittings).

Morris Motors used British Standard threads and nuts throughout their vehicles and prior to the formation of BMC in 1952 the fixings on the Minor were exclusively British Standard. As we all know, after the merger with Austin, the engine and gearbox for the Minor was 'borrowed' from Austin – who had adopted the use of the Unified thread system (sometimes designated 'A/F'). Hence, this is a long-winded way of saying that to maintain the Minor you will need both British Standard and Unified tools as the bodywork fixings are British Standard and anything to do with the transmission is Unified. I make it 6(no) different thread systems on a standard Minor. (BSW, BSF, UNC, UNF, BA and BSP)

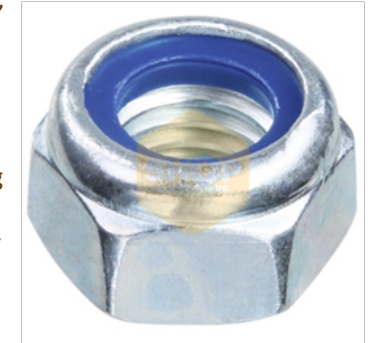
Returning to British Standard sizes, Whitworth and BSF spanner markings refer to the bolt diameter, rather than the distance across the flats of the hexagon (A/F) as in other standards. Confusion can arise because each Whitworth hexagon was originally one size larger than that of the corresponding BSF fastener. This leads to instances where for example, a spanner marked 7/16 BSF is the same size as one marked 3/8 W. In both cases the spanner jaw width of 0.710 in, the width across the hexagon flat, is the same.



Whilst now being able to distinguish one fixing from another, you might wish to find out a bit more about how you can stop them from coming undone in service. The easiest answer is use a spring type washer which has a split in the washer section that when tightened each side of the split bites into the nut and the mounting surface. This "bite" prevents any anti-clockwise rotation from occurring under vibration. The Minor uses a 'Castellated (or Castle) Nut' in a few applications. This is basically a nut with slots cut into one end which are 'staked' by a split pin inserted into a hole in the stud.

Another popular choice is a 'Nyloc' Nut. This has a built-in nylon ring at one end which increases friction on the screw thread and reduces the risk of loosening under vibration.

A less common variant of this is a 'Split Beam Nut' (or BINX nut). This type of nut has a tiny split introduced during manufacture and the end of the nut is slightly compressed to deform the end. This has the effect of decreasing the thread pitch slightly over the last few turns. This provides the necessary increase in friction. The advantages are that they are usually less deep than the equivalent nyloc, they are temperature resistant and they can be re-used.



Our editor, Roger, discovered a good use for a split beam nut on the rear suspension drop link arm on his Minor. The original is fixed to the chassis via a stud which is welded to the chassis. The arm and bushes are secured with a castellated nut and split pin. Now these fixings are fine when the vehicle is new, however, as you will know if you have tried to remove an old one, they are very difficult to successfully split apart for maintenance. On this application, the use of a nyloc would

seem to be appropriate to replace the castle nut. However, it was found that the stud was not long enough for the nylon ring to engage and create the additional locking friction. The split beam nut was chosen as being a slimmer nut, its depth was less than that of the nyloc and the distorted thread section engaged with the stud adequately.

Hopefully, this brief summary of nuts and threads will be of interest, but it is a massive subject in its own right and could be the subject of a whole book

(Now there's an idea!) **BRIAN**