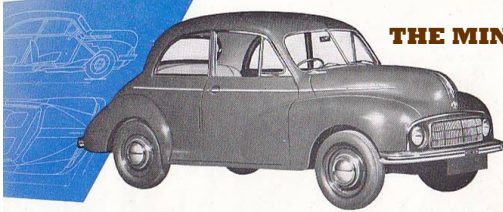


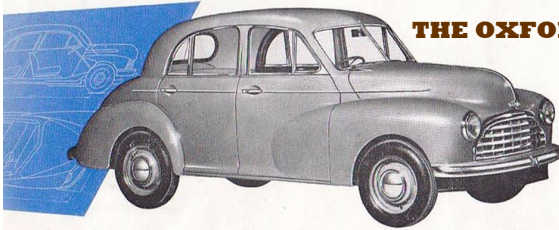
MORRIS MINOR OWNERS CLUB

Dorset Branch

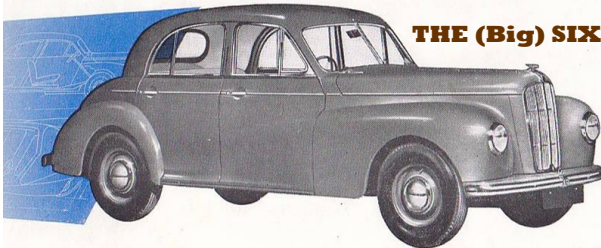
THE DMMOC MONTHLY MAGAZINE



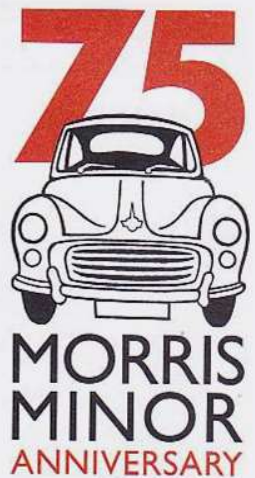
THE MINOR 'MM'



THE OXFORD 'MO'



THE (Big) SIX 'MS'



**JOIN IN THE
CELEBRATION at
DORSET MMOC
'MOGGYFEST'
at
*Beaulieu***

**THE THREE 'NEW' 1948 MORRIS CARS
(1948—2023 CELEBRATING 75 YEARS)**

**MAY 13th & 14th
Weekend**



MARCH 2023

Vol 26 issue 3

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	
Branch Chairman	Laurie Blewer laurie.blewer@dorsetmmoc.co.uk 01202 522673		Non Committee Voluntary Posts
Hon. President	John Jenkinson 01202 576690		<u>Raffle Coordinators</u> Chris Tilley & Margaret Pateman
Branch Secretary	Ian Chivers ian.chivers@dorsetmmoc.co.uk 07779581837		<u>Insurance Consultant</u> Dave Walker (to DMMOC branch)
Branch Treasurer	Jacky Wood 01202 573494		<u>Garden Competition Sub Committee</u> Marilyn Kellow Sue Cooper Martin Harris
Branch Membership Secretary	Brian Ford brian.ford@dorsetmmoc.co.uk 07502161535		
Spares Manager Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		<i>COVER STORY</i>
Branch Magazine Editor	Roger Kellow roger.kellow@dorsetmmoc.co.uk 07845768120		<i>The original Morris Minor . with it's two larger siblings ... the MO Oxford and the MS Six</i>
Health & Safety Officer	Karon Brown sandkbrown@hotmail.co.uk		<i>Three brand new Morris cars launched at the 1948 Earls Court Motor Exhibition</i>
<p><i>*Print Deadline* to ensure inclusion for any item within April 2023 edition please</i></p> <p><i>By the W/end March 25th /26th</i></p>			

THE DORSET BRANCH MORRIS MINOR OWNERS CLUB MONTHLY MAGAZINE



FEBRUARY 2022 Vol: 26 Issue 1

MARCH CLUBNIGHT
Speaker -Branch member Peter French

In This Months Issue...

<i>REGULARS</i>	<i>SPECIAL FEATURES</i>
<i>THIS MONTHS EDITORIAL P,4</i>	<i>P10 Blind Auction</i> <i>P11 Event for New Zealand Minor's 75th</i>
<i>EDITORS ' IN BOX ' & NESLETTERS PAGE ' P5</i>	<i>P12 /13 Grahams Series II restoration continuing story</i>
<i>CHAIRMANS REPORT P.6 /7</i>	<i>P16/17 An 'Electric' traveller</i>
<i>FORTHCOMING EVENTS P8/9</i>	<i>P18/19/20/21 What items used in a minor</i>
<i>THE 'BRIAN WOOD' REPORT P. 14 /15</i>	
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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.***

The Dorset Branch MMOC will accept no liability in respect of goods or services provided by advertisers : No recommendation is implied : Any views expressed or advice given within the newsletter is offered in good faith and no liability is accepted by the Dorset branch or the MMOC for any consequences arising from such material.

Editorial

Welcome to the March edition —now at last those daylight hours are gradually lengthening , we can optimistically look ahead towards being much more 'out and about' for whatever reason or choice of attending any activity event with our own special Morris Minor , in each of our very own particular Minor models as the 75th Morris Minor anniversary year gets going . Hoping you have managed to keep warm these last months and coping with the extraordinary escalation of utility bills and the day to day 'cost of living' I know for a fact that it has had an impact with many members (according to personal individual circumstances) particularly on fixed incomes . The Minor of course, within the ranks of any classic vehicle, to own today (in the vast majority) remains an affordable choice and to reasonably maintain that continues as one of the most popular and desirable choices . The ready availability of spare parts is another great advantage thus also helping to reduce waiting times to be back on the road .



With Moggyfest at Beaulieu fast approaching it's very encouraging in how good the initial response has been from those so keen to attend , including those from far distances in spite of these recent very challenging economic times for so many ordinary families and many who are retired that enjoy our classic cars . We can only reiterate that this particular event really does provide exceptional value over the weekend in May ,with so much to see and do on one site . One particular favourite of mine again to feature at moggyfest again this year will be the open invitation (and encouragement) to dress for the spirit of the anniversary event (The era of the 1940's /1950s) (Therefore we don't need to go all the way to 'Goodwood Revival' for that little bit of nostalgic period atmosphere when we ourselves will have it available at Moggyfest 2023 !) Even one or two accessories would be fantastic. I am delighted to say that we are , (following the success of the fantastic 1960's costumes by some members last year that also created photographic interest from the national press) having an award for the 'Best period dressed Lady' and 'Best period dressed Gentleman' who make an appearance over the course of the weekend in and around the Moggyfest /Southern Regional Rally area ,and of course within the large Moggyfest display marquee . I am really excited to have been asked to announce the winners , (after consulting with the judging team) , following on from Laurie's 'car trophy winners' presentations on the Sunday P.m.)

A mention of 'Electric Conversion' of any original classic car is a subject matter that I Report on with 'due care and caution' . It would probably register on the Editors 'proceed with caution and 'try to be impartial' richter scale (similarly top of the list alongside Politics and Religion !) As so many will have views that always will offer opinions one way or another . However I am indebted to fellow branch member Martin Harris for sending in information of an electric conversion advertisement for a pristine (late model) traveller example **Pages 16&17** We also catch up with Graham Melly's long term and interestingly 'back to originality highly focused ' Series II restoration . Whilst Laurie also starts his own scheduled work plan on his recently acquired 'orphan' Saloon **If you have carried out any work yourself or have any Minor related tales to tell large or small, do please send them in for us all to share— ROGER**



childline

A life-changing NSPCC service

Federation of British Historical Vehicle Clubs

'DRIVE IT DAY' 2023 Sunday 23rd April

The FBHVC will continue to support the NSPCC's Childline® to raise money as an integrated part of Drive it Day in order to use our movement to contribute to a section of society that has needed huge help and support during the pandemic – vulnerable children. The recent Lockdown has magnified all sorts of societal problems and the long days and weeks trapped in broken homes or abusive environments have put vulnerable children even more at risk. **Cost of Living Crisis** - The cost of living crisis is being felt across the country. And we know that children are feeling it too. It's estimated that one third of children in the UK live in poverty. Poverty puts enormous stress on families which can leave children at risk of harm. Calls to our Childline service have already shown that children and young people are well aware of the strain that the cost of living is having on their parents and carers. We know that times are tough for everybody right now. We mean it when we say that every donation means so much to us, and that every pound counts. For more information and links for online ordering of your 2023 Drive It Day Plaques..please visit fbhvc.co.uk

(driveitday2023)



PROPOSED COACH DAY TRIP OUTING for NOVEMBER 10th

(Please register to Brian Tilly if interested)

Dorset Branch Member BRIAN TILLY is proposing to organise a coach day rip to the Lancaster Classic Car Show at the N E C Birmingham on Friday the 10th of November. The plan is to do a package with a coach and entry ticket. The NEC Show ticket prices are not out yet but I would guess around £30.00 per person. The coach ticket fare will very much depend on the total number we get. This will be offered to various other local clubs known to our branch as it will obviously help make up the numbers and for the best possible hire price . Also for the best type and size of coach . I know it is early but to confirm the coach I would like an Idea of how many would like to go, so if you are interested could you possibly contact me by email on briantilly@hotmail.com or on What's App , or phone 07517127458.

BRIAN TILLY

DONATION TO JULIA'S HOUSE CHARITY , FROM LAST YEARS DORSET BRANCH RALLY

Dear Members of the Dorset Branch Morris Minor Club,

*On behalf of **JULIA'S HOUSE Dorset & Wiltshire Children's Hospices** I write to thank you for your recent generous donation of £100 . In these challenging times , we are so grateful for your generosity and thoughtfulness. We receive just 8% of our funding from the government , so your support means so much thank you .*

With Best Wishes

Sally Woodford for Julia's House .



Well, here we are then in March already! Thank you to everyone who brought along items for last months Blind Auction and for all of you who you bid for them. It was a fantastic effort and the sum raised will be donated to this years charity which we will choose later on this year. This month branch member, Peter French, will be giving us a talk on his life in "Visual Effects".

Please note that we have changed the April clubnight to the Hobbies evening so please bring along examples

from all your other hobbies apart from the Morris Minor.

Please can I also ask that you start digging out your baby photos and let me have them in order for me to collate the "When you were a baby" quiz for June.

The events diary is now starting to fill up so if you know of any events that we don't please let us know so that Roger can get them in the diary.

Don't forget that if you planning to join us for the weekend away to The Royal Glen Hotel in Sidmouth over the weekend of 23rd and 24th September please get your booking form and deposit into Jacky by the April clubnight. Once I know how many are coming I will contact the Sidmouth Classic Car Show when the entries open in May and attempt to get us all booked in. So far, there are 5 rooms booked but it would be nice if a few more of you come.

Plans for this years Moggyfest are coming on in leaps and bounds. Please make sure that you get your entry form into Jacky by the and of March. Chris Tilly will be running the tombola stall as she normally does so can I please ask for donations to be given directly to her. I am still on the hunt for a suitable suit to wear in my guise as a 1948 Morris salesman. I have got one but for some reason it doesn't seem to fit me anymore! We would love it if as many of you as possible joined in with the theme and dressed in clothing of the immediate post war period. I have just managed to pick up 4 late 1940's chairs that will be just right to go with the desks which we have sourced. It's looking like it will be a really fantastic display this year.



As I mentioned last we have taken delivery of a 1957 4 door saloon courtesy of Dennis Saupe from Devon. I've not had a lot of time to do much to it yet but we have made a start.



The interior has been stripped out and I hope to be able to save the original carpets which are still fitted. Apart from the

usual wear from the drivers heel they are in remarkably good condition for their age. The seats, although, showing their age are free from tears but the leather is very dry and dirty. They should come back to life with a bit of work. I have taken the front wing off and cleaned off the underseal and am now going to work my way gradually round the car before borrowing Brians roller and tipping her over to clean off the underside in preparation for welding. I haven't managed to find a lot of the history yet as I'm still waiting for Dennis to let me have it. I have, however, ordered a heritage certificate and now know that it was manufactured between 27th August and 18th September before being dispatched on 21st September to the supplying dealer. All the numbers are still matching – chassis, engine and even the original key! I'm 99.9% sure that the dealer is question would have been Stewart and Ardern Ltd who were the main London agents for Morris with depots and showrooms throughout the London area. The MM series of registration numbers were almost exclusively used by Stewart and Ardern.


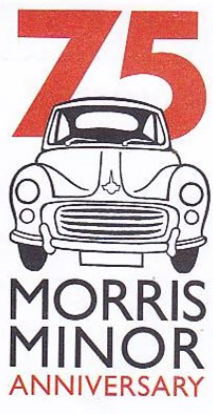
I think that's about all from me for this month, so until next time

Happy Minoring

Laurie.

FORTHCOMING EVENTS & ACTIVITIES

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

MARCH 1st	DORSET MMOC MARCH CLUBNIGHT Invited Speaker A talk by Branch member Peter French - ' Visual Effects ' (It was my job)
MARCH 19th	South Coast Klassics (at South Coast Karting Centre <u>Field</u>) Chapel Gate , Parley BH23 6BL (CCOTP event) 11 .am.—2 pm.
APRIL 5th	DORSETMMOC APRIL CLUBNIGHT Members Hobbies Evening
APRIL 10th (Easter)	South Coast Klassics (at South Coast Karting Centre <u>Circuit</u>) Chapel Gate , Parley BH23 6BL (CCOTP event) 11 p.m—4 p.m
APRIL 23rd	FBHVC 'DRIVE IT DAY ' Dorset Branch participation,details soon (also see page 4)
APRIL 22nd /23rd	Organford Classic Vehicle & Steam Engine Show Pikes farm , BH16 ES For Details & Booking s - visit www.organfordclassicevents.co.uk
MAY 1st	South Coast Klassics (at South Coast Karting Centre <u>Circuit</u>) (CCOTP event) <u>Detail s & Times - same as in APRIL 10th above</u>
MAY 3rd	DORSET MMOC MAY CLUBNIGHT Antiques Evening with PHIL TRAVES (bring your favourite antique or collectable for expert Phil to appraise)
MAY 8th	South Coast Klassics (at South Coast Karting Centre <u>Circuit</u>) (CCOTP event) <u>Details & Times—same as APRIL 10th above</u>
MAY w/end of 13th /14th	<p>DORSET MMOC MOGGYFEST 2023 (The 75th Minor Anniversary Event) at BEAULIEU (Incorporating National MMOC Southern Regional Rally) Booking Forms available NOW and camping available on site</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div>

MAY 29th	South Coast Klassics (at South Coast Karting Centre Circuit) (CCOTP event) Details & Times- same as APRIL 10th above
JUNE 7th	DORSET MMOC JUNE CLUBNIGHT 'When You Were a Baby' (Guess Who's Who - Please submit your old baby photos to Laurie In good time * ideally bring them on MAY clubnight
JUNE 17th/18th	Moors Valley Steam Summer Gala W/End (Booking direct to M.V.R by 21st April- for all details visit - www.moorsvalleyrialway.co.uk
JULY 1st	Burton Scout Carnival , Burton Recreation Field. Whilst there is no need to book for this event cars always need to arrive before 11a.m. as access roads through village are closed for the Carnival procession to arrive. (Further details to follow from branch member BRIAN TILLY)
JULY 5th	DORSET MMOC JULY CLUBNIGHT <u>*Meet at 'The Den'*</u> Antiques , Secondhand Curios & Colectables Centre at Wallisdown *MEET at THE DEN, Francis Ave BH11 8NX <u>NOT at the Electric Club</u>
AUG 2nd	DORSET MMOC AUGUST CLUBNIGHT (Subject Provisional—TBC) DMMOC Founder Graham Melly - 'Earlier Days of the Dorset Branch ' (including the screening of Graham's selected original archive cine films of some Dorset branch club events in the early 1980's)
AUG 19th/20th	DORSET MMOC - THE DORSET BRANCH ANNUAL RALLY at Wolvercroft World of Plants Rally Site , ALDERHOLT Nr Fording-bridge (booking forms to follow & camping available on site from the Fri p.m.)
AUG 28th	South Coast Klassics (at South Coast Karting Centre Circuit) (CCOTP event) Details & Times -same as APRIL 10th above
SEPT 2nd/3rd	Beaulieu International Autojumble —entry by ticket direct from Beaulieu (Dorset Branch exhibit at Moggyfest/ Spring Autojumble May 13/14th)
SEPT 6th	DORSET MMOC SEPT CLUBNIGHT Annual Gardening Competition
SEPT 24th	Simply British Classics at Beaulieu—Entry online direct from Beaulieu , but please advise Laurie if attending (as we normally arrive in a group 'convoy run ' with a Dorset branch club group parking area booked) www.beaulieu.co.uk/events
OCT 4th	DORSET MMOC OCT CLUBNIGHT 2023 Annual General Meeting
NOV	DORSET MMOC NOV CLUBNIGHT (Subject TBC)
DEC	DORSET MMOC DEC CLUBNIGHT Seasonal 'Noggin 'N Natter '

Dorset Branch February Clubnight Charity 'Blind Auction'

Despite the present cost of living economic situation having financial knock on effects for every single charity in the land, also affecting lots of ordinary families and individuals who are experiencing very challenging times , many Dorset Members generously reached into



their pockets during the evening . Our Dorset branch ' volunteer auctioneer for the event was DAVE WALKER who with his expert 'hammer skills' managed to raise a grand total just shy of £250.00 (Well done Dave!) He was ably assisted by Karon Brown who oversaw the collections with the circulation of the all important 'Cash Top Hat' Laurie assisted Dave to keep up the constant momentum from the large pile of mystery wrapped' lots kindly donated and brought along for the evening by branch members .



Below— "Keep those auction lots coming please Laurie you can rest later !



A 75th Minor event - *Not too far from Christchurch ??

Hello Roger

I thought you might be interested to see this for the magazine , emailed from New Zealand by Mike Gilbert a friend of ours who is now living there .

***Actually it is of course 'Not too far from Christchurch New Zealand ' unfortunately not a classic event just down the road here at our Christchurch Dorset !**

Acrtually New Zealand were amongst the 'top ten' countries that Nuffield Products exported to . By 1959 34,216 Morris Minor models had been sent , that was slightly more than exported to Canada and more than sent to either Sweden ,Holland, Malaya or Denmark , also who were in the 'top ten' export countries . Ed

Otago is a southeastern region on New Zealand's South Island. Its terrain encompasses snow-capped mountains, glacial lakes and a rugged peninsula sheltering sandy beaches and wildlife like penguins. Queenstown, a lakeside resort town framed by the dramatic Southern Alps, is famous for adventure sports like bungee jumping and paragliding. Outside Queenstown are dozens of wineries. Ed

North Otago
All BRITISH DAY 2023
Saturday 18th February
Featuring the Morris
In recognition of its 75th Anniversary
Public display and registrations Friendly Bay Reserve
Wansbeck St from 9.30am. First car away at 11.00am
BYO Picnic Lunch



Prizes and certificates will be awarded for Best Morris, Best British Car, Best Original Car, People's Choice and Best Motorcycle
Entries on the Day \$20 per vehicle
Contact Clive Blunden 021 184 2435
Proceeds to Waitaki Event Centre Project



GRAHAM MELLY'S (Dorset Branch Founder Member) Series II Minor Saloon story of his meticulous 'Complete Nut & Bolt' re-build project continues ...



Two heads are better than one !

The cylinder head (detailed right) that came with an engine that I purchased back in 1981 from a chap who sold it as a 'fully reconditioned complete 803cc engine.' I had not checked the condition of the valves, so after now having removed them I unfortunately discovered that on cylinder 3 there was a crack across the valve seat. (position 'One O' Clock' in photo)



Fortunately I already had two spare heads to hand and having cleaned one, I then took it with a set of new valves and valve guides to Perretts Engineering in Henstridge, Somerset .



. Here 's OLLIE Perretts Engineering Manager (right) with the reconditioned head on the reception bench.

I had the old guides pressed out and new ones fitted, the seats cut and new valves lapped. * Perretts also skimmed the head and it was all done at a brilliant price in less than a week!!!

(*Peretts Engineering are at Henstridge 01963 362603)

I then decided to tackle another area (below right) - the two door window glass panes that had some noticeable surface scratches.

I had Tower Glass cut and toughen the two panes from the drivers door glass as a pattern. These were originally 5mm in thickness from the BMC factory. This is no longer available as the new glass is 6mm. I purchased the window regulator frames from Ashley Hinton that are press fitted to the bottom of the panes with a rubber seal.

Ashley Hinton (based in Great Bookham,Surrey) makes, and advertises online, various parts for a whole range of BMC cars—and all in stainless steel.

Next on the agenda will be finishing the engine off, then, of the 3 gearboxes that I have, I will take them apart and hopefully make one good box. I anticipate the engine and gearbox will be going back soon !

GRAHAM



THE 'BRIAN WOOD' REPORT ***(& News from the Spares Dept.)***



Hello again, everyone. The '3D Printing' Department has been busy this month with preparation of some Earls Court Exhibition lapel badges for use in the Anniversary Display which is being planned for Moggyfest at Beaulieu – which is coming up fast! I have also re-engineered the rear-view mirrors as the ball fixing mounts were not consistently secure. I have now re-made them in a more flexible material which gives a bit more grip. These should be available in the 'spares shop' soon and also at the Beaulieu weekend.

Also, at Beaulieu, we will have some reconditioned SU petrol pumps for sale, if you need one. Please bring along an old one for exchange and if anyone has a pile of old ones tucked away under the bench



I am always grateful to receive them for recycling. Like a lot of things lately, the price of new ones seems to have rocketed, with them now being £148 each from ESM. So, as long as we can keep getting hold of the old ones, they can be restored for about half that price.



At last years 'Spares Shop' - Dorset Branch Moggyfest at Beaulieu

(See you there again in May !)

Spring is on the way, so get those Minors out of the garage and serviced ready for the sunnier weather. Don't forget to use the spares department which holds stocks of servicing items including filters, oil, plugs, points etc. Most consumables are held in stock, but we can order in anything we don't have in stock. And you'll receive 10% discount (on most things) if you are a paid-up member of the Branch.

I have quite a few 'niggling' jobs to do on the convertible over the next month. These include, sorting out the clutch operation, fixing the washer jet pump, re-wiring the electric fan so it runs on after the engine stops etc etc plus one or two other issues.

Speaking of clutch linkages, the convertible has a modified linkage system which incorporates 'rose joints' instead of clevis pin type joints. These eliminate the inherent movement and loss of effort in each of the three such joints- especially as they wear. A rose joint is simply a spherical bearing inside a threaded casing – a bit like a track rod end. This is a good modification for a well-used car since the linkage usually wears out slowly and the symptoms are similar to failing clutch. It should also add to the reliability factor as well as you are eliminating the plain rods which often snap suddenly. The 8mm threaded studing is much stronger.



That part of the systems works well, however the problem I have at the moment is the effort required to release the clutch. This means that I will have to experiment with the lengths of the lever arms on the clutch pedal itself and the relay shaft. I am assured, however, by those who have gone before me that it can be done.

That's all for now.Brian

One Traveller's Motive Power (Petrol CCs converted to Volts)

Electric vehicles are of course still in their early stages of development with constant discussion regarding issues of 'mileage range' together with 'non driving down time' required for re charging . The other point is that both modern electric vehicles and also the conversion of any existing classic cars is a costly purchase requiring somewhat 'deep pockets' at the present time. Mention to many the subject of 'electric conversion', specifically for the Morris Minor and the answer will often be that the original 'beating heart and soul' the very essence of such a classic car has been cruelly removed, also gone with it would be that familiar and traditional 'Minor 'engine note' (and even the aroma !) To others it can be an interesting point that whatever future successive governments legislate concerning future 'targets' on achievable carbon emissions and availability in the long term of road vehicle fossil fuel availability and who can buy it .Some say that looking very long term (our grand children's options for vehicle motive power) what liquid fuel variations might be developed or will be permitted using for our traditional existing internal combustion engines. ? However If you have opinions either way or already have some experience of electric vehicles or conversions etc. .. PLEASE DO SEND IN AND SHARE ANY OPINIONS OR THOUGHTS TO 'EDITORS IN BOX ' (Editors email Page 2)

Thank you to Dorset branch member MARTIN HARRIS who recently noticed this Minor Traveller Electric conversion that he had noticed recently advertised for sale . It was being offered and listed - described as a private seller on a 'Classic Cars For Sale' national website .

(

The editor has reproduced the following 5 photos and also taken part of the original advertisement details with the intention of reproducing it in good faith for interest and Discussion purposes (The original advertiser is not known to the Dorset branch monthly magazine)



Amongst features described for this example of an electric converted '71 Traveller ...

Drive Motor & Inverter from a Nissan Leaf 80kw (107HP)

24 ex Nissan Leaf re chargeable power modules (6 installed front and 18 installed rear)

Custom adaptor plate to the original gearbox .

No Clutch or Flywheel (stays in top gear)

Original suspension.

Total weight 1,082 kg

No chassis or body modification . Conversion based on drilling holes for fixing points .

Front disc brakes .

Cruises at 70mph

Range of 120 miles.

One switch on dash operates Drive/Neutral/Reverse .with indicator on dash for D/N/R

The advertised Price on the website ...
£34,950



WHAT 'BITS' DID MORRIS USE, AND FROM WHERE, TO BUILD A MORRIS MINOR ?

By 1961 One Million Morris Minors had been built. Each car comprised of thousands of individual items -large and small . From the start of Morris Minor production in 1948 Morris Motors had established a reliable chain of supply to smoothly supply the Cowley Oxford assembly line. Larger essential components such as bodies engines and gearboxes, radiators, carburettors etc. as we are aware were built within 'in house ' own factory resources (Morris, Nuffield Organisation , then later B.M.C.) however certain established component companies were consistently relied upon to supply many specific items ...

THE EDITOR CONCLUDES THIS SERIES EXPLORING THOSE MANY INDIVIDUAL COMPANY SUPPLIER SOURCES OF MATERIALS AND PARTS THAT COWLEY USED TO CONSTRUCT A MORRIS MINOR SALOON **PART 4**

The new steering wheels

The modern trend in steering wheel design is well illustrated by these examples of the new range produced by Wilmot-Breedon for the British Motor Industry. Other features of the new models, no less advanced, are Wilmot-Breedon bumpers, handles and locks, and the hydraulic-electric equipment which attracted so much attention at the Motor Show. All are evidence of Wilmot-Breedon's achievements in developing and improving the wide range of automobile equipment which for so many years has been fitted to most British cars.

W.B. GLASGOW

It's interesting that the more research into the past suppliers of the individual components for this series , it reveals more and more firms were supplying the same categories of specialist items . No doubt Morris Motors and (then BMC) would have needed to maintain a competitive buying in price where suppliers of similar product areas were in effect in competition , On the other hand Morris Motors /BMC was at the time the largest car maker in the country and also one of the top manufacturers in the world behind the American firms.

Two main companies supplied Steering Wheels **WILMOT-BREEDEN** , Birmingham . (also supplied many high specification metal finished castings and mechanisms including locks .

BLUEMELS , Coventry had also supplied steering wheels to Morris from when they progressed from making bicycle mudguards and hand pumps . **Bluemels** also were favoured by Morris/BMC for their number plates (both raised de-luxe type and later the pressed plates that every authorised dealer was encouraged to install machines in their workshops towards some degree of consistency regards fitting to new cars

Bluemels STEERING WHEELS and 'PYRAMOID' NUMBER PLATES

STAND No. 240
FIRST FLOOR

BL 237

LARGE RANGE OF STEERING WHEELS IN MODERN DESIGNS & COLOURINGS (DRESS, RACE AND ADORNED) - CAR NUMBER PLATES - 'PYRAMOID' AND 'TRANSLUCENT' LETTERS - MOUNTED CONTROL KINGS AND LEVER HANDLES - TRANSLUCENT GEARBOX KINGS

BLUEMEL BROS. LTD. WOLSTON, NR. COVENTRY.
London Office: 46, Bouverie Street, Great Portland Street, W.1.

BRITAIN'S CARS ARE FITTED WITH COMPONENTS

by **W.B.**

1. Bumpers.
2. Over-riders.
3. Mascots.
4. Radiator Grilles.
5. Bonnet Hinges.
6. Steering Wheels.
7. Sun Visors.
8. Ash Trays.
9. Door Handles and Locks.
10. Boot Lid Hinges and Supports.
11. Petrol Locking Caps.
12. Dowletails.

The Wilmot-Breedon system of hydraulic-electric control of the raising and lowering of windows and hood, and the fore and aft adjustment of seats. Each operation is controlled by push-buttons on the dash board and actuated by a master hydraulic pump.

WILMOT-BREEDEN LTD
BIRMINGHAM · LONDON · MANCHESTER · GLASGOW

'Vynide'

FOR THE 'MINOR' TOURER



Morris Motors Limited and other leading car manufacturers choose

'Vynide'

for car seating and panelling because 'Vynide' is:

- HARD-WEARING
- SCRATCH-PROOF
- FIRE-RESISTANT
- STAIN-PROOF
- unaffected by petrol, oil and dilute acids

'Vynide' will keep its smart appearance through years of hard wear. The only maintenance required is an occasional wipe-over with soap and water.

'Vynide' is the registered trade-mark of the p.v.c.-coated fabric manufactured only by the Leatherlok Division of Imperial Chemical Industries Ltd.

'Vynide' - best in the long run



IMPERIAL CHEMICAL INDUSTRIES LTD., LONDON, S.W.1

When it came to Upholstery, and Trim there were several specialist suppliers **IMPERIAL CHEMICAL INDUSTRIES (ICI)** for a while became the largest industrial concern in the western world at the time. **ICI Vynide** is still performing good service today, fitted right up to, and used in the last Minors built a 'miracle discovery artificial leather cloth' contrary to some popular belief it was not a 1960's invention but was used in the '40's (advert left) **CONNOLLY BROTHERS (Curriers)** London were the principle 'Real Leather Upholstery suppliers in the country that included Roll Royce Bentley etc. and of course the Series II Minor (Deluxe) models! **DUNLOP** supplied Dunlopillo in due course for seating interior fillings. **CROSSLEY CARPETS Halifax** became principle suppliers for fitted carpets to BMC by 1959

For your especial comfort . . .



The **MORRIS** MINOR

now has

DUNLOPILLO

SEATING

in the front seats

THERE'S NOTHING AS GOOD AS DUNLOPILLO

The owners of a

MORRIS MINOR 1000

DE LUXE . . .

congratulate each other on their happy choice . . .



He likes the new Morris for its sprightly handling . . . for the almost magical

surge of power from the overhead-valve engine. She likes it for the big car

comfort . . . and the sleek styling. Both of them like

it for the truly family-style driving that's so freely offered.

For there's room for the children . . . room for them all

really to enjoy the sheer perfection of

REAL LEATHER UPHOLSTERY



rich
comfortable
colourful
hardwearing

WHO SUPPLIED WHAT ? Cont...

As previously mentioned **IMPERIAL CHEMICAL INDUSTRIES** were a vast organisation with a variety of specialist divisions including ...

1. General industrial
2. Alkali Div .
3. Cellulose Products
4. Dyestuffs .
5. Explosives
6. Fertilisers & Agriculture
7. Fibres
8. General Chemicals
9. Metals Div
10. Paints
11. Pharmaceuticals & Insecticides
12. Plastics Div

Morris/BMC may not have required very much from the Explosives, Fertiliser, or Pharmaceuticals divisions for the Morris Minor but did rely regularly on ICI as a supplier for a surprising number of other products and factory process equipment that included paints and pre – preparation of course .

(I think I would prefer a 'salt bath rather than a 'Cyanide bath though if I really had to choose !)

CASTROL Wakefied Motor Oils , and chassis greases were principally the most familiar and most regularly recommended both initially factory filled and used , then also recommended throughout the authorised dealership servicing network system .

However other Oil firms such as DUCKHAMS Oils were always keen to publicise any 'recommendation endorsement within their own advertising.

ICI METALS DIVISION

supplies copper and brass strip for radiators to the Nuffield Organisation— manufacturers of the first car to complete 10,000 miles non-stop.

ICI IMPERIAL CHEMICAL INDUSTRIES LIMITED, LONDON, S.W.1

'CASSEL' SALT BATHS

for **WARTENPERING** of Oil-hardening and Air-hardening Steels

Minimum Distortion
Reduced risk of cracking

ICI IMPERIAL CHEMICAL INDUSTRIES LIMITED NOBEL HOUSE LONDON, S.W.1

'CASSEL' Cyanide Baths

Still the best method of surface hardening, or applying case depths up to .025 in. For deeper cases, or parts which are to be ground, use 'Cassel' 'RAPIDEEP'. For details of 'Cassel' Heat-Treatment Salts and Salt Bath Furnaces consult:—

ICI IMPERIAL CHEMICAL INDUSTRIES LIMITED NOBEL HOUSE LONDON, S.W.1

For every MORRIS ever made

MORRIS RECOMMEND

Castrol

THE MASTERPIECE IN OILS

23 years recommendation

Duckhams' NOL MOTOR OILS

FOR BETTER MOTORING

NOL MOTOR OILS

The finest pennyworth in motoring

ICI ALEXANDER DUCKHAM & CO. LTD., HAMERSMITH, LONDON, W.4

There is absolutely no doubt that the more I have tried to find companies that supplied the many parts to build the Morris Minor between 1948 and 1960 the more and more obscure company names show up.

It appears to be an almost endless task perhaps suited to someone one day with more spare time on their hands.

Besides those firms that were very well known, some as huge organisations in themselves, there were (and still yet many more to be discovered I am sure) other smaller concerns, that most people back then, and more so today, would probably never ever have heard of. The three company adverts here (right) would appear to be examples of that observation?

With that thought in concluding this series that I think the hobby of listing of every single supplier used by Morris/BMC (even from this 1948 to 1960 period of Morris Minor production) would seem to me rather an impossibility...

Who Supplied What 'series
THE END

Roger

● **TWO RECORDS** ●
10,000 MILES AND 27 YEARS WITHOUT A STOP
WE ARE TWICE HONOURED
MORRIS MINORS
ARE FITTED WITH **WESTWOOD** FILLER CAP ASSEMBLIES
OUR FILLER CAPS WERE FIRST FITTED ON
MORRIS CARS
IN 1926
AND HAVE BEEN EVER SINCE
RELIABILITY STANDS THE TEST OF TIME


WESTWOOD
TRADE MARK
RIM & PATENTS LTD
ACOCKS GREEN, BIRMINGHAM, 27

JAMES MOTOR CYCLES LIMITED,
AS MANUFACTURERS OF A WIDE RANGE OF MOTOR CAR COMPONENTS, ARE PROUD TO BE ASSOCIATED WITH BRITAIN'S MOST SUCCESSFUL POST-WAR CAR the



MORRIS Minor
For Precision machining and light press work to a very high standard
CONSULT
JAMES MOTOR CYCLES LTD. · GREET · BIRMINGHAM 11

A Tribute to the Amazing Minor



NOW in its tenth year of production the **MORRIS MINOR** is unsurpassed. Throughout its record production run it has been fitted with **BRIGHT "SNAPPON" DOOR SEALS**

BRIGHT Manufacturing Co., Ltd.
PATENT DOOR SEALS • MOULDINGS AND BEADINGS
METEOR WORKS • TORRINGTON AVENUE • COVENTRY

DORSET BRANCH CLUB SPARES DEPT. PAGE

**NEW CLUB SPARES for your Minor are available through the Branch
at up to 10% discount (to Branch Members)**

Call or email Brian Wood 07411 116336

Sample prices on New Parts

Oil filter: paper: £3.74 screw-on: £3.15

Air filter: £5.40, NGK spark plugs
£2.07ea

Distributor Doctor Condenser £8.55

Lucas Contact points £2.70

Distributor cap (push in) £4.95

1098 Clutch kit (2-pce) High quality
reconditioned (Precision Clutch Com-
ponents) £89.10 exchange.

*Reconditioned cylinder heads and
crankshaft kits.*

*(All prices are member's discounted rates and are
subject to change without notice)*

Refurbished Stock

Fuel Pumps £54.00 exchange

HS2 Carburettors £150 exch.

Gearboxes:

803, 948 or 1098 (from) £375

Indicator Switch Covers

These are now available for single
(indicator/flash etc) or double (inc. wiper
switch on left) for £48.50 and £79.00 re-
spectively. They are supplied with full in-
structions and all parts except the
switches.

(See website 'Special Items' Page for more
details)



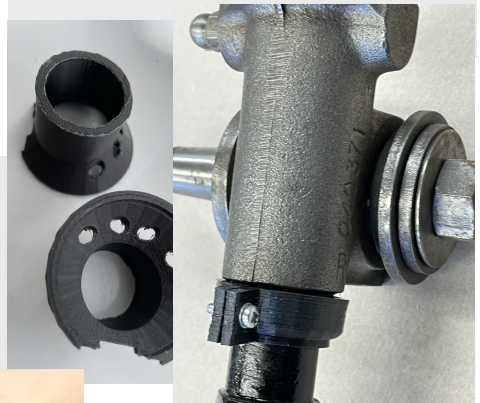
3D Print Department

This month sees the introduction of small
device to help prevent mis-fuelling. The Minor
fuel filler neck is big enough to allow the in-
sertion of a diesel nozzle at your fuel station
of choice. This simple restrictor will only allow
the insertion of a standard unleaded fuel noz-
zle. It is compatible with standard and locking
fuel caps. Special introductory price is £3
each. (Any feedback gratefully received)

The Split Trunnion seals are selling well and
are now also supplied by ESM

Split lower trunnion dust seal **£8.10** per pr.

Upper/lower trunnion to leg seal



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 TAKING UP SPACE IN THE GARAGE ?
 ...FLOG 'EM HERE ON THIS PAGE !



FOR SALE 1969 MINOR TRAVELLER

Reconditioned engine which has done less than 2,000 miles with new clutch kit. New brake shoes, new spare wheel, reclining front seats, it has the jacking points, the wood is all good and no soft spots, the paint work could be improved but there is no rust. Now with NEW MOT and with good past MOT history with lots of photos plus paperwork - £6250 (been off the road since 2017 due to bereavement)

Phone ... Nigel Houghton
 07939.264653



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ESM MORRIS MINORS



ESM - Partners with & distributors for
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Est 1982

www.morrisminors.com

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SAMPLE PRICES: Rebuilt/
Exchange clutches for Minor
£65 (948cc) £65 (1098cc)

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